### 2013

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

where available

## Special Locality Report 122

City of Norfolk

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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.

	Route Jurisdiction Length AADT QA 4Tire BusTruck															
Route	luriodiation	Longth	AADT	ΟΛ /	1Tiro	Ruc		Tru	ck		00	K	Oĸ	Dir		014/
Toute	Junsuiction	Lengin	AADI	WA 4	+1110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΝ	Factor	AAWDI	QVV
~~~	From:	WCL	Virginia Bea													
13 Military Highway	City of Norfolk	0.85	46000	G S	98%	0%	1%	0%	0%	0%	С	0.101	F	0.641	49000	G
<u> </u>	To		I-264													
13 Military Highway	City of Norfolk	0.95	45000	G 9	97%	1%	1%	0%	1%	0%	F	0.086	F	0.600	48000	G
, , ,	, T-1															
Military Highway	City of Norfolk	1.23	irginia Beach		97%	1%	1%	0%	1%	0%	С	0.077	F	0 555	45000	G
13 Military Highway	City of Nortoik			-		170	176	0%	170	0%	C	0.077	Г	0.555	45000	G
	From:	SR 165, SR	165; SR 166		1											
13 (165) (166) Northampton Blvd	City of Norfolk		32000		97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	G
13 (165) (166) Northampton Blvd	Only of Morion				01 70	1 /0	. , ,	070	1 /0	0 70	•	0.007	•	0.007	0.000	Ğ
	From:		5 Kempsville										_			
13 (166) Northampton Blvd	City of Norfolk	0.62	33000	G 9	93%	0%	1%	3%	2%	0%	С	0.092	F	0.602	35000	G
$\stackrel{\smile}{\smile}$	To: From:		I-64													
13 (166) Northampton Blvd	City of Norfolk	0.20	80000	G S	97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	G
	To:	WCL	Virginia Bea	ach												
	From:	US 13-N045A U	IS 13-S045A	FROM E	RT 1											
13 Ramp	City of Norfolk (Maint: 64)		24000	G								0.095	F		24000	G
(13)	To:		E FROM RT													-
N. d	From:															
North 13 Ramp	City of Norfolk (Maint: 64)	0.22	TO I-64 WE	251								NA			NA	
(13) Ramp	To:	US 13-S045A U		EDOM D	т 1		_					INA			INA	
North	From:	US 13 TO ROU			RD							0.444	_		0000	_
(13) Ramp	City of Norfolk (Maint: 64)	0.19	8900	G								0.114	F		8900	G
	To:	I-264-E013X FROM	RT 13 NOR	TH-MILI	ITARY I	I										
North	From:	US 13 TO ROU			RD											
13 Ramp	City of Norfolk (Maint: 64)	0.10	2800	G								0.128	F		2800	G
<u> </u>	To: I-	-264-W013X FROM	ROUTE 13	NORTHO	00- MILI	Т										
South	From:	US	3 13 TO I-64													
(13) Ramp	City of Norfolk (Maint: 64)	0.08	29000	G								0.086	F		29000	G
	To	US 13-S045B T0	O DT 64 EA	CT & WE	CT2											
South	From:			31 & WL	2011											
(13) Ramp	City of Norfolk (Maint: 64)	0.35	NA									NA			NA	
<u> </u>	To:	US 13-N045A I	US 13- 45A I	FROM R	T 1											
South	From:	US 13-S045A	TO I-64 EAS	ST & WE	ST											
13 Ramp	City of Norfolk (Maint: 64)	0.19	NA									NA			NA	
$\bigcirc$	To:	I-64-W FR	OM RT 13 S	SOUTH												
South	From:	US 13 TO ROU	TE 264 EAS	T COLL	RD											
13 Ramp	City of Norfolk (Maint: 64)	0.11	9500	G								0.086	F		9500	G
		I-264-E013X FROM			TARY F	I										-
South	From:						<del>- i</del>									
13 Ramp	City of Norfolk (Maint: 64)	US 13 TO ROU' 0.19	7500	G G	KD							0.096	F		7500	G
(13) Hamp	· · · · · · · · · · · · · · · · · · ·	-264-W013X FROM			n Miri	т	_					0.030	'		1 300	u
		-204-WUI3A FKUM	KUUTE 13	2001H0	v- will	1										

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

<b>-</b> .					_		Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:	ECL Portsr													
58) Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>3600</b> 0		96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	-
<del>~</del>	To: From:	SR 337 Brambl													
58 (337)Brambleton Ave	City of Norfolk	0.26 <b>2700</b> 0		96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	32000	
58 337 Brambleton Ave	City of Norioik	0.20 27000	, G	30 /6	0 76	<u> </u>	1 /0	2 /0	0 /6	'	0.073	'	0.507	32000	
$\overline{}$	To: From:	Colley A													
337 Brambleton Ave	City of Norfolk	0.83 <b>3400</b> 0		96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	39000	
<del>~</del>	To:	E SR 33													
Duka Ct	City of Norfolk	E SR 337 Bramb 0.17 <b>9100</b>			10/	10/	10/	10/	00/	F	0.083	F	0.754	9700	
Duke St	City of Norfolk	0.17 <b>9100</b>	G	95%	1%	1%	1%	1%	0%	Г	0.063	Г	0.754	9700	•
~	To: From:	Olney R	ld.												
<sub>58</sub> Virginia Beach Blvd	City of Norfolk	0.07 <b>6000</b>	G	95%	1%	1%	1%	1%	0%	F	0.086	F	0.674	6400	
~	Too	Boush Str	reet			$\neg$ $\vdash$									
58 Virginia Beach Blvd	City of Norfolk	0.24 <b>5500</b>		95%	1%	1%	1%	1%	0%	F	0.089	F	0.532	5900	(
30) 9 11 1111	To:	US 460 Monticello Av													
	From:	Monticello													
58 Virginia Beach Blvd	City of Norfolk	0.70 <b>1500</b> 0	) G	96%	2%	1%	1%	1%	0%	С	0.092	F	0.591	15000	
	To	SR 168 Tidev	iotor Dr												
58 Virginia Beach Blvd	City of Norfolk	0.53 <b>1500</b>		95%	1%	1%	1%	1%	0%	С	0.099	F	0.522	16000	
Solo Vilginia Boadii Biva	City of Horion			0070	. 70	. 70	1 70	. 70	070	Ū	0.000	•	0.022	10000	
~	From	Park Av		050/	00/		40/	40/	201	_	0.00	_	0.540	10000	
Virginia Beach Blvd	City of Norfolk	0.96 <b>1700</b> 0	) G	95%	2%	1%	1%	1%	0%	С	0.09	F	0.516	18000	(
~	To: From:	SR 405 Ballen	ine Blvd			$\Box$									
58 Virginia Beach Blvd	City of Norfolk	0.88 <b>3000</b>	) G	95%	2%	1%	1%	1%	0%	F	0.086	F	0.552	32000	(
<i>→</i>	To	Azalea Gard	lan Dd												
Virginia Beach Blvd	City of Norfolk	1.35 <b>3000</b>		95%	2%	1%	1%	1%	0%	F	0.098	F	0.635	31000	(
38) 19 2000 2.10	-			0070	_,~	- ,,,	. , ,	. , 0	0 / 0	•	0.000	•	0.000	0.000	
~	To: From:	US 13 Milita													
Virginia Beach Blvd	City of Norfolk	0.79 <b>2700</b> 0	) G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	29000	(
<del>~</del>	To: From:	SR 165 Kemps	sville Rd												
Sel Virginia Beach Blvd	City of Norfolk	0.93 28000		98%	1%	1%	0%	0%	0%	С	0.097	F	0.539	30000	(
	To:	WCL Va Beach; N	Newtown R	Rd											
	From:	I-64													
60 (60 Ramp	City of Norfolk (Maint: 64)	0.13 <b>6100</b>	G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	(
90) (00)b		I-64-E FROM RTS 60 & 14				Ť	.,.	-,-		-	•	-			
	From:	ECL Ham		TO LITTE											
60 (64) Hampton Roads Bridge Tunn	el City of Norfolk (Maint: 64)	0.09		S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	Traffic Estimates for 2 Parallel Roadways	on this Route: 86000	) F	97%	1%	1%	0%	2%	0%	С	NA	_		88000	
	To														
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	Bayville 1.74	St	c.	00   64	for dire	ctional tr	affic va	lumo co	timat	oc for this		mont		
	Traffic Estimates for 2 Parallel Roadways		) G	96%	ee 1-64 1%	1%	Cilonal ir 0%	2%	0%	ilmale F	0.069	s segi F	0.54	88000	

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

Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q
Pomp	From:	I-64-E TO 4TH VIEW 0.17		200   64	for directional tr	offic ve	dumo oo	timata	o for this		mont		
60 64 Ramp	City of Noriolk (Maint. 64)	I-64 W		ee 1-64	ior directional ti	anic vo	nume es	umate	es for tris	s segi	ment.		
	From:	I-64											
60 4th View St	City of Norfolk (Maint: 64)	0.25 <b>12000</b> (	<b>G</b> 98%	1%	1% 0%	0%	0%	С	0.081	F	0.628	13000	
	To:	Ocean View Ave Eas	st										
~~	From:	4th View St						_		_			
60 Ocean View Ave East	City of Norfolk	0.95 <b>14000</b> (	<b>G</b> 98%	0%	1% 0%	0%	0%	С	0.12	F	0.525	14000	
<del>~</del>	To: From:	US 460 Granby St											
60 Ocean View Ave East	City of Norfolk	0.47 <b>17000</b> (	<b>G</b> 98%	0%	1% 0%	0%	0%	F	0.094	F	0.598	18000	
<del>~</del>	To	SR 194 Chesapeake B	lvd										
60 Ocean View Ave East	City of Norfolk		<b>G</b> 98%	0%	1% 0%	0%	0%	С	0.095	F	0.587	15000	
30)	T							_					
60 Ocean View Ave East	City of Norfolk	122-8618 Cape View A		0%	10/ 00/	0%	00/	F	0.000	F	0.50	17000	
60) Ocean View Ave East	City of Norfolk	1.67 <b>16000 (</b>	<b>G</b> 98%	0%	1% 0%	0%	0%	Г	0.088	Г	0.53	17000	
~~~	To: From:	21st Street											
60 Shore Dr	City of Norfolk	0.88 <b>22000</b> (	<b>G</b> 98%	1%	1% 0%	0%	0%	С	0.091	F	0.525	24000	
<del>~</del>	To	SR 170 Little Creek R	Rd										
60 Shore Dr	City of Norfolk		<b>G</b> 99%	0%	0% 0%	0%	0%	F	0.09	F	0.729	33000	
33)	To:	WCL Virginia Beach	n										
	From:	US 60 Settlers Landing	Rd										_
Ramp	City of Norfolk (Maint: 64)		<b>G</b> 95%	0%	1% 1%	3%	0%	F	0.124	F		6200	
00)	To:	I-64 East							-				
	From:	I-64-E273A US 60 FROM &	TO 10 64										_
Ramp	City of Norfolk (Maint: 64)		G						0.12	F		2500	
90)	To:	I-64-E FROM 4TH VIEW S			<del>-</del>				···-	•			
	From:	US 60 I-64-W273A FROM &			1								_
60 Ramp	City of Norfolk (Maint: 64)		. 10 13 04 <b>G</b>						0.136	F		6800	
60) Hamp	To:	I-64-W FROM 4TH VIEW STR			$\neg$				0.130	'		0000	
	Brown Y C												_
Pomp	City of Norfolk (Maint: 64)	4-W FROM OCEAN VIEW AVE 0.03 <b>970</b>	<u>G</u> PARALL	EL					0.124	F		970	
60 60 Ramp	City of Noriok (Maint. 64)	0.03 970 (	J						0.124	Г		970	
~~~	To: From:	I-64 W											
60 Ocean View Ave	City of Norfolk		<b>G</b> 98%	1%	<u>1</u> % 0%	0%	0%	С	0.124	F	0.876	6600	
<del>`</del>	To:	4th View St											
	From:	2US 60-P I-64-W272A OCEA	N VIEW A										
Ramp	City of Norfolk (Maint: 64)	0.03 <b>970</b> (	G						0.124	F		970	
<u></u>	то: І-6	4-W FROM OCEAN VIEW AVI	E60 PARALL	EL									
East	From:	ECL Hampton											_
60 Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	· · · · · · · · · · · · · · · · · · ·	F 96%	1%	1% 0%	2%	0%	С	0.083	Α		45000	
	ffic Estimates for 2 Parallel Roadways	on this Route: 86000	F 97%	1%	1% 0%	2%	0%	С	NA			88000	
	To:	Bayville St						-					

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

		<u> </u>	ty or inoric					Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From	E.	Bayville St				2, 0.10	017100	TTTQII	Ziiaii		1 40101		1 40101		
(64) (60) Hampton Roads	Beltway City of Norfolk (M	Maint: 64) 1.74	43000	G	96%	1%	1%	0%	2%	0%	F	0.072	F		44000	G
$\circ \circ$	Combined 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
Foot	To From	v 1	4th View St													
East 64	City of Norfolk (M	Maint: 64) 1.30	42000	G	96%	1%	1%	0%	2%	0%	F	0.072	F		43000	G
04)	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	0.07	F	0.547	82000	G
-	Te	<u> </u>	Bay Ave													
East	City of Norfolk (N	Maint: 64) 1.09	47000	G	96%	1%	1%	0%	2%	0%	_	0.069	_		49000	G
64	Combined Traffic Estimates for 2 Parallel	· ·		G	96%	1%	1%	0%	2%	0%		0.009	F	0.519	93000	G
	Combined Traine Estimates for 2 Faraner				30 /6	1 /0	1 /0	0 /6	2/0	0 /0	'	0.071	'	0.519	93000	G
East	From		New Gate Ro													
64	City of Norfolk (N	•	47000	G	96%	1%	1%	0%	2%	0%	F	0.07	F		49000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	88000	G
East	To From	I-564,	US 460 Gra	nby St												
East (64)	City of Norfolk (M	Maint: 64) 1.38	48000	Α	96%	0%	1%	1%	2%	0%	С	0.118	Α		52000	Α
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	119000	G	98%	0%	0%	0%	1%	0%	F	NA			130000	G
	To From	SR 1	68 Tidewate	er Dr												
East 64	City of Norfolk (N	Maint: 64) 1.04	54000	G	97%	0%	1%	1%	2%	0%	F	NA			58000	G
04)	Combined Traffic Estimates for 3 Parallel	· ·		G	98%	0%	0%	0%	1%	0%	F	NA			142000	G
	To		4 Chesapeak													
East	From				070/	00/	00/	10/	10/	00/	_	NIA			00000	_
64	City of Norfolk (Norfolk (Norf	,	62000	G	97% 98%	0% 0%	0% 0%	1% 1%	1% 1%	0% 0%	C F	NA NA			62000 154000	G G
	Combined Trainic Estimates for 3 Faraller			G	90%	0%	076	170	170	0%	Г	INA			134000	G
East	To From	·	247 Norview	Ave												
East 64	City of Norfolk (N	,	65000	G	97%	0%	1%	1%	2%	0%	F	NA			71000	G
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	153000	G	98%	0%	0%	0%	1%	0%	F	NA			165000	G
East	To From	SR 1	65 Military	Hwy												
64)	City of Norfolk (N	Maint: 64) 1.19	55000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		60000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	144000	G	97%	0%	0%	0%	1%	0%	F	NA			155000	G
		US 13, SR	166 Northan	npton B	lvd											
East 64	City of Norfolk (N		69000	G	97%	0%	1%	1%	2%	0%	F	0.078	F		75000	G
04)	Combined Traffic Estimates for 3 Parallel			G	97%	0%	0%	0%	1%	0%	F	NA	'		187000	
	To Take Traine Later and L				0.70	0 /0			. 70							
East 64	From		I-264					46.			_		_		_,	
64)	City of Norfolk (N		69000	Α	97%	0%	1%	1%	2%	0%	С	0.111	Α		74000	A
~	Combined Traffic Estimates for 2 Parallel			Α	97%	0%	1%	1%	2%	0%	С	NA			146000	Α
	10	'I WC	L Virginia B	each												

		City of Norto	ЛК											
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO BAYVILLE 0.03 <b>1600</b> 122-99001- A BAYVILLE ST	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.133	F	. 40101	1800	G
East 60 Ramp	City of Norfolk (Maint: 64)	I-64-E TO 4TH VII 0.17 <b>5500</b> US 60 US 60- 281A FRO	G							0.13	F		5500	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E TO US 460-GRANDBY 0.14 <b>14000</b>	G							0.1	F		14000	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 G 0.15 <b>8300</b> I-564-N FROM RT 6	G							0.109	F		8300	G
East 64 Ramp	From: City of Norfolk (Maint: 64) To	I-64-E276A TO US 460 G 0.06 NA US 460 FROM I-64								NA			NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. 0.04 <b>6300</b> I-64-R I-64-R000A FRO	G							0.282	F		6300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 T 0.35 <b>8000</b> SR 168 FROM I-64	G							0.117	F		8000	G
East 64 Ramp	From I-City of Norfolk (Maint: 64)	0.13 1800 SR 168 FROM I-64	G	Е						0.090	F		1800	G
East 64 Ramp	City of Norfolk (Maint: 64)	64-E TO RT 194 SOUTH-CHI 0.18 <b>2900</b> SR 194 FROM I-64	G	D						0.094	F		2900	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 247 EAST-NOR 0.17 <b>3500</b> SR 247 FROM I-64	<b>G</b> 98%	0%	1%	0%	1%	0%	С	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)	I-64-E TO RT 16500- MILITA 0.17 <b>7700</b> SR 165 FROM RT 6	G							0.086	F		7700	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 13 N 0.19 <b>11000</b> US 13 FROM I-64	ORTH <b>G</b>							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 EA:	64 <b>G</b>							0.073	F		38000	G

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   Truck   Cax	G G F G
East   City of Norfolk (Maint: 64)   0.14   4500   G   0.097   F   4500	G F G
City of Norfolk (Maint: 64)   0.14   4500   G   0.097   F   4500   G   1-264-W013X FROM RT 64 EAST	G F G
To	G F G
From	F G
City of Norfolk (Maint: 64)   0.17   NA	F G
From	F G
Ramp   City of Norfolk (Maint: 64)   0.45   26000   G	F G
Ramp   City of Norfolk (Maint: 64)   0.45   26000   G     0.08   F   26000   G	F G
Rev   Begin Reversible Lane At I-564	F G
Rev   Begin Reversible Lane At I-564	G G
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 153000 G 98% 0% 0% 0% 1% 0% F NA 165000    Rev   From:   Ramp To I-64 EB	G G
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 153000 G 98% 0% 0% 0% 1% 0% F NA 165000    Rev	G G
Ramp To I-64 EB   Ramp To I-64 EB	G
City of Norfolk (Maint: 64) 2.18 <b>26000 G</b> 100% 0% 0% 0% 0% 0% 0% C NA 26000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>175000 G</b> 97% 0% 0% 0% 1% 0% F NA 187000  To Temp End Reversible Lane  Rev	
Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>175000 G</b> 97% 0% 0% 0% 1% 0% F NA 187000 Temp End Reversible Lane    Rev   From:	
Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>175000 G</b> 97% 0% 0% 0% 1% 0% F NA 187000 Temp End Reversible Lane    Rev   From:	G
Tot         Temp End Reversible Lane           Rev         From:         I-64-E276C I-64-R FROM 64 EAST	
64 ( namp	G
I-64-W FROM H.O.V. LANEPM	
Rev From: I-64-R TO IS 64 EAST	
(64) Ramp City of Norfolk (Maint: 64) 0.02 <b>2100 G</b> 0.193 F 2100	G
To: I-64-E FROM HOV LANE	
Rev From: I-64-R I-64-W285A TO & FROM RT	
(64) Ramp City of Norfolk (Maint: 64) 0.12 <b>6300 G</b> 0.259 F 6300	G
To: I-64-E FROM H.O.V.LANEMEDIAN	
West From: ECL Hampton	
(64) (60) Hampton Roads Bridge Tunnel City of Norfolk (Maint: 64) 0.17 43000 A 97% 0% 1% 0% 2% 0% C 0.13 A 44000	Α
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>86000 F</b> 97% 1% 1% 0% 2% 0% C NA 88000	F
<u>-</u>	
West US 60 Ocean View Ave	
60 Hampton Roads Beltway City of Norfolk (Maint: 64) 2.00 <b>43000 G</b> 96% 1% 1% 0% 3% 0% F 0.072 F 44000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>86000 G</b> 96% 1% 1% 0% 2% 0% F 0.069 F 0.54 88000	G
To 4th View St	
West	G
$\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}}}}}}}}}}$	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>80000 G</b> 96% 1% 1% 0% 2% 0% F 0.07 F 0.547 82000	G
West Bay Ave	
City of Norfolk (Maint: 64) 0.90 <b>43000 G</b> 96% 1% 1% 0% 3% 0% F 0.074 F 44000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>90000 G</b> 96% 1% 1% 0% 2% 0% F 0.071 F 0.519 93000	G
	<u> </u>

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	Front: City of Norfolk (Maint: 64)		ew Gate Ro 38000	i G	96%	1%	1%	0%	20/	00/	_	0.078	F		39000	G
64	City of Norrolk (Maint. 64)  Combined Traffic Estimates for 2 Parallel Roadways o	_		G	96% 96%	1%	1%	0% 0%	3% 2%	0% 0%	F	0.078	F	0.538	88000	G
	Combined Tranic Estimates for 21 arailer Hoadways of				30 /6	1 /0	1 /6	0 /0	2 /0	0 /6	'	0.072	'	0.550	00000	ч
Vest	From:		JS 460 Gra													
64	City of Norfolk (Maint: 64)		50000	G	98%	0%	1%	0%	1%	0%	F	0.114	F		54000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways of	on this Route:	119000	G	98%	0%	0%	0%	1%	0%	F	NA			130000	G
West	To: From:	SR 16	8 Tidewate	er Dr												
64)	City of Norfolk (Maint: 64)	0.98	56000	Α	98%	0%	1%	0%	1%	0%	С	0.111	Α		59000	Α
