2014

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

where available

Jurisdiction Report 64

City of Norfolk City of Portsmouth City of Chesapeake

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Virginia State Route

Special Routes

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

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

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

_								Tru	ck		_	K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		ECL Suffolk													
(13) (58) (460) Military Highway	City of Chesapeake (Mair	nt: 64) 2.94	69000	Α	92%	0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	Α
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 	Ta: From:		I-664													
(13) (58) (460)	City of Chesapeake (Mair	•	10000	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	11000	G
* * * * -	To: From:		Bus US 13 S 58; SR 191	1												
(13) (460) (191)	City of Chesapeake		6700	F	91%	1%	2%	2%	4%	0%	F	0.137	F	0.723	7100	F
(13) (400) (191)	To															
13 (460 Military Highway	City of Chesapeake		1, S Military 5300	F F	91%	1%	2%	2%	4%	0%	F	0.151	F	0.726	5600	F
13 460 Military Highway	mbined Traffic Estimates for 2 Parallel Road		5300	F	0.70	. 70	270	270	170	070	•	NA	•	0.720	NA	·
	Tool															
13 (460 Military Highway	City of Chesapeake		m I-664; Sha 8000	efer Av	91%	1%	2%	2%	4%	0%	С	0.150	F	0.523	8500	F
13 460 Military Highway	ony or onesapeane	, 2.57			3176	1 /0		270	7/0	0 70	O	0.150	•	0.525	0300	•
13 (460) Military Highway	City of Chesapeake	e 1.37	I-64 16000	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.527	17000	F
13 460 Military Highway	City of Chesapeake					0%	1 70	170	1 70	0%	Г	0.105	Г	0.527	17000	Г
Maria and Discharge	To: From:		orge Washing			00/		40/	40/	00/		0.405		0.50	47000	
13 460 Military Highway	City of Chesapeake	9 1.01	16000	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.53	17000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		196 Canal I													
13 460 Military Highway	City of Chesapeake	2.20	27000	Α	97%	0%	1%	1%	1%	0%	С	0.135	Α	0.569	29000	Α
<u> </u>	To: From:		6 Bainbridge													
(13) Military Highway	City of Chesapeake	e 0.31	28000	F	97%	0%	1%	1%	1%	0%	F	0.107	F	0.525	30000	F
~	To: From:		I-464													
(13) Military Highway	City of Chesapeake	0.78	23000	F	97%	0%	1%	1%	1%	0%	F	0.102	F	0.514	24000	F
<u> </u>	To: From:	Ca	mpostella R	ld			$\Box$									
13 Military Highway	City of Chesapeake	9 0.65	24000	F	97%	0%	1%	1%	1%	0%	F	0.103	F	0.591	25000	F
$\bigcirc$	To	SR 16	8 Battlefield	Blvd			—									
13 Military Highway	City of Chesapeake	9 0.72	24000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.556	26000	F
	To		Allison Dr													
13 Military Highway	City of Chesapeake	9 0.41	27000	F	97%	1%	1%	0%	1%	0%	С	0.096	F	0.603	29000	F
	To		eenbrier Pkw													
13 Military Highway	City of Chesapeake		30000	F F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.501	32000	F
(13)	To:		Virginia Be													
~~	From:		. Virginia Be										_			
(13) Military Highway	City of Norfolk	0.85	44000	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.641	47000	G
~	To: From		I-264				$\Box$ $\vdash$									
(13) Military Highway	City of Norfolk	0.95	44000	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.600	47000	G
<u> </u>	To	<u>US</u> 58 V	/irginia Beac	ch Blvd												
13 Military Highway	City of Norfolk	1.23	41000	G	97%	1%	1%	0%	1%	0%	С	0.077	F	0.555	43000	G
$\bigcirc$	То	SR 165, SR	166 Princes	ss Anne	Rd											

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

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(13) (165) (166) Northampton Blvd	City of Norfolk	SR 165; SR 10 0.26 <b>31000</b>	66 <b>G</b>	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	33000	G
13 (165) (166) Northampton Blvd	Trol			31 /0	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.007	'	0.567	33000	G
13 (166) Northampton Blvd	City of Norfolk	SR 165 Kempsvil 0.62 <b>33000</b>	G Ra	96%	0%	1%	0%	2%	0%	F	0.092	F	0.602	35000	G
1.00 1.00	To	I-64													
13 (166) Northampton Blvd	City of Norfolk	0.20 <b>80000</b>	G	96%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	G
	Τα	WCL Virginia B													
√13 Ramp	City of Chesapeake (Maint: 64)	US 13 TO I-64 V 0.35 <b>NA</b>	VEST								NA			NA	
(13) Ramp	· <u>· · · · · · · · · · · · · · · · · · </u>	-64-W FROM RT 1300- MILI	TARY I	HIGHWAY	Y						INA			INA	
	From:	US 13 TO I-64 E													
(13) Ramp	City of Chesapeake (Maint: 64)		G								0.1	F		13000	G
<u> </u>	To:	1-64-E FROM RT 1300- MILI			7										
13 Ramp	City of Chesapeake (Maint: 64)	US 13 TO AND FROM 0.29 <b>6200</b>	M RT 40 <b>G</b>	54							0.124	F		6200	G
(13)	To:	I-464-S FROM R									0.121			0200	<u> </u>
	From:	US 13 I-464-N002A TO A	ND FRO	OM RT											
(13) Ramp	City of Chesapeake (Maint: 64)		G								0.099	F		3400	G
	Franci	I-464-N FROM F		/ DE 1											
13 Ramp	City of Norfolk (Maint: 64)	US 13-N045A US 13-S045 0.12 <b>24000</b>	G FROM	VIKII							0.095	F		24000	G
(10)	To:	I-64-E FROM R	T 13												
North	From:	US 13 TO I-64 W	VEST												
(13) Ramp	City of Norfolk (Maint: 64)	0.22 <b>NA</b> US 13-S045A US 13- 45A	EDOM	DT 1							NA			NA	
North	From:	US 13 TO ROUTE 264 EA													
13 Ramp	City of Norfolk (Maint: 64)	0.19 <b>8900</b>	<b>G</b>	LL KD							0.114	F		8900	G
	To: I-	264-E013X FROM RT 13 NO	RTH-M	ILITARY	Н										
North	From:	US 13 TO ROUTE 264 WI		LL RD								_			_
(13) Ramp	City of Norfolk (Maint: 64)	0.10 <b>2800</b> 264-W013X FROM ROUTE 13	G 3 NORT	'H00- MII	IT						0.128	F		2800	G
South	From:	US 13 TO I-6		1100- MIL	41										
13 Ramp	City of Norfolk (Maint: 64)	0.08 <b>29000</b>	G								0.086	F		29000	G
$\bigcirc$	To: From:	US 13-S045B TO RT 64 E.	AST &	WEST?											
South 13 Ramp	City of Norfolk (Maint: 64)	0.35 <b>NA</b>				_					NA			NA	
	Tor	US 13-N045A US 13- 45A	A FROM	I RT 1											
South	From:	US 13-S045A TO I-64 EA	AST & V	VEST											
13 Ramp	City of Norfolk (Maint: 64)	0.19 <b>NA</b>	2 001	.,							NA			NA	
	10:	I-64-W FROM RT 13	3 SOUT	H											