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	131000	G	98%	0%	0%	0%	1%	0%	F	NA			142000	G
A	To- From:	SR 194	Chesapeak	e Blvd			_									
Nest 64	City of Norfolk (Maint: 64)	0.96	63000	G	98%	0%	1%	0%	1%	0%	F	0.092	F		67000	G
04)	Combined Traffic Estimates for 3 Parallel Roadways o			G	98%	0%	0%	1%	1%	0%	F	NA	•		154000	G
	та:		7 Norview													
West	City of Novfolk (Mainty C4)				99%	0%		00/	00/	00/	_	0.000	^		70000	_
64	City of Norfolk (Maint: 64) Combined Traffic Estimates for 3 Parallel Roadways o		67000	F G		0% 0%	0% 0%	0% 0%	0% 1%	0% 0%	C F	0.096 NA	Α		70000 165000	G
	Combined Trainic Estimates for 3 Faraner Roadways of			-	98%	0%	0%	U 70	1 70	076	Г	INA			163000	Ċ
Vest	To: From:	SR 16.	5 Military	Hwy												
64)	City of Norfolk (Maint: 64)	_	68000	F	97%	0%	1%	1%	1%	0%	F	0.094	Α		71000	F
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	144000	G	97%	0%	0%	0%	1%	0%	F	NA			155000	G
Vest	To: From:	US 13, SR 1	66 Northar	npton B	lvd											
64)	City of Norfolk (Maint: 64)	2.20	80000	G	97%	0%	1%	1%	1%	0%	F	0.086	F		86000	G
	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	175000	G	97%	0%	0%	0%	1%	0%	F	NA			187000	G
	To: Boom		I-264				_									
West 64)	City of Norfolk (Maint: 64)	0.83	67000	Α	97%	0%	1%	1%	1%	0%	С	0.101	Α		72000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways o			A	97%	0%	1%	1%	2%	0%	C	NA	,,		146000	Α
	To:		Virginia B		01,70			.,,								
West	From: I-6e	4-W TO OCEAN V	VIEW AVI	ENUE6	) PARALI	LE										
64) Ramp	City of Norfolk (Maint: 64)	0.03	490	G								0.102	F		490	G
$\smile$	Тох	2US 60-P; 2US 6	60-P004A	OCEAN	VIEW											
West	From:	I-64-W TO 4TH			RT 60											
64 Ramp	City of Norfolk (Maint: 64)	0.18	1800	G	NT 64							0.081	F		1800	G
-	Leon-	US 60 US 60-2														_
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W T	O BAY A' <b>NA</b>	VENUE								NA			NA	
64) Hallip	Tre		FROM I-6	4 WES	Γ							14/7			14/7	
West	From	I-64-W TO US														_
64 Ramp	City of Norfolk (Maint: 64)	0.11	3900	G	, 1 01							0.153	F		3900	G
···	To:		ROM I-64													

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

Route	Jurisdiction	Length AADT Q	<b>A</b> 4Tire	e Bus		e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>23000 G</b> SR 165 Little Creek Re								0.078	F		23000	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 168 SOUTH-TIDEW 0.11 <b>4600 G</b> SR 168 FROM I-64 WE	ì	RIVE						0.109	F		4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	1-W TO RT 168 NORTH-TIDEW 0.21 <b>4500 G</b> SR 168 FROM 1-64 WE	i	RIVE						0.133	F		4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	-W TO RT 194 NORTH-CHESA 0.25 <b>8800 G</b> SR 194 FROM I-64 WE	ì	LVD						0.115	F		8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 247 WEST00- NO 0.18 <b>3700 G</b> SR 247 FROM I-64 WE	i 98%		1%	0%	0%	0%	С	0.130	F		3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 247 WEST-NORVI 0.13 <b>4900 G</b> SR 247 FROM I-64 WE	i 99%		0%	0%	0%	0%	С	0.087	F		4900	G
West 64 Ramp	From I-€ City of Norfolk (Maint: 64)  Tα	64-W TO RT 165MILITARY HO 0.20 <b>9000 G</b> ROBIN HOOD ROAI	ì	RO						0.087	F		9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13 0.11 <b>24000 G</b> I-64-W282B TO RT 13 SO								0.091	F		24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b> US 13 FROM RT 64 WE								NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SC 0.03 NA WCL Virginia Beach								NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LAN 0.09 <b>3100 G</b> I-64-R FROM I-64 WE:	ì							0.185	F		3100	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WES 0.13 <b>8700 G</b> I-264-W013X FROM I-64 V								0.097	F		8700	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST 0.23 <b>26000 G</b> I-264-E013X FROM I-64 V	ì							0.08	F		26000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEMI 0.12 <b>3900 G</b> I-64-R I-64-R008A TO & FR	ì							0.334	F		3900	G

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

		1		4.7.	_		Tru	ıck			K	0	Dir	A A1115=	0111
Route	Jurisdiction	Length <b>AA</b> l	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	WCL Virginia Beach,			40/	10/	00/	00/	00/	_	0.005	_	0.044	04000	0
Kempsville Rd	City of Norfolk	1.00 <b>200</b>	000 G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.641	21000	G
	To: From:	US 58 Virgini		000/	10/		00/	201	201		0.007	_	0.500	10000	
165 Kempsville Rd	City of Norfolk	1.57 <b>120</b>		98%	1%	1%	0%	0%	0%	F	0.097	F	0.538	13000	G
	From:	US 13 Norths Kempsy													
(165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>320</b>		97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	G
	To:	SR 166													
Military I have North	From:	US 13 Northampton Blvd;				10/	00/	00/	00/	_	0.000	_	0.500	46000	0
165 Military Hwy North	City of Norfolk	0.62 <b>430</b>	000 G	97%	1%	1%	0%	0%	0%	F	0.080	F	0.502	46000	G
	T <sub>C</sub> . From:	I-6				<del> </del>									
165 Military Hwy North	City of Norfolk	0.60 <b>120</b>	000 G	97%	1%	1%	0%	0%	0%	F	0.081	F	0.622	13000	G
<u> </u>	To- From:	SR 192 Azale	ea Garden Rd												
(165) Military Hwy North	City of Norfolk	0.39 <b>240</b>	000 G	97%	1%	1%	0%	0%	0%	С	0.082	F	0.547	25000	G
	To	SR 247 No.	rview Ave												
(165) Military Hwy North	City of Norfolk	1.65 <b>230</b>		97%	1%	1%	0%	0%	0%	F	0.084	F	0.538	24000	G
	To	SR 170 Littl	le Creek Rd												
165)Little Creek Rd	City of Norfolk	0.12 <b>340</b>		96%	1%	1%	1%	1%	0%	F	0.081	F	0.507	37000	G
(103) =	To														-
165)Little Creek Rd	City of Norfolk	SR 194 Ches 0.58 <b>250</b>		98%	0%	1%	0%	1%	0%	С	0.079	F	0.545	27000	G
165 Ettile Greek Hu	Oity of Norion				0 70	1 70	0 70	1 /0	0 70	O	0.075	•	0.545	27000	ч
L into Crook Dd	From:	Tidewater & Se			10/	10/	10/	10/	00/		0.004		0.074	00000	
165 Little Creek Rd	City of Norfolk	0.86 <b>210</b>		96%	1%	1%	1%	1%	0%	F	0.094	F	0.674	23000	G
	From:	NHS C													
(165)Little Creek Rd	City of Norfolk	0.36 <b>210</b>		96%	1%	1%	1%	1%	0%	F	0.079	F	0.525	23000	G
	То	US 460 G	Granby St			—									
165)Little Creek Rd	City of Norfolk	1.19 <b>170</b>		98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	18000	F
103) =	Table 1				. , •		0,0	0,0	0,0	Ū	0.00	•	0.007	.0000	•
165)Little Creek Rd	City of Norfolk	0.78 <b>120</b>		98%	1%	1%	0%	0%	0%	F	0.091	F	0.501	13000	F
165 Eittle Oreek Hu	Oity of Norioik	SR 337 Har		30 /6	1 /0	1 /8	0 /6	0 /6	0 78	•	0.031	•	0.501	13000	'
	From:	SR 165 I-564-S000A	•	A COLL											
(165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>57</b> (		94 300							0.077	F		5700	G
165 1 1611 19	To:	I-64-E FROM RT 165		SOUTH		1					0.077	•		0700	ď
North	From:	SR 165 TO		700111											
(165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>N</b>									NA			NA	
103)	T-														
North	From:	122-99026- A RROM F		) ROAD											
(165) Ramp	City of Norfolk (Maint: 64)	0.11 <b>93</b> 0									0.090	F		9300	G
<u> </u>	To:	I-64-W FROM RT 16500-	MILITARY	HIGHWA	Y										
	From:	NCL Che													
(166)(460) Wilson Rd	City of Norfolk	0.65 <b>81</b> 0		96%	1%	1%	1%	1%	0%	F	0.107	F	0.739	8600	G
$\smile \smile$	To:	Campost	ella Ave												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Wilson Ro	l												
166)(460)(168)Campostella Rd	City of Norfolk	0.73 <b>35000</b>	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	G
	To:	Kimball Te	rr			$ \vdash$									
166)(460)(168)Brambleton Ave	City of Norfolk	0.30 41000	G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	G
	To	LIC 460 Decembles	A												
166) Park Ave	City of Norfolk	US 460 Bramblet 0.45 <b>15000</b>	G Ave	98%	1%	1%	1%	0%	0%	С	0.09	F	0.573	17000	(
166)1 411 AVC	Oity of Norion			30 70	1 /0	1 /0	1 /0	0 70	0 70	O	0.05	'	0.575	17000	•
	From:	US 58 Va Beach		2221						_		_			
166) Park Ave	City of Norfolk	0.14 <b>12000</b>	G	98%	1%	1%	1%	0%	0%	F	0.087	F	0.503	14000	(
<u> </u>	To: From:	Princess Anne													
166) Princess Anne Rd	City of Norfolk	Park Ave 0.65 <b>16000</b>	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.518	17000	(
166) Timeess Aime Hu	Oity of Norioik	0.03 10000	u	30 /6	1 /0	1 /6	1 /0	1 /0	0 /6	•	0.032	'	0.510	17000	•
	To: From:	Merrimac A				<del> </del>						_			
166) Princess Anne Rd	City of Norfolk	0.30 <b>16000</b>	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.527	18000	(
<u> </u>	Tec. Brown	Ballentine B	lvd			$\neg$ $\vdash$									
166)Princess Anne Rd	City of Norfolk	0.95 <b>20000</b>	Α	96%	1%	1%	1%	1%	0%	С	0.098	Α	0.517	22000	/
	To	Azalea Gardei	. D.d												
166) Princess Anne Rd	City of Norfolk	1.46 <b>20000</b>	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.549	22000	(
166 / Timeess Arme Hu	Oity of Norion			30 70	1 /0	1 /0	1 /0	1 /0	0 70		0.002	'	0.545	22000	•
	To: From:	US 13 Military													
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>32000</b>	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	(
$\bigcirc$ $\bigcirc$ $\bigcirc$	To: From:	SR 165 Princess A													
166) (13) Northampton Blvd	City of Norfolk	SR 165 Military 0.62 <b>33000</b>	G G	93%	0%	1%	3%	2%	0%	С	0.092	F	0.602	35000	(
166 (13) Northampton Blvd	Oity of Norioik	0.02 33000	G	30 /6	0 /6	1 /6	J /6	2 /0	0 /6	O	0.032	'	0.002	33000	`
	To: From:	I-64													
166) (13) Northampton Blvd	City of Norfolk	0.20 <b>80000</b>	G	97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	(
$\stackrel{\smile}{\smile} \stackrel{\diamondsuit}{\smile}$	To:	CL Virginia B	each												
	From:	SCL Norfol	k												
Campostella Rd	City of Norfolk	0.52 <b>19000</b>	G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.681	20000	(
$\smile$	To:	SR 407 Indian Ri	iver Rd												
168)Campostella Rd	City of Norfolk	0.26 <b>25000</b>	G	96%	1%	1%	1%	2%	0%	F	0.104	F	0.703	27000	(
100) - 4   1 - 4 - 4 - 4	To:	US 460 Wilson													
	From:	Wilson Ro													
168)(460)(166)Campostella Rd	City of Norfolk	0.73 <b>35000</b>	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	(
	To:	Kimball Te	rr												
168)(460)(166)Brambleton Ave	City of Norfolk	0.30 <b>41000</b>	G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	(
100 (400 ) 100 ) 514	only or morion			00 /0	1 /3		. ,0	_ /0	0 / 0	J	J.00 T	•	3.000	1 1000	`
	From:	Park Ave		0551	4-1		46'	061	061		0.000		0 = 0	00000	_
168 (460) Brambleton Ave	City of Norfolk	0.40 <b>30000</b>	G	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	32000	(
<u> </u>	To: From:	Brambleton A	Ave												
168)Tidewater Dr	City of Norfolk	0.31 <b>31000</b>	G	90%	0%	1%	5%	3%	0%	С	0.086	F	0.562	34000	(
	To:	US 58 Va Beacl													

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

					Truck			K		Dir		
Jurisdiction	Length AADT QA	4Tire	Bus				QC	Factor	QK	Factor	AAWDT	QW
City of Norfolk	US 58 Va Beach Blvd 0.89 <b>29000 G</b>	98%	0%	1% (	% 1%	0%	F	0.083	F	0.526	32000	G
To-					,,,,,		•	0.000		0.020	0_000	
City of Norfolk	0.81 <b>26000 G</b>	98%	0%	1% 0	% 1%	0%	F	0.080	F	0.502	28000	G
To- From:	Cromwell Dr			$\neg$ —								
City of Norfolk	1.03 <b>37000 A</b>	98%	0%	1% 0	% 1%	0%	С	0.094	Α	0.532	41000	Α
To- From:	Norview Ave			ightharpoons								
City of Norfolk	1.11 <b>34000 G</b>	98%	0%	1% 0	% 1%	0%	F	0.085	F	0.549	37000	G
To: From:	I-64	000/	00/		0/ 00/			0.000		0.004		
City of Nortolk		99%	0%	1% 0 ——	% 0%	0%	F	0.086	F	0.631	32000	G
City of Norfolk		99%	0%	1% (	% 0%	0%	С	0.093	F	0.581	19000	G
To-			070		70 070	<b>0</b> 70		0.000		0.001	10000	<u> </u>
City of Norfolk	=	99%	0%	1% 0	% 0%	0%	F	0.099	F	0.586	13000	G
Te				<b>—</b> —								
City of Norfolk	0.75 <b>8000 G</b>	99%	0%	1% 0	% 0%	0%	F	0.102	F	0.659	8600	G
To:	US 60 Ocean View Ave											
	SR 168 TO I-64 WEST							0.107	_		E100	G
· · · · · · · · · · · · · · · · · · ·		WATER D	RI					0.107	Г		3100	G
From:	SR 168; 122-8626 TO I-64 EAST	@ THOL										
City of Norfolk (Maint: 64)	0.20 <b>5200 G</b>			<u> </u>				0.105	F		5200	G
To: I-6		ATER DR	IV									
City of Norfolk (Moint: 64)								0.000	_		2500	G
, ,		WATER DI	RI	$\overline{}$				0.030	'		3300	G
From:	SR 168 TO I-64 WEST											
City of Norfolk (Maint: 64)	0.13 <b>3100 G</b>			<u> </u>				0.102	F		3100	G
To: I-0		WATER DI	RI	<u> </u>								
City of Norfalk		08%	<u>0%</u>	1% (	o/_ <b>1</b> o/_	0%	E	0.083	F	0 533	27000	G
City of Norion		90 /6	0 /6	——————————————————————————————————————	/0 1/0	0 /6		0.003	'	0.555	27000	u
City of Norfolk		92%	0%	1% 4	% 2%	0%	С	0.087	F	0.503	25000	G
то				<u> </u>					·			
City of Norfolk	1.09 <b>20000 G</b>	98%	0%	1% 0	% 1%	0%	F	0.093	F	0.530	21000	G
To:	US 60 Shore Drive											
From:	SR 165 Military Hwy	0000			0/ 15:		_	0.000	_	0.50	10000	
City of Norfolk	2.02 <b>11000 G</b>	96%	1%	1% 1	% 1%	0%	F	0.098	F	0.581	12000	G
	City of Norfolk  Total  City of Norfolk  Total  City of Norfolk  Total  City of Norfolk (Maint: 64)  Total  City of Norfolk  Total  City of Norfolk	City of Norfolk   0.89   29000   G	City of Norfolk   0.89   29000   G   98%	City of Norfolk   0.89   29000   G   98%   0%	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle   34/f	Second Color   Color	City of Norfolk	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail   2Trail   CC   City of Norfolk   0.89   29000   G   98%   0%   1%   0%   1%   0%   F   Emil   Emil	Section   Company   Comp	Section   Length AADT   Call   ATIFIED   BUS   2AAde   31+Axde   11rail   2Trail   Call   C	Length   AADT   QA   4Tire   Bus   2Axde   3+Axde   1Trail   2Trail   2Tr	Clight of Norfolk   Clig

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

							Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT Q	4 4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
	From:		Princess Anne F												
94 Sewells Point Rd	City of Norf		12000 G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.802	13000	(
<u> </u>	10: From:		esapeake Blvd Norview Ave												
194)Chesapeake Blvd	City of Norfo		17000 G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.539	18000	(
104)	To		I-64												
194)Chesapeake Blvd	From: City of Norfo	l olk 0.85	26000 G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.593	28000	(
194) 0004 004.10 20					. , 0		0 / 0	0 70	0 / 0	•	0.002	•	0.000		
194)Chesapeake Blvd	From: City of Norfo		5 Little Creek Ro 23000 G		1%	1%	0%	0%	0%	F	0.083	F	0.588	25000	
194 Onesapeane Biva	Oity of North			30 /6	1 /0	1 /0	0 70	0 /0	0 70	•	0.000	•	0.500	23000	
Obsessed to Divid	To: From		ay View Blvd	000/	10/	10/	00/	00/	00/		0.000	F	0.500	10000	
Chesapeake Blvd	City of Norfo	olk 0.61	12000 G	i 98%	1%	1%	0%	0%	0%	F	0.089	Г	0.586	12000	
	To: From:		hesapeake St			<del> </del>						_			
Chesapeake Blvd	City of Norfo		7100 G		1%	1%	0%	0%	0%	С	0.093	F	0.532	7600	
<u> </u>	10.		Ocean View Av												
lorth	From:		4 TO I-64 WEST								0.100	F		1000	
94 Ramp	City of Norfolk (M	laint: 64) 0.18  I-64-W FROM RT 1	1600 G		DI						0.103	Г		1600	
					BL										
outh Pamp	City of Norfolk (M		94 TO I-64 EAST <b>8700 G</b>								0.112	F		8700	
Ramp	City of Norion (IVI				RI						0.112	'		8700	
	Fron:		37 Hampton Blvd		DL										
247)26th St	City of Norfe		4300 G		1%	1%	1%	1%	0%	F	0.109	F		4500	
247)=0 0.	Combined Traffic Estimates for 2 Parallel				1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	
	Tool			0.70	. , ,		. , ,	. , 0	0 / 0	•	0.00.	•	0.000	.0000	
247)26th St	From: City of Norfo		Colonial Ave 9000 G	97%	1%	1%	1%	1%	0%	F	0.110	F		9600	
247 /2011 31	Combined Traffic Estimates for 2 Parallel				1%	1%	1%	1%	0%	F	0.110	F	0.618	19000	
	Combined Trainc Estimates for 2 Faraner			91/0	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.000	'	0.010	19000	
Doub Or	To: From		lewellyn Ave	070/	40/		40/	40/	00/	_	0.400	_		40000	
247 26th St	City of Norfo		9500 G		1%	1%	1%	1%	0%	F	0.102	F	0.000	10000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	19000 G	i 97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	20000	
	To: From:		onticello Ave			<u> </u>						_			
247) 26th St	City of Norfo		9000 F		1%	1%	1%	1%	0%	С	0.109	F		9600	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000 G	i 97%	1%	1%	1%	1%	0%	F	NA			19000	
	To: From:		Church St												
247)26th St	City of Norfe		8300 F		1%	1%	1%	1%	0%	F	0.107	F		8900	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000 G	97%	1%	1%	1%	1%	0%	F	NA			19000	
	To: From:		27th St												
Lafayette Blvd	City of Norfo	olk 1.07	14000 G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.613	15000	
$\overline{}$	To:	SR 1	68 Tidewater Dr												
247)Lafayette Blvd	City of Norfo		17000 G	97%	1%	1%	0%	0%	0%	С	0.088	F	0.556	18000	
<del>-</del> ,	To:		esapeake Blvd												

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

							Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT C	<b>QA</b> 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		afayette Blvd												
Chesapeake Blvd	City of Nort			<b>G</b> 97%	ú 1%	1%	0%	0%	0%	F	0.082	F	0.508	18000	(
	From		4 Sewells Point lesapeake Blvd	Rd											
Norview Ave	City of Nort			<b>G</b> 98%	6 0%	1%	0%	0%	0%	С	0.083	F	0.537	22000	(
$\overline{}$	То		I-64												
Norview Ave	From: City of Nort	folk 0.61		<b>G</b> 99%	6 0%	1%	0%	0%	0%	С	0.084	F	0.538	26000	(
	To	SR 1	65 Military Hw	у											
East	From		47 TO I-64 EAS	ST											
Ramp	City of Norfolk (N			<b>G</b> 99%		0%	0%	0%	0%	С	0.081	F		12000	(
<u> </u>	To:	I-64-E FROM RT 2	47 EAST-NOR	VIEW AVE	NUE										
Vest	From		47 TO I-64 EAS						221						
Ramp	City of Norfolk (M			F 99%		0%	0%	0%	0%	С	0.077	F		6900	
	10.	I-64-E FROM RT 24			INUE										
<u>Vest</u> 247)Ramp	City of Norfolk (N		4100	<u>I-64 WEST</u> <b>G</b> 99%	6 0%	1%	0%	0%	0%	С	0.071	F		4100	
247 11 141119	To	I-64-W FROM RT 2				1 /6	0 /6	0 /6	0 /6	O	0.071	'		4100	
	From		37 Hampton Bly		3.102										
247)27th St	City of Nort			<b>G</b> 979	6 1%	1%	1%	1%	0%	С	0.092	F		8900	
-3'	Combined Traffic Estimates for 2 Parallel			<b>G</b> 97%		1%	1%	1%	0%	F	0.081	F	0.566	13000	
	To	·	lewellyn Ave												
247)27th St	City of Nort			<b>G</b> 97%	6 1%	1%	1%	1%	0%	F	0.086	F		9900	(
-11/	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	<b>G</b> 97%		1%	1%	1%	0%	F	0.085	F	0.606	20000	(
	To		R 247 26Th St												
	From	IS-00264-E008A(L)/I	S-00264-W008	A(U)/TO BI	ERKLE										
<del>264</del> (337)	City of Norfolk (N		NA								NA			NA	
	To	1SR-00337-P(L)/12	2-08592- 000A(	U)/TO RT	164 S										
	From		A I-264-W014A	TO I-64											
Ramp	City of Norfolk (M		NA MIRAGE AST	e weer							NA			NA	
		•	M I-264 EAST												
Ramp	City of Norfolk (M		C I-264-W014C <b>NA</b>	10 1-64							NA			NA	
264 Tramp	To		1 I-264 EAST &	west44							INA			INA	
East ALT	From		VCL Norfolk			i									
264) 460 Elizabeth River	Downtown Tunnel City of Norfolk (N			<b>B</b> 95%	6 0%	1%	1%	3%	0%	F	0.084	Α		45000	
3.7(400)	Combined Traffic Estimates for 2 Parallel	, , , , , , , , , , , , , , , , , , ,		<b>B</b> 95%		1%	1%	3%	0%	F	NA			93000	
	To		-464, SR 337												
		.1	107, 01 331					· <u></u>		_		_		·	_
	From Other - Chill City (A	Animto CA)	E4000	• •••		40/	10/	10/	00/	_	0.400			F0000	
East ALT 264 460 337 Berkley Br	ridge City of Norfolk (N Combined Traffic Estimates for 2 Parallel	,		<b>G</b> 98% <b>G</b> 97%		1% 1%	1% 1%	1% 1%	0% 0%	F	0.103 0.086	A A	0.662	58000 107000	(

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

Boule   Jurisdiction   Length AADT   QA   ATITE   Bus   2Ale   3A-Able   17mal   27mal   CR   Factor   K   Factor   ANNO   1256   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   1356   135				ity of North					Tru	ck			K		Dir		
ALT US 400	Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		_	-		QC		QK		AAWDT	QW
City of Norfolk (Maint: 64)	East	From:		ALT US 460	0												
SR 337 Takewaker Dr		City of Norfolk (Ma	aint: 64) 0.26	49000	N	98%	0%	1%	1%	1%	0%	Ν	NA			54000	Ν
City of Norfolk (Maint: 64)   0.65   49000   G   98%   0%   1%   1%   1%   0%   F   NA   54000   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   95000   G   97%   0%   1%   1%   1%   0%   F   NA   103000   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   120000   G   95%   0%   1%   1%   1%   0%   F   NA   64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   120000   G   96%   0%   1%   1%   1%   0%   F   NA   64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   120000   G   96%   0%   1%   1%   1%   0%   C   NA   62000   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   118000   G   97%   0%   1%   1%   1%   0%   C   NA   62000   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   118000   G   98%   0%   1%   1%   1%   0%   C   NA   123000   C   NA   123000   C   NA   NA   NA   NA   NA   NA   NA	$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	96000	N	97%	0%	1%	1%	1%	0%	Ν	NA			105000	Ν
City of Norfolk (Maint: 64)	Fact ALT	To From:	SR	337 Tidewat	er Dr												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 95000		City of Norfolk (Ma	aint: 64) 0.65	49000	G	98%	0%	1%	1%	1%	0%	F	NA			54000	G
East	(204) (400) (607)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	95000	G	97%	0%	1%	1%	1%	0%	F	NA			103000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   120000   G   96%   0%   1%   1%   2%   0%   F   NA   131000		To	US 4	60 Brambleto	on Ave												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   120000   G   96%   0%   1%   1%   2%   0%   F   NA   131000	East	City of Norfolk (M:	aint: 64) 0.81	58000	G	95%	0%	1%	1%	3%	0%	F	NA			64000	G
SR 405 Ballentine Blvd	204)	,	,									F				131000	G
East   City of Norfolk (Maint: 64)   2.34   57000   G   98%   0%   1%   1%   1%   0%   C   NA   62000		Tα															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 118000   G   97%   0%   1%   1%   1%   0%   C   NA   123000   NA   1230000   NA   123000   NA   1230000   NA   123000   NA   1230000   NA   12300000   NA   123000000000000000000000000000000000000	East	City of Norfalk (M				Ω00/	00/	10/	10/	10/	Ω9/	C	NΙΔ			62000	G
City of Norfolk (Maint: 64)   1.05   37000   G   98%   0%   1%   1%   1%   0%   F   NA   41000	264)	•	•														G
City of Norfolk (Maint: 64)   1.05   37000   G   98%   0%   1%   1%   1%   0%   F   NA   41000		Tallet Traine Estimates for 2 Talaier				31 /0	0 70	1 /0	1 /0	1 /0	0 70	O	INA			120000	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA   NA   NA	East	From:		_		000/	00/		40/	10/	00/	_				44000	_
September   Sept	264	,	,		G	98%	0%	1%	1%	1%	0%	F					G
East		Combined Traffic Estimates for Parallel F	<u> </u>										NA			NA	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 185000 N 98% 0% 0% 0% 1% 0% 0% N NA 198000		To: From:		*	Beltwa												
Sept	Virginia Beach Norfo		'														N
Solity of Norfolk (Maint: 64)   Solity of Norfolk (Maint: 64		Combined Traffic Estimates for 2 Parallel F				98%	0%	0%	1%	0%	0%	N	NA			198000	N
City of Norfolk (Maint: 64)   0.42   NA	Foot	From:				OUTH		1									
East	264	L City of Norfolk (Ma			E 404 S	OUTH							NA			NA	
City of Norfolk (Maint: 64)   0.21   1600   G   0.186   F   1600	204)	To:	<u> </u>	/IS-00264- (	008A(L)	TO BERK	LE										
Substraint   Sub	East	From:		E 460 WEST	00- BR	AMBLETO	N										
From	Ramp	City of Norfolk (Ma			_								0.186	F		1600	G
City of Norfolk (Maint: 64)   0.10   6400   G   0.102   F   6400     To   SR 405; 122-8637 Ga     East   From   I-264-E013X TO RT 13 SOUTH-MILITARY HIG     264   Ramp   City of Norfolk (Maint: 64)   0.14   3300   G   0.172   F   3300     To   US 13 FROM ROUTE 264 EAST COLL RD     East   From   I-264-E013X TO RT 13 NORTH-MILITARY HIG     264   Ramp   City of Norfolk (Maint: 64)   0.14   6100   G   0.115   F   6100     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST COLL RD     To   US 13 FROM ROUTE 364 EAST C		10:															
East		City of Norfalk (M				AVENUI	3						0.102	_		6400	G
From	264 Hallip	City of Noriok (Me											0.102	'		0400	G
City of Norfolk (Maint: 64)   0.14   3300   G   0.172   F   3300	East	From:				TARY HIG	G										
US 13 FROM ROUTE 264 EAST COLL RD		City of Norfolk (Ma											0.172	F		3300	G
Z64         Ramp         City of Norfolk (Maint: 64)         0.14         6100         G         0.115         F         6100           Tell         US 13 FROM ROUTE 364 EAST COLL RD         0.115         F         6100	$\overline{}$	To:	US 13 FROM F	OUTE 264	EAST C	OLL RD											
US 13 FROM ROUTE 364 EAST COLL RD	East	From:				TARY HI	G							_			_
	264 Ramp	City of Norfolk (Ma	·			OLL DD		<u> </u>					0.115	F		6100	G
	Fact	Lo.															
Ramp City of Norfolk (Maint: 64) 0.11 NA NA NA NA	East Ramp	City of Norfolk (M:			KTS 13	, 64 & 403	5						NA			NA	
To: I-264-E013A TO RT 13 SOUTH-MILITARY HWY	204)	To:	,		H-MILIT	ARY HW	Y										

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

Route	Jurisdiction	Length AADT	QA 4Tire B		Fruckle 1Trail 2Tra		K Factor	QK Dir Facto	AAWDT	QW
East 264 Ramp	City of Norfolk (Maint: 64)	4-E013A TO RT 13 SOUTH 0.07 <b>18000</b>	G				0.088	F	18000	G
East 264 Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>					NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	4-E013B TO RT 13 NORTH 0.09 <b>20000</b> N047A FROM RT 13 NORT	G				0.09	F	20000	G
East 264 Collector Road at I-64	City of Norfolk (Maint: 64)	US 13 Military H 0.42 <b>26000</b> I-64 Hampton Roads	Hwy <b>G</b> 98% 0'		1% 0%	F	NA		28000	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014A TO RT 6	64 EAST				NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-E284B FROM RT 0.21 <b>NA</b>					NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)		G				NA		24000	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284B FROM RT 0.23 <b>51000</b>	G				NA		51000	G
East 264 Ramp	City of Norfolk (Maint: 64)	4-E015A TO RT 403 SOUTE 0.15 <b>NA</b>					NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	-S000A FROM RT 403 SOL 0.21 <b>NA</b>					NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	4-E015B TO RT 403 NORTI 0.17 <b>37000</b> 4-E END COLL RD FROM	<b>G</b> 97% 0	% 0% 2%	1% 0%	F	NA		77000	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 0.16 <b>8300</b> I-264-W014A I-264- 14.	4 EAST <b>G</b>				0.137	F	8300	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 0.12 <b>3700</b> I-64-W FROM I-264	4 WEST <b>G</b>				0.09	F	3700	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E TO I-64 W 0.25 <b>NA</b> I-264-W014C I-264- 14	VEST				NA		NA	
Rev (264)	City of Norfolk (Maint: 64)	I-264-R I-264-W013C RAM 0.01 NA -264-E FROM I-64 REVERS	MPS TO & FR				NA		NA	

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

					ly OI NOIT					Tru	ck			K		Dir		
Route		Jurisdicti	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West ALT		From	n:	V	VCL Norfoll	k												
264) (460) Elizabeth River D	owntown Tunnel	City of Norfolk (I	Maint: 64)	0.56	44000	В	95%	0%	0%	1%	3%	0%	F	0.079	Α		48000	В
$\bigcirc \bigcirc$	Combined Traffic Est	imates for 2 Paralle	I Roadways on	this Route:	86000	В	95%	0%	1%	1%	3%	0%	F	NA			93000	В
West ALT		T Froi	or n:	I-	-464, SR 33	7			$\Box$ $\vdash$									
264) (460) (337) Berkley Brid	dge	City of Norfolk (I	Maint: 64)	0.78	46000	G	97%	0%	1%	1%	1%	0%	F	0.081	Α		49000	G
	Combined Traffic Est	imates for 2 Paralle	l Roadways on	this Route:	99000	G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	G
West		T Froi	io:	Ti	dewater Dri	ve												
West (264)(337)		City of Norfolk (I	Maint: 64)	0.84	46000	G	97%	0%	1%	1%	1%	0%	F	NA			51000	G
	Combined Traffic Est	• ,	,	this Route:	96000	N	97%	0%	1%	1%	1%	0%	Ν	NA			105000	Ν
· · ·		T	or n	US 460, SR 16	8, SR 166 B	ramblet	on Ave		-									
West (264)		City of Norfolk (I	Maint: 64)	0.87	61000	G	97%	0%	1%	1%	1%	0%	F	NA			67000	G
204)	Combined Traffic Est					G	96%	0%	1%	1%	2%	0%	F	NA			131000	G
			~		5 Ballentine	Blvd												
West (264)		City of Norfolk (I	Maint: 64)	2.01	61000	G	97%	0%	1%	1%	1%	0%	С	NA			61000	G
(264)	Combined Traffic Est	, ,	,			G	97%	0%	1%	1%	1%	0%	С	NA			123000	G
	20111011100 1101110 201	a.ee .e. = . a.a.e			13 Military I					. , 0	. , 0	0,70						
West		City of Norfolk (I	Moint C4)	1.08	27000	G	97%	0%	 1%	1%	1%	0%	F	NA			31000	G
264	Combined Traffic E	•	,			G	9/%	0%	170	1%	170	0%	Г	NA NA			NA	G
	Combined Trailic L	stimates for rarane	- Tioadways on			D 1								INA			INA	
West	_	From	m:		npton Roads			00/		00/	00/	00/					100000	
Virginia Beach Norfolk I		City of Norfolk (I	,	0.30	94000	N	99%	0%	0%	0%	0%	0%	N	NA			100000	N
	Combined Traffic Est	illiales for 2 Paralle.	i Hoadways on		L Virginia B	N each	98%	0%	0%	1%	0%	0%	N	NA			198000	N
West		Froi	n:	I-264-W I-464			DIAN											
264 337		City of Norfolk (I	Maint: 64)	0.22	NA	11 ( 1,112)								NA			NA	
		Т	o:	I-264-E	008A TO B	ERKLE												
West		Froi		-W(B)/INSPEC		ROAD	(RESTRIC	CTED										
264		City of Norfolk (I		0.06	NA OM INISPE	CTION	CT A TION	,						NA			NA	
\\\1		Fro	n. 12-0	00464-S(B)/FR	I-264 WB	CHON	STATION											
West 264 Ramp From I-264 WB to	o Citv Hall Ave	City of Norfolk (I	Maint: 64)	0.19	NA									NA			NA	
204)		т	o:		y Hall Ave V	WB												
West		Froi		(S-00264-W(B)	/TO WATE	RSIDE	DRIVE											
264		City of Norfolk (I		0.44	NA									NA			NA	
		Т	•	00337(U)/A1S			•											
West 264 Ramp		City of Norfolk (I		W TO ROUTE 0.06	460 WEST- <b>6200</b>	BRAMI <b>G</b>	BLETON	AV						0.119	F		6200	G
264) (1011)		Oity of Norioik (I		-264-W011C T		-	/ENUE							0.118	'		0200	G
			-				_											

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

		Oity of Noriolic			
Route	Jurisdiction	Longth AADT OA (Tiro Buc	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	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	City of Norfolk (Maint: 64)	264-W TO ROUTE 460 EAST-BRAMBLETON AV 0.12 <b>9400 G</b>		0.081 F	9400 G
West 264 Ramp	City of Norfolk (Maint: 64)	US 460 FROM ROUTE 264 WEST  I-264-W011A TO CLAIBORNE AVENUE  0.07 NA		NA	NA
West Ramp	City of Norfolk (Maint: 64)	CLAIBORNE AVENUE 1-264-W TO ROUTE 405-MERRIMAC AVENUE 0.15 5600 G		0.076 F	5600 G
West Ramp	City of Norfolk (Maint: 64)	SR 405 TO & FROM ROUTE  -264-W013X TO RT 13 SOUTH-MILITARY HIG  0.12 6500 G		0.102 F	6500 G
West 264 Ramp	City of Norfolk (Maint: 64)	US 13 FROM ROUTE 264 WEST COLL RD 264-W013X O ROUTE 13 NORTH00- MILITARY 0.15 9200 G		0.078 F	9200 G
West 264		US 13 FROM ROUTE 264 WEST COLL RD  I-264-W RAMPS TO & FROM 64 H.O.V.IN ME  0.06 NA  I-264-R I-264-R000A RAMPS TO & FR	<u> </u>	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West  0.09 49000 G 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 <b>NA</b>	_	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	403-S000B FROM RT 403 SOUTH-NEWTOWN R  0.45 <b>67000 G</b> I-264-W014C TO RT 64 WEST	_	NA	67000 G
West 264 Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>	_	NA	NA
West Ramp	City of Norfolk (Maint: 64)	I-64-W284A FROM RT 64 WEST  0.17 <b>37000 G</b> I-264-W014B TO RT 64 EAST	_	0.092 F	37000 G
West Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b> I-64-E284A FROM RT 64 EAST		NA	NA
West 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

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q/
West 264) Ramp	From:	US 13-N047B FROM 0.11	1 ROUTE 1 33000	3 NORT <b>G</b>	H00- MILI	Т						0.089	F		33000	G
204) 1 14111	To Take	I-264-W013A TO R			FADV IIIC	,						0.000			00000	
/est	Prom:			H-MILI	IAKT HIC	J						NIA			NIA	
Ramp	City of Norfolk (Maint: 64)		NA									NA			NA	
Vest	To: From:	US 13-S047B FROM	I ROUTE 1	3 SOUT	H00- MILI	Т										
Ramp	City of Norfolk (Maint: 64)		32000	G								0.079	F		32000	(
<u> </u>	To:	I-264-W END COI			403, 64 &											
Vest	City of Norfolk (Maint: 64)		W TO I-64									0.006	F		10000	
Ramp	City of Norioik (Maint: 64)	0.24 I-264-E014	18000 A I-264- 14	<b>G</b>	64		_					0.096	г		18000	•
/est	Prom:		)13X TO I-													
Ramp	City of Norfolk (Maint: 64)		10000	G								0.148	F		10000	
	To:		ROM I-264	WEST4	ļ											
Vest	From:		13X TO I-	64 WES												
Ramp	City of Norfolk (Maint: 64)		NA									NA			NA	
<u> </u>	To:	I-264-E014			64											
337)Bainbridge Blvd	From: City of Norfolk	0.28	L Chesape: 1500	ake <b>G</b>	93%	1%	2%	2%	3%	0%	С	0.113	F	0.835	1500	
337 Ballibridge Bivd	To:	0.20	Main St	<u> </u>	93%	1 70	2%	2%	3%	U 70	C	0.113	г	0.633	1500	
_	From:	Ba	inbridge Bl	lvd												
Main St	City of Norfolk	0.21	8300	G	93%	1%	2%	2%	3%	0%	F	0.119	F	0.703	8900	
<u> </u>	To: From:		Liberty St Main St													
Liberty St	City of Norfolk	0.11	3800	G	93%	1%	2%	2%	3%	0%	F	0.091	F	0.643	4000	
9.)	To:		State St													
Ctata Ct	From:	0.05	Liberty St	NI NI	000/	10/		00/	00/	00/	N.	0.001	N.	0.040	4000	
State St	City of Norfolk Combined Traffic Estimates for Parallel Roadwa	0.05	3800 NA	N	93%	1%	2%	2%	3%	0%	N	0.091 NA	N	0.643	4000 NA	
	Combined Trainic Estimates for Farallel Hoadwa	-										INA			INA	
37)State St	City of Norfolk	0.07	Berkley Ave 12000	e N	97%	1%	1%	1%	0%	0%	N	0.078	N	0.548	13000	
37 State of	To:	0.07	I-464	- 11	37 70	1 /0		1 /0	0 70	0 70	11	0.070	14	0.540	10000	
	From:		R 337 State	St												
37) (337) Ramp	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
	From:		I-464 NB State St													
37)(464)	City of Norfolk (Maint: 64)	0.16	State St		See	l-464 f	for dire	ctional tra	affic vo	lume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	44000	N	95%	0%	1%	1%	2%	0%	Ν	NA			50000	
	To:		I-264													
ALT 337) 264) 460 Berkley Bri	idge City of Norfolk (Maint: 64)	0.41	I-464		Sec	1-264	for dire	rtional tra	affic vo	duma es	timat	es for thi	ممو و	ment		
337 264 460 Berkley Bri	Combined Traffic Estimates for 2 Parallel Roadwa		99000	G	97%	0%	1%	1%	1%	0%	F	0.086	_	0.662	107000	
	To:	., o on this rioute.	EndLabel	<u> </u>	01 /0	0 /0		1 /0	1 /0	0 /0	•	0.000	/1	0.002	107000	

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

Route	Jurisdiction	Longth	AADT		4Tire	Puo		Tri	ıck		QC	K	OK	Dir	AAWDT	_
	Junsaiction	Length		QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
ALT ALT	City of Norfolk (Maint:	: 64) 0.65	State St		Se	e I-264	for dire	ctional	raffic v	olume es	stimat	tes for th	s sec	ıment		
37 264 460	Combined Traffic Estimates for 2 Parallel Road	,	95000	G	97%	0%	1%	1%	1%	0%	F	NA	3 306	jiiioiit.	103000	(
	To:	•	3 460 St Pau		01 /0	0 70		1 /0	1 /0	0 70	•	1471			100000	
ALT	From:	1111 00	I-264	ano Diva												
37)(460)	City of Norfolk (Maint:	: 64) 0.22	30000	N	98%	1%	1%	0%	0%	0%	Ν	0.086	Ν	0.757	32000	
	To:		idewater D													
	From:		460 St Pa	ıls Blvd												
37 264	City of Norfolk (Maint:										stimat	tes for th	s seg	ıment.		
	Combined Traffic Estimates for 2 Parallel Road	•		N	97%	0%	1%	1%	1%	0%	N	NA			105000	
	To:		idewater D													
Tidowatan Du	Prom:		460 St Pau		000/	00/	00/	10/	00/	00/	F	0.000	_	0.504	00000	
Tidewater Dr	City of Norfolk	0.81	19000	G	96%	0%	0%	1%	2%	0%	F	0.086	F	0.531	22000	
	From:	US 460 Bram	nbleton Ave Brambleton		168											
37)(460)Brambleton Ave	City of Norfolk	0.10	25000	G	94%	1%	1%	1%	3%	0%	С	0.084	F	0.602	27000	
37)(460) Brambleton 710c	City of Norion			<u> </u>	0470	1 70	1 70	1 /0	0 /0	0 70	J	0.004	•	0.002	27000	
	To: From:		Church St				<u> </u>									
37)(460)Brambleton Ave	City of Norfolk	0.31	18000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	19000	
<i></i>	To:		460 St Pau													
Dramablatan A	City of North		Saint Paul		000/	00/	00/	10/	00/	00/	F	0.071	F	0.000	00000	
Brambleton Ave	City of Norfolk	0.20	26000	G	96%	0%	0%	1%	2%	0%	г	0.071	г	0.629	30000	
	To: From:		Boush St													
Brambleton Ave	City of Norfolk	0.07	34000	N	96%	0%	0%	1%	2%	0%	Ν	0.072	Ν	0.638	39000	
<i></i>	To:	SR 3	37 Par Duk	e St												
37) 58 Brambleton Ave	City of Norfolk	0.83	34000	G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	39000	
30) = 1								.,.	_,-		•		-			
	From		Colley Ave		000/	201		40/	00/	00/		0.075		0.507	00000	
37 (58) Brambleton Ave	City of Norfolk	0.26	27000	G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	32000	
	To: From:		US 58 US 58 .													
37)Brambleton Ave	City of Norfolk	0.22	27000	N	96%	0%	0%	1%	2%	0%	N	0.075	N	0.567	32000	
37 Brambleton Ave					30 /6	0 /6	0 /6	1 /0	2 /0	0 /6	14	NA	IN	0.507		
	Combined Traffic Estimates for 2 Parallel Road		ampton Bly	N .a								INA			NA	
	From:		Brambleto													
37) Hampton Blvd	City of Norfolk	0.90	30000	G	96%	0%	0%	1%	2%	0%	F	0.069	F	0.580	34000	
37)	end en rememb				0070	0,0		. , 0	_,,	0 / 0	•	0.000	•	0.000	0.000	
	From		21st Street										_			
Hampton Blvd	City of Norfolk	0.22	34000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.515	39000	
	To: From:	SR	247, 26th	St												
Hampton Blvd	City of Norfolk	0.71	35000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.542	40000	
<u> </u>	To:	49th St, Old	1 Dominion	Linivoro	ita											
37)Hampton Blvd	City of Norfolk	49th St, Old 2.07	34000	A	96%	0%	0%	1%	2%	0%	С	0.096	Α	0.582	39000	
3/ I lampion bivu	City of Nortolk	2.07	37000	A	JU /6	U /0	U /0	1 /0	∠ /0	U /0	U	0.030	^	0.302	59000	
	To: From:		5 Little Cre				$\Box$									
37) Hampton Blvd	City of Norfolk	0.18	34000	G	96%	0%	0%	1%	2%	0%	F	0.077	F	0.609	39000	
	To:	SR 40	6 Terminal	Blvd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		06 Terminal Blvd		00/		40/	201	00/	_				07000	_
337 Hampton Blvd	City of Norfolk		23000 G	96%	0%	0%	1%	2%	0%	F	NA			27000	G
	From:		niral Taussig Blvd n Blvd; Maryland	Ava											
337) Admiral Taussig Blvd	City of Norfolk		24000 G		0%	0%	1%	2%	0%	F	0.096	F	0.867	28000	G
337 / Tallina Tadoolg Biva	To:	0.01	I-564	3070	0 70		1 /0	270	0 70	•	0.000	•	0.007	20000	
	From:	C)				_									
337)Ramp	City of Norfolk (Mai		R 337 State St								NA			NA	
337/1141116	Oity of Norioik (ivial	0.12	I-464 NB								INA			INA	
	E-mil	400 0000 000				_									
West	City of Norfolk (Mai		B)/TO WATERSII  NA	DE DRIVE							NA			NA	
337	City of Noriok (Mai	IS-00264-W010B(E		ATED DDI	V/E						INA			INA	
	From:	IS-00264-E008A(L)/I		U)/TO BER	KLE										
337 264	City of Norfolk (Mai		NA								NA			NA	
	To: From:	1SR-00337-P(L)/12 IS-00264-W(B)/IS-0													
007	City of Norfolk (Mai		00404-S(L)/404-V			1 for dire	actional t	raffic ve	م مسال	etimat	es for thi	e e e e	ıment		
337 264	Oity of Norioik (ivial	IS-00264-E008A(L)/	TS 00264 008 A (I			101 4116	-clional t	iaiic ve	Julile es	suma	.63 101 1111	s seg	illielli.		
	From:	13-00204-E008A(L)/	I-264 W	)/IO BEKI	KLE										
Ramp From Tidewater Dr	to I-264 W City of Norfoll	k 0.13	NA								NA			NA	
· ·	To:		Tidewater Dr												
	From:	Ra	amp to I-264 W												
337 Tidewater Dr	City of Norfoll	k 0.12	NA								NA			NA	
<u> </u>	To:	Eas	st City Hall Ave			$\neg$ $\vdash$									
337 Tidewater Dr	City of Norfoli		NA								NA			NA	
387	To:		Charlotte St												
ALT	From:	ALTIC 460	Overpass; Berkle	v Dridgo											
337) Waterside Dr/Boush St	City of Norfoll		29000 G		0%	1%	1%	0%	0%	F	NA			31000	G
	Combined Traffic Estimates for 2 Parallel Ro				0%	1%	1%	0%	0%	F	NA			33000	
	Combined Tranic Estimates for 2 Parallel No	-		90%	0%	1 70	1 70	0%	0%	Г	INA			33000	
ALT	To: From:	(	City Hall Ave												
337) Waterside Dr/Boush St	City of Norfoll	k 0.44	23000 G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.53	24000	C
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:			0%	1%	1%	0%	0%	F	0.095	F	0.503	27000	G
	To:		337 Brambleton A												
ALT	From:	A1CD 22	37 I-264-W010B	Con											
Ramp	City of Norfolk (Mai		NA	<b>Јар</b>							NA			NA	
337) 1 141111	Ta:		M WATERSIDE	DRIVE							1 4/-7			INA	
	-														
Noutous Dd	From:		65 Kempsville Rd		00/	10/	00/	10/	00/	0	0.000	_	0.540	20000	_
403 Newtown Rd	City of Norfoli	k 0.31	28000 G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.548	30000	C
<u> </u>	To: From:		Beach Norfolk Ex	pwy											
403) Newtown Rd	City of Norfoll	k 0.71	33000 G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.563	35000	C
$\smile$	To:	US 5	8 Va Beach Blvd												

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 168; Tidewater Dr	000/	00/		001	00/	00/	_	0.000	_	0.500	10000	_
Princess Anne Rd	City of Norfolk	0.53 <b>15000 G</b> SR 166 Park Ave	99%	0%	1%	0%	0%	0%	F	0.089	F	0.566	16000	C
	From:	I-264												
Au5)Ballentine Blvd	City of Norfolk	0.64 <b>21000 G</b>	94%	1%	1%	2%	2%	0%	С	0.082	F	0.589	23000	(
405) Balloriumo Biva	To:	US 58; 122-8573	0170	170		270	270	070	Ū	0.002	•	0.000	20000	
	From:	SR 405; 122-8637 Ga												
405)Ramp	City of Norfolk (Maint: 64)	0.14 <b>4800 G</b>								0.089	F		4800	(
	To:	I-264-E FROM ROUTE 405-MERRIM	AC AVEN	UE										
	From:	SR 405 TO & FROM ROUT	ГЕ											
A05 Ramp	City of Norfolk (Maint: 64)	0.12 <b>7600 G</b>								0.082	F		7600	(
$\overline{}$	To:	I-264-W FROM ROUTE 405-MERRIM	AC AVEN	UE										
	From:	SR 337 Hampton Blvd												
406 International Blvd	City of Norfolk	1.33 <b>24000 B</b>	94%	0%	0%	1%	4%	0%	С	0.092	Α	0.597	27000	
· · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: <b>43000 G</b>								NA			46000	•
	To: From:	Ruthven Rd												
406 Terminal Blvd	City of Norfolk (Maint: 64)	0.28 <b>24000 N</b>	94%	0%	0%	1%	4%	0%	N	0.092	Ν	0.597	27000	
<u> </u>	Τα	I-564												
East	From:	Ramp from SR 406 Eastbound to I-56-	4 Eastboun	d						0.110	_		7000	
406 Ramp	City of Norfolk (Maint: 64)	0.06 <b>7200 G</b> Ramps to I-64 Westbound and US 460	0 C		_					0.119	F		7200	(
			Granby S	t .										
Ramp	City of Norfolk (Maint: 64)	I-564 Northbound 0.34 <b>19000 G</b>								0.117	F		19000	(
406 Ramp	Combined Traffic Estimates for 2 Parallel Roadway									NA	•		46000	(
	To	SR 406 Terminal Blvd Westbo	ound		$\overline{}$					14/3			40000	
	From:	SR 168 Campostella Rd												
407)Indian River Rd	City of Norfolk	0.71 <b>16000 G</b>	97%	0%	1%	1%	1%	0%	С	0.094	F	0.62	17000	(
	Τα	WCL Chesapeake												
	From:	NCL Chesapeake												
460 (166) Wilson Rd	City of Norfolk	0.65 <b>8100 G</b>	96%	1%	1%	1%	1%	0%	F	0.107	F	0.739	8600	(
$\smile$	To: From:	Campostella Ave												
(460)(166)(168)Campostella F		Wilson Rd 0.73 <b>35000 G</b>	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	(
460 166 168 Campostella F	d Oity of Nortoix		95 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.033	'	0.000	37000	
Dramblatan A	City of Novfolk	Kimball Terr	OE0/	1%	10/	10/	20/	00/		0.004	F	0.650	44000	
460 166 168 Brambleton Av	ve City of Norfolk	0.30 <b>41000 G</b>	95%	1%	1%	1%	2%	0%	С	0.094	г	0.659	44000	(
Purantilatan A	From:	Park Ave	050/	40/		40/	00/	00/		0.000		0.50	00000	
460 168 Brambleton Ave	City of Norfolk	0.40 <b>30000 G</b>	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	32000	(
~~~	To: From:	Tidewater Dr			$\Box$ $\vdash$									
337 Brambleton Ave	City of Norfolk	0.10 <b>25000 G</b>	94%	1%	1%	1%	3%	0%	С	0.084	F	0.602	27000	(
$\sim$ $\sim$	To:	Church St												

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

			ty of more					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Church St													
(460)(337)Brambleton Ave	City of Norfo		18000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	19000	G
<u></u>	To:		S 460 St Pau													
ALT St Paula Plyd	City of Norfo		460, Bramb		e 95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	23000	G
460 460 460 St Pauls Blvd	•			G							F	0.076 NA	Г	0.516		G
Col	mbined Traffic Estimates for 2 Parallel I			G	96%	2%	1%	0%	1%	0%	Г	INA			27000	G
Ot Paula Plud	To: From		60 Par; Mon			00/		00/	40/	00/	_	0.070	_	0.505	00000	_
St Pauls Blvd	City of Norfo	olk 0.07	24000	F	95%	2%	2%	0%	1%	0%	F	0.078	F	0.525	26000	F
~~~	To: From:		Virginia Bea													
(460) Monticello Ave	City of Norfo	olk 0.66	23000	G	95%	2%	2%	0%	1%	0%	С	0.078	F	0.543	24000	G
	To: From:		21st St													
Monticello Ave	City of Norfo	olk 0.49	17000	G	95%	2%	2%	0%	1%	0%	F	0.115	F	0.558	18000	G
	Tot		Church St				$\neg$ $\vdash$									
(460) Granby St	City of Norfo	olk 0.81	25000	G	95%	2%	2%	0%	1%	0%	F	0.081	F	0.587	27000	G
1	то.	т	lewellyn Av													
(460) Granby St	From: City of Norfo		36000	G	95%	2%	2%	0%	1%	0%	F	NA			38000	G
460) Grandy St	- F							070	170	0 70	•				00000	<u> </u>
Crophy St	From: City of Norfo		illow Wood	Dr <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.084	F	0.559	36000	G
460 Granby St	City of Norte	olk 1.30	34000	G	90%	1 70	1 70	0%	076	0%	C	0.064	Г	0.559	36000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	"	Thole St													
Granby St	City of Norfo	olk 0.37	32000	G	95%	2%	2%	0%	1%	0%	F	0.085	F	0.535	34000	G
~	To: From:	SR 16	55 Little Cre	ek Rd												
(460) Granby St	City of Norfo	olk 0.44	23000	G	95%	2%	2%	0%	1%	0%	F	0.091	F	0.504	24000	G
<u> </u>	To:		I-64; I-564													
(460) Granby St	City of Norfo	olk 0.69	23000	N	98%	1%	1%	0%	0%	0%	Ν	NA			25000	N
	Tα		I-64 East													
460 Granby St	From: L City of Norfo	olk 0.30	23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	G
,	тоГ															
Granby St	From: City of Norfo		ay View Blv 13000	G G	98%	1%	1%	0%	0%	0%	С	0.122	F	0.765	13000	G
460 Grandy Gr	Oity of Norice				30 76	1 /0	1 70	0 70	0 70	0 70	O	0.122	'	0.703	10000	ч
Cycarby, Ct	City of Now		68 Tidewate		000/	10/	10/	00/	00/	00/		0.000		0.074	10000	
Granby St	City of Norfo		12000	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.674	13000	G
			Ocean Vie													
Parent	From:		50 TO I-64 V									0.100	_		4000	_
460 Ramp	City of Norfolk (Ma ™	aint: 64) 0.07	4300	G ANDV C	TDEET							0.100	F		4300	G
East	City of Norfolk (M		O ROUTE 2		T							0.102	F		4400	G
460 Ramp	City of Norfolk (Mi	aint: 64) 0.14 I-264-E FROM ROU	4400 ITE 460 EA	G CT DD A	MDI ETY	)NI	<del></del>					0.103	Г		4400	G
					MINDLEIC	ΛΙΝ										
East	City of Norfolk (Ma		460 Granby									0.141	F		4300	G
(460) Ramp	City of Norfolk (Mi	,	4300 64 Northbou	G								0.141	Г		4300	G
-	10.	1-5	04 NORINDOL	una												

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
/est	From:		O ROUTE		ST											
Ramp	City of Norfolk (M		8000	G								0.099	F		8000	C
~	10:	I-264-E FROM ROUT	<u>ΓΕ 460 WE</u>	ST00- B	RAMBLE	ТО										
LT	From		WCL Norfol	lk												
60 264 Elizabeth Ri	iver Downtown Tunnel City of Norfolk (N	*						rectional			stimat		s seg	ment.		
~ _	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	В	95%	0%	1%	1%	3%	0%	F	NA			93000	E
. <del> </del>	To: From:		I-464													
_T 60 (264)(337)Berkle	ey Bridge City of Norfolk (N	Maint: 64) 0.41			Se	oe I-264	1 for dir	rectional	traffic v	olume e	stimat	es for thi	s sen	ment		
337 Berkle	Combined Traffic Estimates for 2 Parallel	/	99000	G	97%	0%	1%		1%	0%	F	0.086	A	0.662	107000	(
	Combined Traine Estimates for 21 arailer				31 /6	0 76	1 /0	1 /0	1 /0	0 /6	•	0.000	^	0.002	107000	
Τ	To: From:	SR :	337 Main S	treet												
337)	City of Norfolk (N	Maint: 64) 0.65			Se	e I-264	4 for dir	rectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	95000	G	97%	0%	1%	1%	1%	0%	F	NA			103000	
	Tec		I-264				<b>—</b> _									
_T	From:	1=:=t: C4) 0.00			000/	10/	10/	00/	00/	00/	N.I.	0.000	N.I	0.757	00000	
0 (337)	City of Norfolk (M	Maint: 64) 0.22	30000	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.757	32000	
T	Tor From:	SR 33	7 Tidewater	r Drive												
60	City of Norfolk (N	Maint: 64) 0.24	30000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.757	32000	
9)	Combined Traffic Estimates for 3 Parallel	•	30000	G								0.086	F	0.757	NA	
	To:		St Pauls Blv													
Ţ	From:		Fenchurch S													
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	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	98%	1%	1%	0%	0%	0%	F	NA			48000	
	To	US 46	0 Brambleto	on Ave			$\neg$									
.T	uls Blvd City of Norf	folk 0.24	21000	G	95%	2%	2%	0%	1%	0%	_	0.078	F	0.516	23000	
50 460 460 St Par	Combined Traffic Estimates for 2 Devalled			G	96%	2%	1%		1%	0%	'	NA	'	0.510		
	Combined Traffic Estimates for 2 Parallel		60 Par; Mon			270	1 70	0%	1 70	0%	Г	INA			27000	
	From	•														
Ţ	City of Norfolk (N	A1U3-00400(D)	<b>NA</b>	HALL A	VENUE							NA			NA	
0)	City of Notion (iv	IS-00264-W010B(B)/F		264 EA	ST VIA A	IT4						INA			INA	
<u> </u>	From				91 VIII II	D1 T										
T	iver Downtown Tunnel City of Norfolk (N	V	WCL Norfol	K	80	no 1 26/	1 for dir	rectional	troffic v	olumo o	ctimat	oc for thi	c coo	mont		
0 264 Elizabeth Ri	Combined Traffic Estimates for 2 Parallel	•	06000	В	95%	0%			3%		siiiiiai r	NA	s seg	mem.	93000	
	Combined Trainic Estimates for 2 Parallel		-464, SR 33		95%	0%	1%	170	3%	0%	Г	INA			93000	
	-															
rth	City of Norfolk (N		SCL Norfoll		95%	0%	1%	40/	2%	00/	_	NA			29000	
54	Combined Traffic Estimates for 2 Parallel	•	25000	G	95% 95%	0% 0%		1% 1%	2% 2%	0%						
_	Compined Traffic Estimates for 2 Parallel	Roadways on this Route.	47000	G	u5%	11%	1%	1 1 1/2	.)0/_	0%	-	NA			54000	

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

							Tru	ıck			K	[	Dir	
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	ctor AAWD	ΓQ'
th	From:	Main St	reet											
4)	City of Norfolk (Maint: 64)	0.60 <b>2400</b>	0 G	95%	0%	1%	1%	2%	0%	F	NA		27000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 4400	0 G	95%	0%	1%	1%	2%	0%	F	NA		50000	(
	To	SR 33	7											
th	City of Norfolk (Maint: 64)			95%	0%	1%	1%	2%	0%	N	NA		27000	
4 337	·													
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: <b>4400</b> I-264		95%	0%	1%	1%	2%	0%	N	NA		50000	
th ∃Domn	City of Norfolk (Maint: 64)	0.12 <b>110</b> 0		93%	0%	10/	20/	20/	00/	_	NIA		1000	
Ramp	City of Norrolk (Maint: 64)	0.12 <b>110</b> 0 SR 33		93%	0%	1%	3%	2%	0%	г	NA		1200	
					_									
th ∃Domn	City of Norfolk (Maint: 64)	I-464-N TO ROUTE 264 W 0.13 NA	EST & BI	ERKLEY S	ST						NA		NA	
Ramp	City of Noriolk (Maint. 64)	SR 337-N025A STATE	CT @ DO	LITE 227							INA		INA	
th	City of November (Mariety CA)	I-464-N006A TO RO 0.04 <b>NA</b>		WEST							NA		NA	
Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b>									NA		NA	
th	To: From:	SR 337-N025A FRO	OM STAT	E ST										
Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>									NA		NA	
th	To- Front	I-464-N006T INSPECTIO	N STATI	ON ROAD	ı									
Ramp	City of Norfolk (Maint: 64)	0.25 <b>NA</b>									NA		NA	
<i>y</i> .	To:	I-264-W FROM ROU	TE 464 N	ORTH										
th	From	I-464-N006B INSPECTIO	ON STATI	ON ROAD	)									
ARamp	City of Norfolk (Maint: 64)	0.07 <b>NA</b>									NA		NA	
/	Tα	STATE ST	REET											
th	From:	SCL Nor	folk											
4)	City of Norfolk (Maint: 64)	0.36 <b>2200</b>	0 G	95%	0%	1%	1%	2%	0%	F	NA		25000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 4700	0 G	95%	0%	1%	1%	2%	0%	F	NA		54000	
	Tα	Main Str	reet											
th	From:			050/	00/		40/	00/	00/	_			00000	
4)	City of Norfolk (Maint: 64)	0.87 <b>2100</b>		95%	0%	1%	1%	2%	0%	-	NA		23000	
	Combined Traffic Estimates for 2 Parallel Roadway			95%	0%	1%	1%	2%	0%	F	NA		50000	
	10.	I-264												
th_	From:	I-64-Westl												
Ramp	City of Norfolk (Maint: 64)	0.29 <b>NA</b>									NA		NA	
h	To: From:	Ramps from US 460	and I-564	Rev										
Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>									NA		NA	
ソー・	To:	Ramp from I-64		d										
th	From:	I-64; US 460 (	Granby St											
4)	City of Norfolk (Maint: 64)	0.51 <b>3400</b>	0 G	98%	0%	0%	0%	1%	0%	F	0.126	F	42000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 5600	0 G	98%	0%	0%	0%	1%	0%	F	NA		68000	
ブ 	• • • • • • • • • • • • • • • • • • • •		0 G	98%						F		•		

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

						_		Trι	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	SR 406 Int	ernational Te	erminal E	Blvd											
564)	City of Norfolk (M	Maint: 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:		Admiral Tau	ssig Blv	d											
Rev	From:		I-64 Rev													
Reversible Ramp	City of Norfolk (M	Maint: 64) 0.31	NA									NA			NA	
1	To:	Ramps to I-5	64 NB and F	From I-56	64 SB											
Rev	From:		I-564 Rev													
Ramp	City of Norfolk (M	Maint: 64) 0.08	4500	G								0.292	F		4500	G
364)	To:		64 Northbo									0.202	•		.000	<b>O</b> .
N=4le	From:		-64 Eastbour				<u>_</u>									
South 564 Ramp	City of Norfolk (M		NA	na								NA			NA	
564) ( (апр	To:		SR 165 Little	Crook I	2d							14/3			INA	
South	From:		US 460 Gra		Xu											
South 564	City of Norfolk (M		21000	G	98%	0%	0%	0%	1%	0%	F	NA			26000	G
504)	Combined Traffic Estimates for 2 Parallel	· · · · · · · · · · · · · · · · · · ·		G	98%	0%	0%	0%	1%	0%	F	NA			68000	G
	To:		06 Terminia				Ť	-,-	.,.		-					-
South	From:		rnational Te		Blvd											
564)	City of Norfolk (M	Maint: 64) 1.84	20000	F	98%	0%	0%	0%	1%	0%	С	0.224	Α		24000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	F	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.880	46000	F
	To:	SR 337	Admiral Tau	ssig Blv	d											
South	From:	I-3	664 Southbo	und												
Ramp	City of Norfolk (M		2600	G								0.176	F		2600	G
	To:		East Little (	Creek Ro	i											
South	From:	Ţ <sup>4</sup>	64 Southbo	und												
S64 Ramp	City of Norfolk (M		NA	unu								NA			NA	
304)	To:	Ramps from SR 406 a	nd to I-64 V	Vestboun	nd and US	460										
South	From:	SR 406-I	E001A FROI													
7564 Ramp	City of Norfolk (M	Maint: 64) 0.12	NA									NA			NA	
$\smile$	То:		OOC TO RT													
South	From:	Ramp from I-564 Sou		1 SR 406	Terminl I	Blvd										
Ramp	City of Norfolk (M		NA	~								NA			NA	
<u> </u>	10.	•	460 Granb	•												
South	From:		om I-564 So	uthbound	1			· · · · · ·		· · · · · ·				·		
564 Ramp	City of Norfolk (M		NA									0.107	F		NA	
$\smile$	To:	I-	64 Westbou	ınd												
South	From:		64 Southbo	und												
564 Ramp	City of Norfolk (M	Maint: 64) 0.08	7400	G								0.294	F		7400	G
$\smile$	To:		I-564 Rev													

							City	וטווטאו וט	n.								
Route		Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
city of Norfolk																	
- Monti	calla Ava	0.05	From:		000/	10/		A1US 460		00/					4700	0	2012
160 ( 2 ) Monti	cello Ave	0.25	5000	G	98%	1%	1%	0%	0%	0%	F	NA			4700	G	2013
· O	Combined	Traffic:	26000	G	96%	2%	1%	0%	1%	0%	F	NA			27000	G	
			10.					St Pauls B	lvd								
		0.00	From:				D	ead End				<u>ا</u>			0000	0	0040
F157)		0.29	2600 To:	G			***					NA NA			2600	G	2013
							US 13 .	Military H	vy								
			From:					ırlew Dr				<b>.</b>	_			_	
Corporate B	Blvd	0.47	2900	G	98%	1%	0%	0%	0%	0%	F	0.128	F	0.527	3000	G	2013
<u> </u>			To:				US 13	Military H	vy								
			From:					Norview A									
3 Sewells Poi	int Rd	1.96	7700	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.550	8200	G	2013
			To:				SR 165 I	Little Creel	Rd								
_			From:				Ι	Ouke St									
4 Tazewell St	•	0.06	NA									NA			NA		
$\mathcal{L}$			To:				Alt SR	337 Boush	St								
			From:				Ta	zewell St									
5 Duke St		0.29	2100	G	98%	0%	1%	1%	0%	0%	С	0.109	F	0.664	2200	G	2013
$\mathcal{I}$	Combined	Traffic:	54000	G	98%	0%	1%	1%	0%	0%	F	NA			57000	G	
			To:				Bram	bleton Ave	;								_
			From:		SR-00	337(L)/1	22-085920	R)/STATE	& BER	CLEY AV	E						
6		0.40	NA			, <u>-</u> ,, 1						NA			NA		
			To:			Dead	End/@ BU	JSINESS I	PARK LC	T							
			From:					ATE ST @									
6 Ramp		0.07	NA			1-404-IN	000A 31F	AIESI @	KOUIE	331		NA			NA		
6) Ramp		0.07	To:			I 46	54 N006B	FROM ST	ATE ST						INA		
			From:	l		1-4(			AILSI								
Mantiaglia (	N	0.47		_	000/	10/		Hall Ave	00/	00/			_	0.500	0000	_	0010
7) Monticello A		0.47	3100	G	98%	1%	1%	0%	0%	0%	С	0.11	F	0.569	3300	G	2013
	Combined	Traffic:	45000	G	98%	1%	1%	0%	0%	0%	F	NA			48000	G	
			To: From:				SR 337 E	rambleton	Ave								
7 Monticello A	Ave	0.25	5000	G	98%	1%	1%	0%	0%	0%	F	NA			4700	G	2013
	Combined	Traffic:	26000	G	96%	2%	1%	0%	1%	0%	F	NA			27000	G	
			To:				US 460	St Pauls B	lvd								
			From:				Alt US	460 Overp	ass								
8 City Hall Av	e WB	0.13	NA					•				NA			NA		
			To:				Ramp F	rom I-64 V	VB								
			From:					TO I-64 E									
Ramp		0.14	5800	G			0023		*			0.205	F		5800	G	2013
		-	To:			I-6	64-E FROI	M BAY A	VENUE			$\neg$					
			From:					hatan Ave				i					
9560) 49th St		0.56	5700	G	95%	1%	4%	0%	0%	0%	С	0.087	F	0.51	6100	G	2013
49th St		0.00	To:			. /0		Hampton E		- 70		1.50,	•	0.01	3100	<u> </u>	_0.0
			From:					pton Blvd									
9560) 49th St		0.42	3900	G	95%	1%	4%	0%	0%	0%	F	0.086	F	0.518	4100	G	2013
			To:				Co	lley Ave									
			From:		· <u></u>		Pow	hatan Ave				<del></del>					
Bolling Ave		0.48	2200	G	95%	1%	4%	0%	0%	0%	F	0.090	F	0.563	2300	G	2013
						-				-							
		0.48	From:		QEº/	10/		Hampton E		00/	Е	0 122	F	0.567	2200	G	2010
Dalling Ave		U.48	2000	G	95%	1%	4%	0%	0%	0%	F	0.133	F	0.567	2200	G	2013
Dalling Ave			To				ramesto	own Cresco	nt.			1					
Dalling Ave			To:						JIII.								
Bolling Ave			From:	L			Pow	hatan Ave									
Bolling Ave		0.98		G	95%	1%	Pow 4%	hatan Ave 0%	0%	0%	F	0.085	F	0.517	12000	G	2013
Bolling Ave			From:	G	95%	1%	Pow 4%	hatan Ave		0%	F	0.085	F	0.517	12000	G	2013
Bolling Ave  3562 43rd St			11000 To:	G	95%	1%	Pow 4%	hatan Ave 0%	0%	0%	F		F	0.517	12000	G	
8561) Bolling Ave			From: 11000	G	95%	1%	Pow 4%	hatan Ave 0% olley Ave	0%	0%	F	0.085	F	0.517	12000	G G	2013

Colley Ave   0.40   14000   G   98%   1%   0%   0%   0%   0%   0%   0%   0							City	of Norto	IK								
Colley Ave   0.40   14000   G   98%   1%   0%   0%   0%   0%   0%   0%   0	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Colley Ave   0.40   14000   G   98%   1%   0%   0%   0%   0%   0%   F   0.082   F   0.614   15000   G   2013	City of Norfolk																
Powination Ave   0.37   15000   G   98%   1%   0%   0%   0%   0%   0%   0%   0	Colley Ave	0.40			98%	1%			Nº/ <sub>2</sub>	0%	F	0.082	F	0.614	15000	G	2013
Colley Ave   0.37   15000   G   98%   1%   0%   0%   0%   0%   F   0.082   F   0.524   16000   G   2013	8563) Golley Ave	0.40	14000		30 /6	1 /0				0 /6	'	0.002	'	0.014	13000	u	2010
Colley Ave   0.30   16000   G   98%   1%   0%   0%   0%   0%   0%   0%   0	Colloy Avo	0.27	15000		000/	10/				09/		0.083		0.524	16000	G	2012
Colley Ave   0.30   16000   G   98%   1%   0%   0%   0%   F   0.080   F   0.510   17000   G   2013	(8563) Colley Ave	0.57	15000		30 /6	1 /0	0 /6	0 /6	0 /6	0 /6	1	0.002	'	0.524	10000	G	2013
Colley Ave   1.04   14000   G   98%   15%   0%   0%   0%   0%   C   0.088   F   0.500   15000   G   2013	O 0 11 A	0.00	From		000/	40/			00/	201				0.540	47000		2010
Colley Ave   1.04   14000   G   98%   1%   0%   0%   0%   0%   0%   0%   0	(8563) Colley Ave	0.30	16000	_G	98%	1%			0%	0%	-	0.089	F	0.510	1/000	G	2013
Colley Ave   1.04   14000   G   98%   1%   0%   0%   0%   0%   0%   0   0.089   F   0.500   15000   G   2013			From	e e													
Second   Jamestown Crescent   0.74   7200   G   98%   1%   0%   0%   0%   0%   F   0.093   F   0.506   7700   G   2013	City of Norfolk					0%	0%	С	0.089	F	0.500	15000	G	2013			
Amestown Crescent   0.74   7200   G   98%   1%   0%   0%   0%   0%   0%   F   0.093   F   0.566   7700   G   2013			To				52.	rd Straat									
SR 337 Hammons Blvd	Jamestown Crescent	0.74		G	98%	1%			0%	0%	F	0.093	F	0.506	7700	G	2013
Powhatan Ave	8563) Gamestown Greecont	0.7 1	To	Ť	0070	1 /0				070	•		•	0.000	7700	G	2010
Powhatan Ave   0.75   1700     G   99%   0%   1%   0%   0%   0%   F   0.09   F   0.562   1800   G   2013			From						51, u								
Powhatan Ave   0.81   6000   G   99%   0%   1%   0%   0%   0%   F   0.075   F   0.569   6400   G   2013	Powhatan Ave	0.75			99%	0%			0%	0%	F	0.09	F	0 562	1800	G	2013
Seed   Powhatan Ave   0.81   6000   G   99%   0%   1%   0%   0%   0%   0%   0%   0	8564) 1 OWNAIGH 7100	0.70	1700		00 /0	0 70			0 70	070		0.00	•	0.002	1000	ď	2010
Sign	O Davidantara Assa	0.04		<u> </u>	000/	00/			00/	00/				0.500	0.400		0040
Production Ave   Prod	Pownatan Ave	0.81	6000	G	99%	0%			0%	0%	F	0.075	F	0.569	6400	G	2013
Seed   38th St   0.57   4300   G   99%   0%   1%   0%   0%   0%   F   0.081   F   0.651   4600   G   2013			From	:													
SR 337 Hampton Bibvd	38th St	0.57	4300	G	99%	0%				0%	F	0.081	F	0.651	4600	G	2013
Seed   38th St   0.41   6000   G   99%   0%   1%   0%   0%   0%   F   0.08   F   0.629   6400   G   2013	8364)	0.07				0 70					•	—i	•	0.00	.000	<b>O</b> .	_0.0
Colley Ave   September   Sep	Onth Ct	0.41	From		000/	00/				00/			г	0.600	6400		2012
Seed   38th St   0.53   8800   G   99%   0%   1%   0%   0%   0%   0%   0 0 088   F   0.645   9400   G   2013	8564) 38th St	0.41	6000	G	99%	0%			0%	0%	Г	0.08	г	0.629	6400	G	2013
See								lley Ave									
See   Sec	8564) 38th St	0.53	8800	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.645	9400	G	2013
See   38th St   0.17   4400   G   99%   0%   1%   0%   0%   0%   F   0.078   F   0.684   4700   G   2013	$\overline{}$		To				Llew	ellyn Ave	;			$\neg$					
See   Us 460 Gramby St   Us 46	8564) 38th St	0.17			99%	0%				0%	F	0.078	F	0.684	4700	G	2013
Secondary   Columbus Ave   Colomial Ave   Colomia			To	c			US 46	0 Granby	St								
1.08   6800   6   99%   0%   1%   0%   0%   0%   F   0.095   F   0.523   7300   G   2013	<u> </u>																
See   Colonial Ave   1.08   6800   G   99%   0%   1%   0%   0%   0%   F   0.095   F   0.523   7300   G   2013	(8564) La Vallette Ave	0.48	2100	G	99%	0%				0%	F	0.099	F	0.504	2200	G	2013
See   Colonial Ave   1.08   6800   G   99%   0%   1%   0%   0%   0%   F   0.095   F   0.523   7300   G   2013	$\smile$		To	c			Colu	mbus Ave	<u> </u>								
See   Scolonial Ave   1.07   2500   G   99%   0%   1%   0%   0%   0%   F   0.112   F   0.687   2700   G   2013	$\sim$		From					_									
See	8565) Colonial Ave	1.08	6800	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.523	7300	G	2013
See			To				2	7th St				<b>—</b>					
New Hampshire Ave   New Hampshire Ave   Sasnold Ave   Sa	8565) Colonial Ave	1.07		G	99%	0%			0%	0%	F	0.112	F	0.687	2700	G	2013
New Hampshire Ave   0.24   140   G   99%   0%   1%   0%   0%   0%   0%   F   0.139   F   0.646   150   G   2013	5555		To	с				mpshire A	Ave								
Colonial Ave   Colo			From														
See	8565) New Hampshire Ave	0.24	140	G	99%	0%	1%	0%	0%	0%	F	0.139	F	0.646	150	G	2013
## See   See	$\overline{}$		To	c			Cole	onial Ave									
Mayflower Ave   Mayflower Rd   Carolina Ave   Car			From	:			Co	lley Ave									
Carolina Ave   Caro	8566) 41st St	0.05	850	G	99%	1%	0%	0%	0%	0%	F	0.179	F	0.765	910	G	2013
Mayflower Ave   0.22   1800   G   99%   1%   0%   0%   0%   0%   0%   F   0.100   F   0.718   1900   G   2013	$\bigcirc$		To	c													
Delaware Ave	A Mariffarman A	0.00		<u> </u>	000/	40/			00/	00/			_	0.740	4000	0	0040
Mayflower Rd   Mayf	(8566) Maytlower Ave	0.22	1800		99%	1%				0%	<u> </u>	0.100	F	0.718	1900	G	2013
8566 Delaware Ave 0.55 4100 G 99% 1% 0% 0% 0% 0% F 0.084 F 0.543 4400 G 2013    Comparison of Compar			From														
Secondary Reveal   10   10   10   10   10   10   10   1	8566 Delaware Ave	0.55	4100	G	99%	1%				0%	F	0.084	F	0.543	4400	G	2013
Secondaria   Delaware Ave   0.12   7800   G   99%   1%   0%   0%   0%   0%   0%   C   0.108   F   0.803   8300   G   2013	0000) = 5121121 57 110	2.00	-			. , •				- / 0			•	2.2.0		-	_0.0
Secondary St	Dolowers Ave	0.10	From		000/	10/				00/	^	0.100		0.000	0000		0010
Brambleton Ave   Bram	8566 Delaware Ave	0.12	7000		99%	1%				0%	U	0.108	г	0.803	6300	G	2013
Boush St 0.21 9000 F 99% 1% 0% 0% 0% 0% F 0.125 F 0.620 9600 F 2013    Solid Prince   Va Beach Blvd   Va Beach				<u> </u>													
Va Beach Blvd   Va Beach Blv	O Barrati Ot	0.01		<u> </u>	0001	401				00/			_	0.000	0000	_	0010
8567) Llewellyn Ave 0.30 <b>8200 G</b> 99% 0% 0% 0% 0% 0% F NA 8800 G 2013  Table Princess Anne Rd  8567) Llewellyn Ave 0.50 <b>8100 G</b> 99% 0% 0% 0% 0% 0% 0% F 0.099 F 0.745 8700 G 2013	8567 Boush St	0.21	9000	F	99%	1%	0%	υ%	υ%	υ%	۲	0.125	۲	0.620	9600	F	2013
True Princess Anne Rd    Separate   Princess Anne Rd   Princess Anne R			To From				Va B	each Blvo	i								
Top   Princess Anne Rd	8567) Llewellyn Ave	0.30	8200	G	99%	0%	0%	0%	0%	0%	F	NA			8800	G	2013
8567) Llewellyn Ave 0.50 <b>8100 G</b> 99% 0% 0% 0% 0% F 0.099 F 0.745 8700 G 2013	$\bigcirc$		To	_			Prince	ss Anne E	2d			<u> </u>					
	Llewellyn Ave	0.50		G	99%	0%				0%	F	0.099	F	0.745	8700	G	2013
	0.507) =	0.00	To		-0/0	2,0			0,0	3,0	•		•	210	5.50	-	_0.0

							City of Norio	nr.								
Start Charles   1	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Llewellyn Ave   0.72   6800   G   69%   0%   0%   0%   0%   0%   0%   0%	City of Norfolk															
Signature   Sign		0.70		<u> </u>	000/	00/		201	00/			_	0.545	7400	_	0046
Company   Comp	Llewellyn Ave	0.72	6900	G	99%	0%	0% 0%	0%	0%	F	0.098	F	0.545	/400	G	2013
See   Devellyn Ave   0.20   11000   G   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To From													
See   Claremort Ave   0.20   11000   G   99%   0%   0%   0%   0%   0%   0%   F   NA   12000   G   201	(8567) Llewellyn Ave	0.14	6100	G	99%	0%		0%	0%	С	0.101	F	0.521	6500	G	2013
Lewellyn Ave   0.20   11000   G   99%   07%			From													
Didascase Ave   Didascase Didasc	8567 Llewellyn Ave	0.20	11000	G	99%	0%		0%	0%	F	NA			12000	G	2013
Lewellyn Ave   0.28   7200   G   99%   0%   0%   0%   0%   0%   0%   0			To				Doloviero Ave									
St. 840 Granby St	Llewellyn Ave	0.28		G	99%	0%			0%	F	NA			7800	G	2013
See   Oliney Rd   0.50   8700   G   98%   1%   1%   0%   0%   0%   0%   0%   C   0.1   F   0.689   9300   G   201	0307)															
Company Rd   0.50   8700   G   98%   1%   1%   0%   0%   0%   C   0.1   F   0.689   9300   G   201			From				Colley Ave									
US SS Vigoria Beach Bird   Disk St	8568 Olney Rd	0.50	8700	G	98%	1%		0%	0%	С	0.1	F	0.689	9300	G	2013
See   Clare   Prince   Princ	,		To			HC 5	O Vincinio Doogh Di	ridi Dulra	C+							
Monticello Ave   10,000   G   98%   1%   1%   2%   3%   1%   1%   1%   1%   1%   1%   1	Olney Rd	0.31			98%					F	0.133	F	0.602	1500	F	2019
	8568) 3110) 110	0.01		Ė	0070	170			070	•		•	0.002	1000	•	
See   Granby St   0.36   4600   G   98%   1%   1%   0%   0%   0%   0%   F   0.089   F   0.515   4900   G   201			From													
Second	gseo Granby St	0.36	4600	G	98%	1%			0%	F	0.089	F	0.515	4900	G	201
Brambleton Ave   Second Granby St   1.27 8700   G 98% 1% 1% 1% 0% 0% 0% 0%   F NA   8200   G 201	3, 21		To													
Church St							Brambleton Av									
ST2    Claremont Ave   0.51   1100   G   98%   1%   0%   0%   0%   0%   0%   F   0.14   F   1200   G   201	<sub>8569</sub> Granby St	1.27	8700	G	98%	1%		0%	0%	F	NA			8200	G	201
SR 337 Hampton Blvd	$\overline{}$		To	٩			Church St									
SR 337 Hampton Blvd	$\sim$		From				Raleigh Ave									
Colley Ave	<sub>8572</sub> Claremont Ave	0.51	1100	G	98%	1%	0% 0%	0%	0%	F	0.14	F		1200	G	2013
Colley Ave   Series   Colley Ave   College   Colleg	<u> </u>		To From				SR 337 Hampton	Blvd								
Colley Ave   College	8572) 21st St	0.29	7400	G	98%	1%	0% 0%	0%	0%	С	0.089	F	0.527	7900	G	201
21st St 0.48 14000 G 98% 1% 0% 0% 0% 0% F 0.081 F 0.558 15000 G 201	$\bigcup$		To	_			Colley Ave									
Second Process   Seco	8572) 21st St	0.48	14000	G	98%	1%		0%	0%	F	0.081	F	0.558	15000	G	201
Second Process And Process A	5072)		To	_			I 1 11 C4				_					
Time	21st St	0.25	QRAA		98%	1%		0%	0%	F	0.085	F	0 568	10000	G	201
SET   St Pauls Blvd   St Pau	85/2) 2131 31	0.20	To	<u> </u>	3070	1 /0			070	•	0.000	•	0.000	10000	u	201
Second Process Anne Rd   Second Process Anne			From	:							1					
SR 166 Princess Anne Rd   SR 168 Princess Anne Rd   SR 247 Lafayette Blvd; 26th Street   SR	Ballentine Blvd	0.50	12000	G	95%	1%			0%	С	0.084	F	0.584	13000	G	201
Second	8373) = 4											-			-	
Tait Terrace   122-8834 Tait Terr   123-8834 Tait	Rallantina Blvd	0.54	From		05%				00/		0.091		0.511	11000	G	201
Second Processign   122-8834 Tait Terr   122-8834	8573) Dalleritine Divu	0.54			95 /6	1 /0		1 /0	0 /6	-	0.001	•	0.511	11000	G	201
Second Process   Seco			From					`err								
Second   S	8573) Ballentine Blvd	0.49	8600	G	95%	1%			0%	F	0.079	F	0.513	9200	G	201
Second   Willow Wood Dr   1.10   11000   G   99%   1%   1%   0%   0%   0%   0%   0%   0	$\cup$		To			1	22-8613 Chesapeal	ke Blvd								
SR 168 Tidewater Dr   SR 168 Tidewater Dr   St Pauls Blvd   O.31   13000   G   99%   1%   1%   0%   0%   0%   F   NA   14000   G   201			From	:			US 460 Granby	St								
St Pauls Blvd   0.31   13000   G   99%   1%   1%   0%   0%   0%   F   NA	8574) Willow Wood Dr	1.10	11000	G	99%	1%	1% 0%	0%	0%	С	0.095	F	0.54	12000	G	201
St Pauls Blvd 0.31 13000 G 99% 1% 1% 0% 0% 0% F NA 14000 G 201    Alt US 460; Market St	<u> </u>		To				SR 168 Tidewate	r Dr								
St Pauls Blvd 0.31 13000 G 99% 1% 1% 0% 0% 0% F NA 14000 G 201    Alt US 460; Market St			From				ALT SR 337 Waters	side Dr								
Fenchurch St 0.41 6400 G 99% 1% 1% 0% 0% 0% F 0.081 F 0.725 6900 G 201    Section   Church St   Church	8575) St Pauls Blvd	0.31	13000	G	99%	1%	1% 0%	0%	0%	F	NA			14000	G	201
Fenchurch St 0.41 6400 G 99% 1% 1% 0% 0% 0% F 0.081 F 0.725 6900 G 201    Section   Church St   Church	$\smile$						Alt US 460; Mark	et St								
US 460 Brambleton Ave  US 460 Brambleton Ave  US 58 Virginia Beach Blvd  US	8575) Fenchurch St	0.41	6400	G	99%	1%			0%	F	0.081	F	0.725	6900	G	201
Church St 0.23 14000 G 97% 1% 1% 1% 1% 0% F 0.085 F 0.581 15000 G 201    Solution St   Church St   Chu	$\bigcup$		To	-			US 460 Rrambleton	n Ave								
US 58 Virginia Beach Blvd  O.13 15000 G 97% 1% 1% 1% 1% 0% F 0.089 F 0.569 16000 G 201  To Princess Anne Rd  O.84 18000 G 97% 1% 1% 1% 1% 0% C 0.087 F 0.544 19000 G 201  SR 247 Lafayette Blvd; 26th Street  O.05 13000 G 97% 1% 1% 1% 1% 0% F 0.081 F 0.518 14000 G 201	Church St	0.23	14000	G	97%	1%			0%	F	0.085	F	0.581	15000	G	201
Church St 0.13 <b>15000 G</b> 97% 1% 1% 1% 1% 0% F 0.089 F 0.569 16000 G 201    To   Princess Anne Rd   Princes	00,73)								•	-		•			-	_5.1
Princess Anne Rd   Princess An	Church St	0.10	From		070/				<b>N</b> 0/		0.090	_	0.560	16000	G	201
Church St 0.84 <b>18000 G</b> 97% 1% 1% 1% 1% 0% C 0.087 F 0.544 19000 G 201 SR 247 Lafayette Blvd; 26th Street  SR 247 Lafayette Blvd; 26th Street  0.05 <b>13000 G</b> 97% 1% 1% 1% 1% 0% F 0.081 F 0.518 14000 G 201	8575 CHUICH St	0.13	15000	<u> </u>	31%	1%			U%		0.089	Г	0.569	0000	G	ZU15
SR 247 Lafayette Blvd; 26th Street  SR 247 Lafayette Blvd; 26th Street  SR 247 Lafayette Blvd; 26th Street  O.05 13000 G 97% 1% 1% 1% 1% 0% F 0.081 F 0.518 14000 G 201	<u> </u>		From	L							_}_					
G <sub>9575</sub> Church St 0.05 <b>13000 G</b> 97% 1% 1% 1% 0% F 0.081 F 0.518 14000 G 201	(8575) Church St	0.84	18000	G	97%	1%	1% 1%	1%	0%	С	0.087	F	0.544	19000	G	201
	<u> </u>		To From			SR 2	47 Lafayette Blvd;	26th Stree	t							
	8575) Church St	0.05	13000	G	97%	1%	1% 1%	1%	0%	F	0.081	F	0.518	14000	G	2013
	$\bigcirc$		To				27th St									

Authoridable							City	וטווטאו וט	ĸ								
Na Absorbable   170	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Church St   0.21   11000   G   97%   15%	City of Norfolk																
Princess Anne Rd	Church St	0.21		G	97%	1%			1%	Nº/ <sub>2</sub>	F	0.086	F	0.580	11000	G	2013
Princess Anne Rd 0.62 980 G 97% 1% 1% 1% 0% 0% 0% C 0.132 F 0.547 1000 G 2015    Princess Anne Rd 0.62 980 G 97% 1% 1% 1% 1% 0% 0% 0% C 0.032 F 0.547 1000 G 2015   Princess Anne Rd 0.62 0 G 97% 1% 2% 0% 0% 0% 0% F 0.075 F 0.501 6600 G 2015   Princess Anne Rd 0.18 11000 G 97% 1% 2% 0% 0% 0% 0% F 0.079 F 0.585 9200 G 2015   Princess Anne Rd 0.18 11000 G 97% 1% 2% 0% 0% 0% 0% F 0.007 F 0.585 9200 G 2015   Princess Anne Rd 0.18 11000 G 97% 1% 2% 0% 0% 0% 0% F 0.007 F 0.549 11000 G 2015   Princess Anne Rd 0.28 11000 G 97% 1% 2% 0% 0% 0% 0% F 0.007 F 0.549 11000 G 2015   Princess Anne Rd 0.28 11000 G 97% 1% 2% 0% 0% 0% 0% F 0.007 F 0.549 11000 G 2015   Princess Anne Rd 0.28 11000 G 97% 1% 2% 0% 0% 0% 0% F 0.005 F 0.552 13000 G 2015   Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% 0% F 0.005 F 0.552 13000 G 2015   Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% 0% F 0.005 F 0.522 13000 G 2015   Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% F 0.005 F 0.052 13000 G 2015   Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% F 0.005 F 0.052 13000 G 2015   Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% F 0.005 F 0.522 13000 G 2015   Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% F 0.005 F 0.522 13000 G 2015   Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% F 0.005 F 0.522 13000 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 0% 0% F 0.005 F 0.005 F 0.522 13000 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 0% 0% F 0.005 F 0.005 F 0.660 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 0% 0% 0% F 0.005 F 0.660 F 0.661 4700 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 1% 0% 0% 0% F 0.005 F 0.005 F 0.652 1500 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 1% 0% 0% 0% F 0.005 F 0.005 F 0.652 1500 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 1% 0% 0% 0% F 0.005 F 0.005 F 0.650 F 0.652 1500 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 1% 0% 0% 0% F 0.005 F 0.005 F 0.650 F 0.650 F 0.652 1500 G 2015   Princess Anne Rd 0.29 12000 G 98% 0% 1% 1% 1% 0% 0% 0% F 0.005 F 0.005 F 0.005 F 0.005	es75 Church St	0.21	To:		31 /6							0.000	•	0.500	11000	u	2010
Princess Anne Rd			From:														
SR 337 Hampton Blvd	Princess Anne Rd	0.62	980	G	97%	1%			0%	0%	С	0.132	F	0.547	1000	G	2013
Princess Anne Rd	0070		To				CD 227	Hommton E	Olyval								
College Anne Rd	Princess Anne Rd	0.08		G	97%	1%				0%	F	0.075	F	0.501	6600	G	2013
Princess Anne Rd	8576) 1 11110000 7 111110 1 10	0.00	T-1		0.70	. , 0			0,0		•		•	0.00	0000	<u> </u>	_0.0
Content Ave	Princess Anna Rd	0.32	Prom:	G	97%	1%			N%	0%	F	0.079	F	0.585	9200	G	2013
122-8852-Biol Name	8576) 1 11110033 7 111110 1 10	0.02	To:		07 70	1 /0			0 70	0 70	•	0.070	•	0.000	0200	u	2010
Princess Anne Rd			From:						Ave								
Princess Anne Rd	8576 Princess Anne Rd	0.18	11000	G	97%	1%	2%	0%	0%	0%	F	0.081	F	0.530	12000	G	2013
Montice  Ave   Mont	$\overline{}$		To:				Llev	vellyn Ave				$\neg$ —					
Chart   Char	8576) Princess Anne Rd	0.28	11000	G	97%	1%	2%	0%	0%	0%	F	0.077	F	0.549	11000	G	2013
Chart   Char			Too				Mon	ticello Ave	:								
Princess Anne Rd   0.29   12000   G   97%   1%   2%   0%   0%   0%   F   0.085   F   0.522   13000   G   2013	8576) Princess Anne Rd	0.49	8600	G	97%	1%				0%	С	0.088	F	0.587	9100	G	2013
Princess Anne Rd   0.29   12000   C   97%   1%   2%   0%   0%   F   0.085   F   0.522   13000   G   2013	$\bigcirc$		To				C	hurch St									
Tidewater Dr	8576) Princess Anne Rd	0.29		G	97%	1%			0%	0%	F	0.085	F	0.522	13000	G	2013
Monticello Ave   Sept   Monticello Ave   Sept   Monticello Ave   Sept   Sept   Monticello Ave   Sept   Se			To:														
Charlotte St   0.17   3400   G   US 460 Bus Wood St   US 460 Bus Wood			From:				Mon	ticello Ave	;								
US 460 Bus Wood St	8580) Charlotte St	0.17	3400	G								NA			3700	G	2013
Sign   Wood St   0.13   1100   G			To:				US 460	Bus Wood	l St								
Find	O ₩ . +0:	0.40		_			Bu	s US 460					_	0.070	1000	_	004
See   Charlotte St   Start	(8580) Wood St	0.13	1100	G								0.114	F	0.6/3	1200	G	2013
Tidewater Dr	<u> </u>		To: From:														
Chesapeake Blvd	(8580) Charlotte St	0.32	1900	G	98%	0%			0%	0%	F	0.097	F	0.633	2000	G	2013
See   Fishermans Rd	<u> </u>		To:				Tide	ewater Dr									
Sturgis Rd		0.44			000/	00/		•		00/			_	0.011	4700	_	004
Sturgis Rd   0.11   680   G   98%   0%   1%   1%   0%   0%   F   0.160   F   0.566   730   G   2013	(8581) Fishermans Rd	0.44	4400	G	98%	0%			0%	0%	C	0.096	F	0.611	4/00	G	2013
Sturgis Rd			From:														
Sturgis St	8581) Sturgis Rd	0.11	680	G	98%	0%				0%	F	0.160	F	0.566	730	G	2013
Sturgis St	3001)		To														
To   Ocean View Ave   Alt SR 337 Bouch St	Sturais St	0.64		G	98%	0%				0%	F	0.096	F	0.622	1500	G	2013
See   City Hall Ave   O.14   NA	8581) Grangio Gr	0.01	To:	Ť	0070	0 70				0 70	•		•	0.022	1000	ŭ	
City Hall Ave   0.14			From:														
NA	8582 City Hall Ave	0.14	NA				7th Six	337 Bouch	. Ot			NA			NA		
NA	0302)		To														
Combined Traffic: NA NA NA NA  To 122-8582-E001B MARKET STREET CONN UNDERPA  ast 122-08582(B)/TO RTE 264 WEST  O.10 NA NA NA NA NA  To A1US-00460-P(L)/IS-00264-W(B)/FROM ST PAULS B  ast 122-8582 MARKET STREET CONN UNDERPASS  O.45 NA NA NA NA  To I-264-E FROM CITY HALL AVENUE  From: Boush St  From: Boush St  From: Bank St  From: Main St  O.25 4700 G 98% 0% 1% 19% 0% 0% F 0.108 F 0.515 5000 G 2013	City Hall Ave	0.45	From:				Mon	ticello Ave	}			NΙΔ			ΝΔ		
Alt US 460  NA  Tot  122-8582-E001B MARKET STREET CONN UNDERPA  Alt US 460  NA  NA  NA  NA  NA  NA  NA  NA  NA  N	( )																
NA	Combin	ou mamo.	T-1					***							14/1		
122-8582-E001B MARKET STREET CONN UNDERPA   122-08582(B)/TO RTE 264 WEST   NA   NA   NA   NA   NA   NA   NA   N	City Hall Avo	0.10					Alı	t US 460				NA.			NΙΛ		
122-08582(B)/TO RTE 264 WEST  0.10 NA  Tet  A1US-00460-P(L)/IS-00264-W(B)/FROM ST PAULS B  122-8582 MARKET STREET CONN UNDERPASS  0.45 NA  Tet  122-8582 MARKET STREET CONN UNDERPASS  NA  NA  NA  NA  NA  NA  NA  NA  See See See See See See See See See Se	6582 City Hall Ave	0.10			122 85	82 F0011	B MADKE	T STDEE	T CONN	LINDEDE	DΛ				INA		
122-08362    132	F .		From:		122-03						11						
122-8582 MARKET STREET CONN UNDERPASS   NA	East	0.10				122-	08582(B)/	TO RIE 2	64 WEST	Į'		NΙΔ			NΙΔ		
122-8582 MARKET STREET CONN UNDERPASS   NA	8582)	0.10			A1IIS-	.00460-P	OL)/IS-002	64-W(B)/I	FROM ST	C PALILS	R				INA		
0.45 NA  To I-264-E FROM CITY HALL AVENUE    From:   Boush St			From:														
To I-264-E FROM CITY HALL AVENUE    From   Boush St		0.45			122-	6362 IVIF	AKKEI SI	KEET CO	ININ UNL	DERPASS		NA			NA		
Boush St  O.25 4700 G 98% 0% 1% 1% 0% 0% F 0.108 F 0.515 5000 G 2013  To: Bank St  Main St  O.16 3500 G 98% 0% 1% 1% 0% 0% F NA 3800 G 2013	0002)	0.10				I-264-I	E FROM (	CITY HAL	L AVEN	UE		—i"`			1 47 1		
Main St 0.25 4700 G 98% 0% 1% 1% 0% 0% F 0.108 F 0.515 5000 G 2013 Bank St Hain St 0.16 3500 G 98% 0% 1% 1% 0% 0% F NA 3800 G 2013			From:						22.1			1					
Tot   Bank St	Main St	0.25		G	98%	0%			0%	0%	F	0.108	F	0.515	5000	G	201:
Bank St 0.16 <b>3500 G</b> 98% 0% 1% 1% 0% 0% F NA 3800 G 2013	03037	0.20	To:		5570	0 / 0			0 /0	3,0	•		•	0.010	5500	~	_010
			From:				N	Aain St									
A1US 460-P City Hall Ave	(8585) Bank St	0.16	3500	G	98%	0%	1%	1%	0%	0%	F	NA			3800	G	2013
· · · · · · · · · · · · · · · · · · ·	$\overline{}$		To:				A1US 460	-P City Ha	ll Ave								

						0.0, 0	I NOTIOK									
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		C	C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From														
8586) Plume St	0.42	2500	G	98%	0%	Во	oush St 1% 0	% 0%	<u> </u>	=	0.142	F	0.747	2700	G	2013
8586) 1 101116 31	0.42	<b>2300</b> To		30 /6	0 /6		uls Blvd	76 07	0 1		0.142	'	0.747	2700	u	2013
		From					rk Ave				i					
8588) Corprew Ave	0.77	5000	G	98%	0%	1%		% 0%	6 I	=	0.078	F	0.620	5300	G	2013
0300)		To					imac Ave									
		From				SR 33	7 State St									
8590 Indian River Rd	0.23	1200	G	98%	0%	1%		% 0%	6 I	=	0.181	F	0.926	1300	G	2013
		To				Mai	in Street									
8590) Indian River Rd	0.66	2700 From	G	98%	0%	1%	1% 0	% 0%	<b>6</b> (	<u> </u>	0.131	F	0.626	2900	G	2013
		To				Ma	arsh St									
O		From					dey Ave								_	
8590) Indian River Rd	0.53	13000	G	98%	0%	1%		% 0%	6 I		0.091	F	0.693	14000	G	2013
		10				US 460	Wilson Rd									
C L'hanta Ot	0.57	From	<u> </u>	000/	40/		37 Main S	2/ 00	, ,	_		_	0.504	4000	_	0040
Liberty St	0.57	4500 To	G	93%	1%	1%		% 0%	o I		0.09	F	0.504	4800	G	2013
		-					Chesapeake									
8592) Berkley Ave	0.11	12000	G	97%	1%	1%	1% 0	% 0%	<u>/</u> [	=	0.078	F	0.548	13000	G	2013
Berkley Ave	0.11	12000		31 /0	1 /0	1 /0	1/6 0	/o U /	o 1		0.076	'	0.546	13000	G	2010
	0.04	From	<u> </u>	070/	40/		ain St	2/ 00	, ,				0.550	10000		0046
Berkley Ave	0.21	12000	G	97%	1%	1%	1% 0	% 0%	6 I	=	0.088	F	0.558	13000	G	2013
<u> </u>		To From					quier St									
Berkley Ave Ext	0.80	3800	G	97%	1%	1%	1% 0	% 0%	6 (	2	0.082	F	0.563	4100	G	2013
		To From				US 460	Wilson Rd									
8592) Berkley Ave Ext	0.45	3200	G	97%	1%	1%	1% 0	% 09	6 I	=	0.082	F	0.508	3400	G	2013
		To				Camp	ostella Rd									
Berkley Ave Ext	0.27	2800	G	97%	1%	1%		% 0%	6 I	=	0.079	F	0.505	2900	G	2013
<u> </u>		To				WCL C	Chesapeake									
		From			1SR 3	37-P; 122-8	8592 BERKLI	EY AV								
Ramp	0.09	1500	G								0.228	F		1500	G	2013
		To			I-464-	S FROM B	BERKLEY AV	ENUE								
		From				Camp	ostella Rd									
Springfield Ave	0.52	180	G	88%	6%	6%	1% 0	% 0%	6 (	)	0.111	F	0.571	190	G	2013
<u> </u>		To				Syca	amore St									
$\sim$		From					ary Hwy									
Spring Meadow Blvd	0.55	880	G	99%	1%	0%		% 0%	6 (	)	0.097	F	0.559	940	G	2013
<u> </u>		To					ant Rd									
O 244 1 21		From					erty St				<u> </u>	_			_	
8595 S Main St	0.27	2400 To	G	89%	4%	6%		% 0%	6 (	)	0.142	F	0.507	2500	G	2013
							River Rd									
		From	<u> </u>	000/	00/		eside Rd	2/ 00	, ,			_	0.540	4400	_	0046
8607) Village Ave/Sewells P	oint <b>Hau</b> i/	3900 <sub>To</sub>	G	88%	2%	1%		% 0%	о (	)	0.095	F	0.518	4100	G	2013
		From					ss Anne Rd				<u> </u>					
North Shore Rd	0.57	720	G	97%	1%	1%	curry Rd 0% 0	% 0%	/ [	=	0.099	F	0.686	770	G	2012
North Shore nd	0.57	720		9770	I 70			76 U7	o I		0.099	Г	0.000	770	G	2013
Name Of the D	0.70	From	Ļ	0701	401		oton Blvd	2/ 2-	, .	_			0.070	1000		0017
North Shore Rd	0.73	1200 <sub>To</sub>	G	97%	1%	1%		% 0%	o l	-	0.099	F	0.672	1300	G	2013
_		From					ven St Shore Rd				+					
B609) Diven St	0.60	1600	F	97%	1%	1%		% 0%	6 (	)	0.087	F	0.594	1700	F	2013
		To					l Terminal Blv			_						
		From				SR 337 H	Iampton Blvd				ī					
8610) Beechwood Ave	0.49	250	G	99%	1%	0%		% 0%	6 I	=	0.112	F	0.651	270	G	2013
		To				Beech	wood Ave									

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				G 1 0									
Kinglsey Lane	0.25	4800	G	97%	2%	Granby St 1% 0%	0%	0%	F	0.094	F	0.726	5200	G	2013
8611) Kingisey Lane	0.23	<b>4000</b>	г	31 /6	2 /0	Newport Av		0 76		0.034	'	0.720	3200	a	2013
_		From				Kingsley La		·						-	
8611) Newport Ave	1.16	2500	G	97%	2%	1% 0%	0%	0%	С	0.099	F	0.552	2700	G	2013
$\overline{}$		To				Little Creek I	₹d								
<u> </u>		From				Princess Anne									
(8613) Maltby Ave	0.27	2600	F	97%	1%	1% 1%	0%	0%	F	0.098	F	0.547	2700	F	2013
<u> </u>		From				Cary St				$\Box$					
<sub>8613</sub> Maltby Ave	0.15	3100	F	97%	1%	1% 1%	0%	0%	F	0.092	F	0.507	3300	F	2013
<u> </u>		To From				St Julian Av	e			$\neg$ —					
Maltby Ave	0.20	940	G	97%	1%	1% 1%	0%	0%	F	0.095	F	0.544	1000	G	2013
$\cup$		To				Rugby St									
A A a lula A	0.40	From	<u> </u>	070/	40/	122-8837 Rugby					_	0.577	00	0	0040
Maltby Ave	0.12	80 To	G	97%	1%	1% 1% Dead End	0%	0%	F	0.165	F	0.577	80	G	2013
		From					<del></del>			+					
8613) Chesapeake Blvd	0.62	1400	G	97%	1%	1% 1%	0%	0%	F	0.095	F	0.52	1500	G	2013
		Te				Vitahanan As									
Chesapeake Blvd	0.10	1500	G	97%	1%			0%		0.08	F	0.542	1600	G	2013
onocapoano Biva	0.10			0.70							•	0.012	1000	ŭ	
Changage Blud	0.04	From		070/				00/	NI.		N.I.	0.540	1600	NI.	2011
Chesapeake Blvd	0.04	Tait Terrace	1600	N	2013										
<u> </u>										_					
Norview Ave	0.51	13000	G	99%	0%	0% 0%	0%	0%	С	0.079	F	0.535	14000	G	2013
		To				Azalea Garden	Rd								
Norview Ave	0.21	13000	G	99%	0%	0% 0%	0%	0%	F	0.072	F	0.531	14000	G	2013
$\overline{}$		To			N	orfolk Internationa	d Airport								
_		From				Granby St									
8618) Bay View Blvd	0.61	7700	G	99%	0%	0% 0%	0%	0%	F	0.093	F	0.600	8200	G	2013
$\smile$		To From				Tidewater D	r			$\neg$ —					
8618) Bay View Blvd	0.52	11000	G	99%	0%	0% 0%	0%	0%	С	0.09	F	0.650	12000	G	2013
		Te				Chesapeake B	lvd								
8618) Bay View Blvd	1 10	6100 From	G	99%	0%	0% 0%	0%	0%	F	0.091	F	0.589	6500	G	2013
5016)	1.10														
	1.10	To				Cape View A	ve							<u>.</u>	
		To				Bay View Bl	vd								
8618) Cape View Ave	0.41	From <b>4200</b>	G	98%	0%	Bay View Bl	vd 0%	0%	С	0.091	F	0.599	4400	G	2013
8618 Cape View Ave		To			0%	Bay View Bl	vd 0%	0%	С	0.091	F	0.599			2013
<u> </u>	0.41	4200 To	G	98%		Bay View BI 1% 0% US 60 Ocean Vie Chesapeake B	0% w Ave						4400	G	
O Book Wood Ot		From 4200			0%	Bay View BI  1% 0%  US 60 Ocean Vie  Chesapeake B  1% 0%	vd 0% w Ave livd 0%	0%	C	0.091	F	0.599			
	0.41	4200 To	G	98%		Bay View BI 1% 0% US 60 Ocean Vie Chesapeake B	vd 0% w Ave livd 0%						4400	G	
Beach View St	0.41	From 1000 To From 1000 From From 1000 From From 1000 Fro	G G	98%	0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater D	0% w Ave lvd 0% St	0%	F	0.085	F	0.535	1100	G G	2013
Beach View St	0.41	4200 To From 1000 To	G	98%		Bay View Bl 1% 0% US 60 Ocean View Chesapeake B 1% 0% Ocean View	0% w Ave lvd 0% St						4400	G	2013
Beach View St	0.41	From 1000 To From 1000 From From 1000 From From 1000 Fro	G G	98%	0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater D	0% w Ave  lvd 0% St 0r 0%	0%	F	0.085	F	0.535	1100	G G	2013
Beach View St  Beach View St  Beach View St	0.41	From 1000 To From 1200	G G	98%	0%	Bay View BI           1%         0%           US 60 Ocean View         Chesapeake B           1%         0%           Ocean View         Tidewater E           1%         0%	0% w Ave  lvd 0% St 0r 0%	0%	F	0.085	F	0.535	1100	G G	2013
Beach View St  Shepard Ave	0.41	From 1000 To 1200 To 1500 To 1	G G G	98%	0%	Bay View BI           1%         0%           US 60 Ocean View           1%         0%           Ocean View           Tidewater E         1%         0%           Chesapeake B         1%         0%           Cape View A         Cape View A         Cape View A	vd	0%	F	0.085	F	0.535	4400 1100 1200	G G G	2013
Beach View St  Shepard Ave  Shepard Ave	0.41 0.71 0.54 0.49	From 1000 To 1200 To 1500 To From 1500 To Fr	G G G	98% 98% 98%	0%	Bay View Bl 1% 0% US 60 Ocean View Chesapeake B 1% 0% Ocean View Tidewater E 1% 0% Chesapeake B 1% 0% Cape View A Sheppard Av	vd	0%	F C	0.085	F F	0.535 0.607 0.638	4400 1100 1200 1600	G G G	2013
Beach View St  Shepard Ave  Shepard Ave	0.41	From 1000 To 1200 To 1500 To 1	G G G	98%	0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater E           1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av         3           1%         0%         0%	vd	0%	F	0.085	F	0.535	4400 1100 1200	G G G	2013
Shepard Ave Secon Shepard Ave Cape View Ave	0.41 0.71 0.54 0.49	From 1000 To From 1200 To From 1360 To From 1500 To From 1500 To From 1500	G G G	98% 98% 98% 98%	0% 0% 0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater E           1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av           1%         0%           Tallwood S         Tallwood S	vd	0%	F C F	0.085 0.105 0.098 0.113	F F F	0.535 0.607 0.638 0.563	1100 1200 1600 380	G G G G	2013 2013 2013 2013
Beach View St  Beach View St  Beach View St  Beach View Ave  Cape View Ave	0.41 0.71 0.54 0.49	1000 To From 1200 To From 1500 To From 360 To From 360	G G G	98% 98% 98%	0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater E           1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av           1%         0%           Tallwood S         1%         0%	vd	0%	F C	0.085	F F	0.535 0.607 0.638	4400 1100 1200 1600	G G G	2013 2013 2013 2013
Beach View St  Beach View St  Beach View St  Beach View Ave  Cape View Ave	0.41 0.71 0.54 0.49	From 1000 To From 1200 To From 1360 To From 1500 To From 1500 To From 1500	G G G	98% 98% 98% 98%	0% 0% 0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater E           1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av         1%         0%           Tallwood S         1%         0%           Dead End; G         0%         0%	vd	0%	F C F	0.085 0.105 0.098 0.113	F F F	0.535 0.607 0.638 0.563	1100 1200 1600 380	G G G G	2013 2013 2013 2013
Beach View St  Beach View St  Beach View St  Beach View Ave  Cape View Ave  Cape View Ave	0.41 0.71 0.54 0.49 0.19	1000 To 1000 To 1200 To 1500 To 1500 To	G G G N	98% 98% 98% 98%	0% 0% 0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater E           1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av           1%         0%           Tallwood S         1%         0%           Dead End; G         Sunset Driv	vd	0% 0% 0%	F C F N	0.085 0.105 0.098 0.113	F F F N	0.535 0.607 0.638 0.563	1100 1200 1600 380 380	G G G G	2013 2013 2013 2013
Beach View St  Beach View St  Beach View St  Beach View Ave  Cape View Ave  Cape View Ave	0.41 0.71 0.54 0.49	1000 To 1000 To 1200 To 1500 To 1500 To	G G G	98% 98% 98% 98%	0% 0% 0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater E           1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av           1%         0%           Tallwood S         1%         0%           Dead End; G         Sunset Driv         1%         0%	vd	0%	F C F	0.085 0.105 0.098 0.113	F F F	0.535 0.607 0.638 0.563	1100 1200 1600 380	G G G G	2013 2013 2013 2013
Beach View St  Beach View St  Beach View St  Beach View Ave  Beach View Ave  Cape View Ave	0.41 0.71 0.54 0.49 0.19	1000 Te From 1200 Te From 360 Te From 560	G G G N	98% 98% 98% 98%	0% 0% 0%	Bay View BI           1%         0%           US 60 Ocean View           Chesapeake B         1%         0%           Ocean View           Tidewater E         1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av         1%         0%           Tallwood S         1%         0%           Dead End; G         Sunset Driv         1%         0%           Bay View BI         Bay View BI         Bay View BI         Bay View BI	vd	0% 0% 0%	F C F N	0.085 0.105 0.098 0.113	F F F N	0.535 0.607 0.638 0.563	1100 1200 1600 380 380	G G G G	2013 2013 2013 2013
Beach View St  Shepard Ave  Shepard Ave  Cape View Ave  Cape View Ave	0.41 0.71 0.54 0.49 0.19	1000 To 1000 To 1200 To 1500 To 1500 To	G G G N	98% 98% 98% 98%	0% 0% 0%	Bay View BI           1%         0%           US 60 Ocean View         0%           1%         0%           Ocean View         Tidewater E           1%         0%           Chesapeake B         1%         0%           Cape View A         Sheppard Av           1%         0%           Tallwood S         1%         0%           Dead End; G         Sunset Driv         1%         0%	vd	0% 0% 0%	F C F N	0.085 0.105 0.098 0.113	F F F N	0.535 0.607 0.638 0.563	1100 1200 1600 380 380	G G G G	2013 2013 2013 2013 2013 2013

						City	OI INOTIOI	Λ.								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From														
0ld Ocean View Rd	0.73	3600	G	98%	0%	1%	ppard Ave 0%	0%	0%	F	0.107	F	0.569	3900	G	2013
0ld Ocean View Rd	0.76	920 From	G	98%	0%	1%	View Blvd 0%	0%	0%	F	0.097	F	0.605	980	G	2013
<u> </u>		To					ewater Dr									
O Day Ava	0.33	From	<u> </u>	000/	00/		0 Granby S		00/	F	0.176	F		2100	0	0010
8623 Bay Ave	0.33	2900 To	G	98%	0%	1%	0% I-64	0%	0%	Г	0.176	Г		3100	G	2013
8623) Bay Ave	0.30	17000	G	99%	0%	0%	0%	0%	0%	С	0.109	F	0.869	18000	G	2013
<u> </u>		From					ay Ave									
8623) First View St	0.36	8500	G	99%	0%	0%	0%	0%	0%	F	NA			9100	G	2013
<u> </u>		From					ırdon Ave									
8623 First View St	0.47	5600	G	99%	0%	0%	0%	0%	0%	F	NA			6200	G	2013
8623) First View St	0.44	13000	G	99%	0%	C 0%	herry St 0%	0%	0%	F	NA			14000	G	2013
(8623) First View St	0.44	То		33 70	0 70		cean View		0 70					14000	G	2010
		From				Firs	t View St									
Maple Ave	0.35	790	G	99%	0%	0%	0%	0%	0%	F	NA			850	G	2013
<u> </u>		To	1				ead End									
Suburban Dlam	0.07	1500	ـــــــ	000/	10/		ranby St	00/	00/	F	0.100	_	0 544	1600	C	2012
8625 Suburban Pkwy	0.87	1500 To	G	98%	1%	1% T	0% Thole St	0%	0%		0.133	F	0.544	1600	G	2013
		From					ranby St									
8626) Thole St	0.39	9900	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.552	11000	G	2013
		To	-			Par	rkdale Dr									
8626) Thole St	0.72	9900 From	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.580	11000	G	2013
$\bigcup$		To	c			SR 168	Tidewater	Dr								
		From				Little	Creek Rd									
(8629) Meadow Creek Rd	0.49	2200	G	98%	1%	1%	0%	0%	0%	F	0.11	F	0.577	2300	G	2013
							ead End									
(8630) Heutte Dr	1.20	2400	L	98%	1%	Azale:	a Garden R 0%	d 0%	0%	F	0.108	F	0.518	2600	G	2013
8630) Fiedite Di	1.20	<b>2400</b>	<u> </u>	30 70	1 /0		hore Dr	0 70	0 70		0.100	•	0.510	2000	u	2010
		From	:			122-3 Sev	vells Point	Road								
(8631) Johnstons Rd	0.21	6500	G	97%	1%	1%	0%	0%	0%	С	0.09	F	0.569	7000	G	2013
		Te From	:			Chesa	apeake Blve	d			_					
(8631) Johnstons Rd	0.58	11000	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.607	12000	G	2013
(8631) Johnstons Rd	0.93	7200	G	99%	0%	Mil 1%	itary Hwy 0%	0%	0%	С	0.093	F	0.511	7700	G	2013
8631) 001111313113 114	0.00	7 <b>200</b>		00 70	0 70			0 /0	0 70		0.000	•	0.011	7700	ŭ	2010
(8631) Halprin Dr	1.05	3800 From	G	99%	0%	1%	Creek Rd	0%	0%	F	0.109	F	0.704	4000	G	2013
				/ •			ead End			-						
(8631) 5th Bay St	0.16	450 From	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.575	480	G	2013
· ·		To	c				asant Ave									
		From			_	Tid	ewater Dr	_								
8632 Norview Ave	0.29	6000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.656	6400	G	2013
<u> </u>		Te From					gefield Dr									
8632 Norview Ave	0.79	5600	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.606	5900	G	2013
<u> </u>		To	1				apeake Blv	d								
Maltora Dr	0.00	From	ب	000/	10/		eutte Dr	00/	00/		0.100	_	0.624	400	C	2012
(8633) Walters Dr	0.20	390	G	98%	1%	0%	1%	0%	0%	F	0.102	F	0.634	420	G	2013
8633) Walters Dr	0.53	1200	<u> </u>	98%	1%	Little 0%	Creek Rd 1%	0%	0%	С	0.091	F	0.569	1300	G	2013
(8633) Walters Dr	0.33	1 <b>∠UU</b> To	G	JU /0	1 /0			U /0	U /0	U	0.091	1.	0.508	1300	G	2013
		To	1			Cree	kwood Rd									

						Oity	01 14011011	`								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	J			3.63	. 11				ı					
8634) Meadow Lake Dr	0.43	740	G	99%	0%	1%	itary Hwy 0%	0%	0%	F	0.091	F	0.543	790	G	2013
8634) Moddow Zano Bi	0.10	To		0070	0 70		ldow Dr	0 70	0 70	•		•	0.010	700	ŭ	2010
		From	c			Ches	peake Blvd	l			i					
(8636) Robin Hood Rd	0.99	5700	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.551	6000	G	2013
		To	c			Sewe	lls Point Rd									
O		From	:				ells Pt Rd								_	
(8636) Robin Hood Rd	0.36	4300	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.558	4600	G	2013
		To From				Azale	a Garden Ro	d								
8636) Robin Hood Rd	0.40	7400	G	96%	1%	1%	1%	1%	0%	С	0.095	F	0.535	7900	G	2013
$\overline{}$		To	=			Ells	mere Ave									
8636) Robin Hood Rd	0.33	9300	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.684	10000	G	2013
		To	c		S	SR 165 No	rth Military	Hwy								
		From	c			122-8639	Kimball Te	rrace								
8637) Ballentine Blvd	0.23	4400	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.602	4700	G	2013
0007)		To	c				Ballentine I	Blvd; Ga	p							
$\widehat{}$		From			US	58 Virgin	ia Beach Bl	vd; Gap								
8637) Merrimac Ave	0.36	1100	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.571	1200	G	2013
$\overline{}$		To	c			SR 166 Pr	rincess Ann	e Rd								
		From	i:			North	ampton Blv	d								
8638) Wesleyan Dr	0.36	18000	G	96%	1%	1%	1%	1%	0%	F	NA			19000	G	2013
$\smile$		To	c			WCL V	'irginia Bea	ch								
		From	c			Bran	bleton Ave									
8639) Kimball Terrace	0.99	5200	G	95%	1%	1%	1%	1%	0%	F	0.092	F	0.617	5500	G	2013
		To	c			Balle	entine Blvd									
<u> </u>		From					hick St									
8639 Westminister Ave	0.50	2800	G	95%	1%	1%	1%	1%	0%	F	0.091	F	0.536	2900	G	2013
$\overline{}$		From	c				oleton Ave									
8639 Westminister Ave	0.33	140	G	95%	1%	<u>D</u>	ead End 1%	1%	0%	F	0.132	F	0.513	150	G	2013
Westminister Ave	0.33	140		93 /6	1 /0		eside Road	1 /0	0 /6	<u>'</u>	0.132	'	0.515	130	G	2010
		From	ıc				ninister Ave	;								
8639) Ingleside Rd	1.00	3100	G	95%	1%	1%	1%	1%	0%	F	0.096	F	0.631	3300	G	2013
0000		To														
Inglacida Pd	0.65	12000		95%	1%	1%	Beach Blvd 1%	1%	0%	F	0.097	F	0.539	12000	G	2013
8639 Ingleside Rd	0.65	12000	G	95%	1 70	1 70	170	1 70	0%	Г	0.097	Г	0.559	13000	G	2013
		From					ess Anne Ro									
8639) Ingleside Rd	0.46	13000	G	95%	1%	1%	1%	1%	0%	С	0.091	F	0.505	14000	G	2013
$\bigcirc$		T <sub>C</sub>				Tai	t Terrace									
8639) Cromwell Rd	0.58	14000	G	95%	1%	1%	1%	1%	0%	F	0.09	F	0.592	15000	G	2013
		To				Cl		1								
8639) Cromwell Rd	0.85	12000	G	95%	1%	1%	peake Blvd 1%	1%	0%	F	0.091	F	0.500	13000	G	2013
8639 Cromwell Rd	0.05	12000 To	_	33 /6	1 /0		ewater Dr	1 /0	0 76	-	0.031	•	0.500	13000	ч	2010
		From														
Azoloo Corden Del	0.70		<u> </u>			Va E	Beach Blvd				0.100	_	0.505	10000	^	0010
Azalea Garden Rd	0.79	9400	G								0.100	F	0.535	10000	G	2013
		From				Prince	ess Anne Ro	i								
8641) Azalea Garden Rd	0.31	14000	G								0.098	F	0.507	14000	G	2013
$\overline{}$		To	_			Sew	ells Pt Rd				<b>—</b>  —					
8641) Azalea Garden Rd	0.64	8000 From	G	95%	1%	1%	1%	1%	0%	F	0.094	F	0.537	8500	G	2013
		т-														
Azolog Cardan Dd	0.00	From				Robi	n Hood Rd				0.00	Г	0.550	0000	C	2010
Azalea Garden Rd	0.39	8300	G								0.09	F	0.559	8800	G	2013
		To From				Elm	hurst Ave									
8641) Azalea Garden Rd	0.42	7200	G								0.082	F	0.506	7600	G	2013
$\overline{}$		To	c			Mil	itary Hwy									
		From	12			110 50 1	, p. 1 p.	lvd								
_		11011				03 30 1	a Beach Bl	vu								
Raby Rd	0.25	11000	G	93%	3%	3%	1%	1%	0%	С	0.082	F	0.598	11000	G	2013

						, -										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truck +Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				D-1-	- D 1				1					
Sabre Rd/Lowery Rd	0.45	9100	G	93%	3%	Raby 3%		1%	0%	F	0.078	F	0.529	9700	G	2013
		To From				US 13 Mil	litary Hwy									
8642 Lowery Rd	0.43	7400	G	93%	3%	3%		1%	0%	F	0.101	F	0.508	7900	G	2013
<u> </u>		То				SR 165 Kei	npsville Ro	d								
8644) Poplar Hall Dr	0.56	1800	G	98%	1%	Sandpip 1%		0%	0%	F	0.089	F	0.563	1900	G	2013
Popiar Haii Dr	0.50	1000		30 /6	1 /0			J /6	0 76	'	0.003	'	0.505	1300	u	2013
8644) Poplar Hall Dr	0.59	13000	G	98%	1%	US 13 Mil 1%		0%	0%	С	0.096	F	0.584	14000	G	2013
Poplar Hall Dr	0.53	To		30 /6	1 /0	Glenro		J /6	0 76		0.030	'	0.304	14000	u	2010
		From				Poplar l										
8644) Glenrock Rd	0.40	5700	G	98%	1%	1%		0%	0%	F	0.102	F	0.536	6000	G	2013
<u> </u>		То				US 58 Va I	3each Blvc	i								
O Milliana I I and	0.40	From	<u> </u>	000/	40/	Curle		00/	00/			_	0.07	0000	_	0040
8646 S Military Hwy	0.19	3000 To	G	98%	1%	1%		0%	0%	F	0.094	F	0.67	3200	G	2013
		From				Sellg Militar										
8646) Sellger Dr	0.59	3200	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.542	3400	G	2013
$\overline{}$		To				Kidd										
8646) Kidd Blvd	0.24	2600	G	98%	1%	Sellge 1%		0%	0%	F	0.100	F	0.526	2800	G	2013
8646) INIGG BIVG	0.24	<b>2000</b> To	Ĕ.	30 70	1 /0	Curle		J 70	0 70	'	0.100		0.020	2000	a	2010
		From				Susqueh										
Newtown Rd	0.57	5500	G	98%	0%	1%		0%	0%	F	0.091	F	0.628	5900	G	2013
3079		To				SR 165 Princ	ess Anne J	Rd								
O 11	0.40	From		000/	00/	US 58 Va I			00/	_		_	0.500	44000	_	0010
8678 Newtown Rd	0.16	38000 <sub>To</sub>	G	98%	0%	1%		0%	0%	С	0.082	F	0.508	41000	G	2013
		From				NCL V										
8754) Herbert St	0.42	500	G	97%	2%	Robin H		0%	0%	С	0.108	F	0.638	540	G	2013
Herbert St	0.42	To	<u> </u>	01 70	270	Windern		0 70	070		0.100	•	0.000	040	ŭ	2010
		From				Herb										
8754) Windermere Ave	0.23	360	G	97%	2%	2%	0%	0%	0%	F	0.119	F	0.598	380	G	2013
		To	4			Sewells	s Pt Rd									
Deletele Acce	0.45	From	<u> </u>	000/	40/	Cul-d		00/	00/			_	0.554	0000	_	0040
8763 Raleigh Ave	0.15	1800 To	G	93%	1%			3%	0%	С	0.11	F	0.551	2000	G	2013
		P				Claren										
8765) Sedgefield Dr	0.54	1200	G	93%	3%		w Ave	1%	0%	F	0.117	F	0.572	1300	G	2013
Seagetiela Dr	0.54	1200 To		30 /6	J /6	Philpo		1 /0	0 /6	'	0.117	'	0.572	1300	u	2013
		From				5Th B										
8766) Pleasant Ave	1.18	1000	G	96%	2%			0%	0%	F	0.117	F	0.517	1100	G	2013
5,509		To				Shor										
O 51		From				US 60 SI						_				2212
Pleasant Ave	0.49	1300 To	G	96%	2%			0%	0%	С	0.095	F	0.612	1400	G	2013
			1			30th Ba										
8767) Norway Place	0.76	1200	G	97%	1%	Versaili 1%		0%	0%	F	0.149	F	0.508	1200	G	2013
Norway Place	0.70	1200 To	_	31 /6	1 /0	Willow V		J /6	0 /6	'	0.143	'	0.500	1200	u	2013
		From	1			Meadow					i					
8768) Dominion Ave	1.49	1300	G	97%	1%			0%	0%	F	0.115	F	0.531	1400	G	2013
		To				Walte										
		From				Elmore	e Place									
(8770) Alsace Ave	0.16	1000	G	97%	1%			0%	0%	F	0.171	F	0.689	1100	G	2013
$\smile$		To				Tidewa	ater Dr		_							
							uter Di									
		From				26T	h St									
(8780) Lindenwood Ave	0.52	From 3800	G	97%	1%	26T	'h St 1% (	0%	0%	С	0.087	F	0.528	4100	G	2013

						City of	INOLIOIK									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From														
Muskogee Ave	0.29	1500	G	97%	1%	Tappaha 2%	nnock Dr 0%	0%	0%	F	0.11	F	0.664	1600	G	2013
8/82 Wuskogee Ave	0.23	1300		31 /6	1 /0			0 /6	0 76	'	0.11	'	0.004	1000	u	2013
O Philipotta Pd	0.80	From		97%	1%	Tidew 2%	ater Dr 0%	0%	0%	С	0.099	F	0.621	2000	G	2013
Philpotts Rd	0.60	1900 To	G	9770	I 70		Point Rd	076	0%	U	0.099	Г	0.021	2000	G	2013
Curlou Dr	1.61	From		000/	10/		nan Rd	00/	00/		0 101	_	0.540	4000	_	2012
8784 Curlew Dr	1.61	3700 To	G	98%	1%	1%	1%	0%	0%	F	0.121	F	0.542	4000	G	2013
			1				wn Rd									
0511-01	0.00	From		000/	40/		on Blvd	00/	00/			_	0.505	4700	0	0046
3791) 35th St	0.22	1600	G	98%	1%	1%	1%	0%	0%	F	0.101	F	0.505	1700	G	2013
		From				Killar	n Ave									
35th St	0.18	2200	G	98%	1%	1%	1%	0%	0%	F	0.098	F	0.58	2300	G	2013
<u> </u>		Te				Colle	y Ave									
35th St	0.47	3700 From	G	98%	1%	1%	1%	0%	0%	С	0.092	F	0.579	4000	G	2013
5,751)																
OFth Ct	0.08	From		98%	1%		e Ave	0%	0%	F	0.085	F	0.55	4400	G	2013
35th St	0.06	4100	G	90%	1 70	1%	1%	076	0%	Г	0.065	Г	0.55	4400	G	2013
		From				Llewel	lyn Ave									
9791) 35th St	0.16	3700	G	98%	1%	1%	1%	0%	0%	F	0.077	F	0.681	3900	G	2013
<u> </u>		To	c			Gran	by St									
		From	r.			Olney	Rd W									
Mowbray Arch	0.66	540	G	98%	1%	1%	1%	0%	0%	F	0.107	F	0.516	570	G	2013
		To	c			Olney	Rd E									
		From	c			Ballenti	ne Blvd									
Tait Terrace	0.09	2300	G	98%	1%	1%	1%	0%	0%	F	0.090	F	0.521	2500	G	2013
0004)		To					ide Rd									
		From														
Ocean View Ave	0.44	270	G	98%	1%	1%	Street 1%	0%	0%	F	NA			300	G	2013
Ocean View Ave	0.44	<b>210</b>	_	30 70	1 /0		Street	0 70	0 70	-				000	G	2010
		F														
Durchu Ct	0.00	From		000/	10/		ater Dr	00/	00/			_	0.500	1100	_	0010
Rugby St	0.33	1100	G	98%	1%		1%	0%	0%	F	0.102	F	0.508	1100	G	2013
			1			Maltb										
<u> </u>		From				122-8644 (						_			_	
Poplar Hall Dr	0.41	8100	G	99%	0%	0%	0%	0%	0%	С	0.11	F	0.600	8700	G	2013
<u> </u>		To	c			US 58 Va	Beach Bly	/d								
		From				A1SR 337 V										
Atlantic St	0.07	3400	G	97%	1%	1%	1%	0%	0%	F	NA			3600	G	2013
<u> </u>		To	c			122-8585 1	Main Stre	et								
		From		I-(	64-E272.	A BAYVILL	E STREE	T FRO	M & T							
9001)Ramp	0.03	640	G								0.122	F		640	G	2013
<u> </u>		To	c		I-64-1	E FROM BA	YVILLE	STREE	Т							
		From	c			New C	ate Rd									
Ramp	0.13	1200	G								0.152	F		1200	G	2013
		To	с			I-6	4 E									
		From	c			SR					ī					
9017)Ramp	0.10	1800	G	93%	0%	1%	3%	2%	0%	F	0.22	F		2000	G	2013
9017). 1411115	5.10	Та	Ţ	0070	5 /0		South	_ /0	<del>- 70</del>	•	<u> </u>	•		_500	<b>J</b>	_0.0
		From						D			<u> </u>					
Pama	0.06	NA	<u> </u>			ROBIN HO	OD ROA	D.			NA			NA		
<sub>9026</sub> Ramp	0.06	NA To	d	CI	165 NY	0244 EDOL	DODIN'	IOOD !	DOAD		INA			NA		
				SI	x 105-N(	034A FROM		ו עטטר	KUAD							
		From				Ocean V	iew Ave									
16th Bay St		420	G								0.091	F	0.566	450	G	2013
· ·		To	d			Pleasa	nt Ave									
		From				Llewel	lyn Ave									
24th St		410	G			· · · · · · · · · · · · · · · · · · ·					0.124	F	0.676	440	G	2013
		To	c			Omohur	dro Ave									

Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
ity of Norfolk													
36th St	450	G			Killam Ave			0.089	F	0.537	480	G	2013
30111 31	<b>430</b>				Colley Ave			7.003	'	0.557	400	u	2013
	From				Colley Ave			i					
45th St	2400	G			-		(	.107	F	0.531	2600	G	2013
	То				Hampton Blvd								
Alla aut. A a	From	Ļ			Glen Oak Dr			] ).129	_	0.550	100	0	0010
Albert Ave	<b>120</b>	G			Pugh St			7.129 <b>7</b>	F	0.559	130	G	2013
	From				Robin Hood Rd								
Almeda Ave	3600	G			room Hood ra		C	.099	F	0.589	3800	G	2013
	То				Henneman Dr								
	From				Campostella Rd								
Arlington Ave	180 <sub>то</sub>	G			0-1		(	0.094	F	0.846	190	G	2013
	From				Oakwood St			1					
Berry Hill Rd	330	G			Brookville Rd		(	<b>_</b> ).099	F	0.564	350	G	2013
	То				Poplar Hall Dr			1				-	
	From				Merrit St								
Brentwood Dr	1200	G					C	.087	F	0.555	1200	G	2013
	То				Glade Rd								
Draokvilla Dd	From	<u> </u>			Barn Hollow Rd			105	_	0.550	040	_	2012
Brookville Rd	<b>220</b>	G			Bayberry Dr			).125 <b>7</b>	F	0.559	240	G	2013
	From				Old Ocean View Rd			l					
Burksdale Rd	630	G			Old Occali View Rd		(	0.088	F	0.686	670	G	2013
	То				Colin Dr								
	From				Ridgefield Dr								
Camelia Rd	460	G					-	0.09	F	0.539	490	G	2013
	From				Faber Rd			1					
Carlisle Way	290	G	98%	0%	Newport Ave 1% 0% 0%	0%	С	NA			290	G	2013
	To				Colonial Ave			1				-	
	From				Oak Grove Rd								
Catherine St	130	G					C	.163	F	0.756	140	G	2013
	То				Sinclair St								
Chambers St	From				Wellman St			 ).124	F	0.585	210	G	2013
Chambers St	<b>200</b>	G			Frizzell Ave			7.124 <b>7</b>	Г	0.565	210	G	2013
	From				Swanson Rd			i					
Commodore Dr	350	G						0.1	F	0.513	370	G	2013
	То				Rodman Rd								
	From				Kempsville Rd								
Cornick Rd	150 <sub>то</sub>	G						).125	F	0.511	160	G	2013
	From	<u> </u>			Mary Ave			1					
Dean Dr	120	G			Beatty St			0.1	F	0.556	130	G	2013
	To				Millard St			1				-	
	From				Springfield Ave								
Decker St	70	G					(	.170	F	0.56	70	G	2013
	То				Wheeling Ave			<u> </u>					
Divis De	From	Ļ			Galveston Blvd	•			_	0.505	400		0010
Dixie Dr	370 <sub>то</sub>	G			Glen Rd		(	).107 <b>7</b>	F	0.565	400	G	2013
	From				Beamon Rd			1					
Dunway St	90	G			DeathOll NU		(	 ).148	F	0.677	100	G	2013
•	To				Kennebeck Ave								

Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Norfolk						Liidii		40101		1 40101			
Elmhurst Ave	700	G			Herbert St			0.108	F	0.615	750	G	2013
Ellillidi ot 700	To				Thomas St			1.100		0.010	700	ď	2010
	From				Haven Dr								
Evans St	560	G						0.144	F	0.714	600	G	2013
	To				Stratford St								
Faulk Rd	220	G			Whitney Blvd			0.113	F	0.621	230	G	2013
1 duik 1 ld	<b>220</b> To	ш			McClure Rd			7	'	0.021	200	u	2010
	From				Wellman St								
Finney St	120	G						0.150	F	0.519	130	G	2013
	To				Dead End								
Formula Ot	From				Pythian Ave				-	0.700	400		004
Frank St	150	G			Quincy St			0.143	F	0.783	160	G	201
	From				River Oaks Dr								
Gabriel Dr	200	G			Kivei Oaks Di			0.121	F	0.607	210	G	2013
	To				Roslyn Dr								
	From				Springmeadow Blvd								
Gardner Dr	700	G	99%	0%	1% 0% 0%	0%	С	NA			700	G	2013
	10				Banning Rd								
George St	From <b>1100</b>	G			Hudson Ave			0.092	F	0.646	1100	G	201
George St	To				Cabot Ave			0.032	'	0.040	1100	u	201
	From				Keene Rd								
Glen Rd	570	G						0.091	F	0.518	600	G	201
	To				Bee Pl								
0 114	From	L			Virginia Ave	221		]				_	
Gosnold Avenue	690 <sub>то</sub>	G	98%	0%	1% 0% 0% Maryland Ave	0%	С	NA			690	G	201
	From				New St								
Hammet Ave	190	G			New St			0.124	F	0.615	210	G	201
	To				Dune St								
	From				Granby Ave								
Hanbury St	600	G						0.104	F	0.561	640	G	2013 2013 2013 2013 2013 2013 2013 2013
	То				Ballentine Blvd								
Harmony Rd	1000	G			Raby Rd			 0.127	F	0.545	1100	G	201
riamiony na	To				Quail Rd			7	'	0.545	1100	u	201
	From				Military Hwy			Ì					
Hilton St	1400	G						0.087	F	0.519	1500	G	201
	To				Caribou Ave								
5.	From				Gondola Rd				_			_	
Inventors Rd	400 <sub>то</sub>	G			Production Rd			0.196	F	0.757	430	G	201
_	From				Thurston St			+					
Iowa Ave	580	G			Thurston St			0.097	F	0.667	620	G	201
	To				Besse St								
	From				Nottoway St								
Jersey Ave	440	G						0.107	F	0.712	470	G	201
	То				Amherst St								
Kennebec Avenue	1200	G	98%	0%	Sewells Point Rd 2% 0% 0%	0%	С	 NA			1300	G	201
Mennebec Avenue	1300 <sub>To</sub>	<u> </u>	30%	U 7/0	Humboldt St	U 7/0	U				1300	G	201
	From				Village Ave								
Kingwood Ave	1800	G						0.092	F	0.550	2000	G	201
	To				Va Beach Blvd								

					City of Nor	tolk								
Route	Length <b>AADT</b>	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From:				Liberty St	+								
Lancaster St	670	G			Elecity of				0.112	F	0.594	720	G	2013
	To:				Walker Av	'e								
	From:				Eagle Ave	2								
Lion Ave	410	G							0.164	F	0.726	440	G	2013
	То				Little Creek									
Magnolia Ave	From: <b>1800</b>	G			Carlllo Av	e			0.105	F	0.530	1900	G	2013
Magnolla Ave	To:	G			Upper Brando	n Pl.			0.103	'	0.550	1300	u	2010
	From:				Olney Rd									
Marshall Ave	1300	G			Oney rea				0.121	F	0.557	1400	G	201
	To:				Brambleton A	Ave								
	From:				Whitney Bl	vd								
McGuinnis Cir	230	G							0.121	F	0.533	250	G	201
	To:				Faulk Ave	2								
MUII- and a la Dal	From:				Colony Pt F	Rd			0.100	_	0.010	100	0	001
Millbrook Rd	170	G			Ruthven R	d			0.106	F	0.619	180	G	201
	From:								<u> </u>					
Miller Store Rd	2100	G			Azalea Garde	n Ka			0.11	F	0.748	2200	G	201
	To:				Wise St				Ť	•	00		<u> </u>	
	From:				Elaine Ave	e								
Mona Avenue	2000	G	99%	0%	0% 0%		0%	С	NA			2000	G	2013
	To:				Calvin Av	e								
	From				Tarpon Pl									
Murry Ave	150	G							0.128	F	0.558	170	G	201
	To:				Azalea Garde									
New York Ave	From: <b>220</b>				Newport A	ve			0.118	F	0.679	230	G	201
New TOIR Ave	<b>220</b>	G			Colonial Av	ve.			0.118	•	0.079	230	G	201
	From:				Tidewater I									
Norman Ave	750	G			Tide water I	51			0.092	F	0.599	800	G	201
	To:				Old Ocean Vie	w Rd								
	From:				Colonial Av	ve								
Oxford St	1900	G							0.108	F	0.682	2000	G	201
	To:				Granby St	t								
Detribles Or	From:				Winward R	Rd				_	0.700	4000	_	004
Patridge St	1100 <sub>To:</sub>	G			Palem Rd	ı			0.209	F	0.783	1200	G	201
	From:				Euwanee F				+					
Pinedale St	150	G			Euwanee I	. 1			0.113	F	0.865	160	G	201
	To:				E Chester S	St								
	From:				Hatton St									
Selden Ave	320	G							0.124	F	0.683	340	G	201
	To:				Cass St									
	From:				Woodbine I	Rd								
Shorewood Dr	310	G			· · -				0.087	F	0.629	330	G	201
	To:				Levine Ct				+					
Simona Dr	From:				Dixie Dr				0.004	_	0.696	1000	G	201
Simons Dr	970	G			Marchant R	Rd			0.094	F	0.636	1000	G	201
	From:				West Ave				<del> </del>					
Summit Ave	120	G			west Ave	,			0.211	F	0.5	130	G	201
	То:				Middle Av	re								
	From:				Arkansas A									
Tait Terrace	1700	G							0.118	F	0.519	1800	G	201
	To:				Wyoming A	VA								

Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk		Fron	1.			Wakefield Ave							
Tennessee Ave		170	G			wakeneld Ave		0.135	F	0.633	180	G	2013
TOTITICSSCO AVC		Т-				Ingleside Rd		0.100	•	0.000	100	ч	2010
		Fron	2.					! 					
Tifton Dr		160	G			Workwood Rd		0.11	F	0.641	170	G	2013
TIILOIT DI		To				Lasser Dr		<u> </u>	•	0.041	170	ч	2010
		Fron											
Tuttle Ave		120	G			George St		0.129	F	0.529	130	G	2013
Tuttle Ave		120 Te				Dead End		0.123	•	0.525	130	u	2010
		Fron											
University Dr		320	G			Tifton St		0.115	F	0.622	340	G	2011
Offiversity Di		320 Te				Workwood Rd		0.113	•	0.022	340	ч	2010
		Fron											
Vero St		560	G			Old Ocean View Rd		0.096	F	0.627	600	G	2012
veio St		300 Te				Chesapeake Blvd		0.090	'	0.027	000	G	2013 2013 2013 2013 2013
		Fron											
Welaka Rd		46				Huntsman Rd		0.192	F	0.526	49	G	Year 2013 2013 2013 2013 2013
Welaka nu		40 To	G_			Kimberly Lane		0.192	Г	0.526	49	G	2013
Mallinatan Ot		Fron				Texas Ave		0.100	_	0.570	070	_	0010
Wellington St		250	G			****		0.138	F	0.579	270	G	2013
		10	3.			Windermere Ave							