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

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	1:	US 13 TO ROU			LL RD								_			_
(13) Ramp	City of Norfolk (N		0.11	9500	G								0.086	F		9500	G
<u> </u>	To	I	-264-E013X FROM	I RT 13 SO	UTH-M	ILITARY	Н										
South	From	n:	US 13 TO ROU	JTE 264 W	EST CO	LL RD											
13 Ramp	City of Norfolk (M	/laint: 64)	0.19	7500	G								0.096	F		7500	G
	To:		264-W013X FROM	I ROUTE 1	3 SOUT	H00- MII	LIT										
	From	r	Mouth (	Carolina Sta	to Lino												
George Washington Hwy	City of Chesa	noako	3.58	12000	A	93%	0%	1%	1%	5%	0%	С	0.099	Α	0.706	13000	Α
(17) George Washington Hwy	Oity of Offesa	peake	3.30	12000	А	93 /6	0 /6	1 /0	1 /0	J /0	0 /6	C	0.099	^	0.700	13000	^
	Too From:	): 	131-8	796 Ballaha	ck Rd												
17 George Washington Hwy	City of Chesa	peake	6.71	13000	F	93%	0%	1%	1%	5%	0%	F	0.093	F	0.723	13000	F
	To		Bus US 17 C	Saaraa Waa	himatan 1	I Ivviv											
17 Dominion Blvd	City of Chesa	nooko	3.86	12000	G Ington	<del>иму</del> 95%	0%	1%	1%	3%	0%	F	NA			12000	G
[17] Dominion Blvd	City of Criesa	peake	3.00	12000	G	90%	U 70	1 70	1 70	370	U 70	Г	INA			12000	G
	To: From:	n:	SR	165 Cedar	Rd												
17 Dominion Blvd	City of Chesa	peake	0.94	25000	G	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.581	26000	G
	T		an 16		~												
	From	n:		6 Bainbridg		2==/						_					_
(17) Dominion Blvd	City of Chesa	peake	1.60	28000	G	95%	0%	1%	1%	3%	0%	F	NA			29000	G
<u> </u>	Tra	)- -	SR 190	Great Brid	ge Blvd			$\neg$ $\vdash$									
17 Dominion Blvd	City of Chesa	peake	0.28	41000	G	95%	0%	1%	1%	3%	0%	F	NA			42000	G
(17)	To:	):		Oak Grove C				Ť		-,-	• , •						-
	From:	1:		S 17 (Ramp		,1											
17 17 Ramp	City of Chesapeake	(Maint: 64	) 0.30			Se	e US 17	for di	rectional	traffic v	olume e	stima	tes for th	is sec	ament.		
	To:	:	,	-464 (Ramp	)										J		
	From:	1:	-	I-64	/												
(17) (464) Ramp	City of Virginia Beac	h (Maint: 6	4) 0.20			Se	e I-464	for dir	ectional t	traffic v	olume e	stimat	es for thi	s sea	ment.		
17) 404)	To:		-00064-E(B)/IS-00-	464-N001B	(L)/FRO									9			
	From:	ı:	00001 E(B)/15 00	I-464	(L)/TRO		111										
(17) $(64)$	City of Chesapeake	(Maint: 64	) 4.31			S	ee I-64 f	for dire	ectional t	raffic vo	lume es	timate	es for this	sear	ment.		
	Combined Traffic Estimates for 2 Parallel			20000	F	93%	1%	1%	1%	5%	0%	F	0.086	_	0.510	94000	F
	To	noauways	on this houte.	I-64		93 /6	1 /0	1 /0	1 /0	J /0	0 /6	'	0.000		0.510	34000	'
	From	: IS	-00064-E(B)/IS-000		R)/TO I	RT 17 NO	RT	-									
(17) (64) Ramp	City of Chesapeake		· /	JUL 1270A	(11)/101			for dire	ectional t	raffic vo	dume es	timat	e for this	Sear	ment		
17 64 Ramp	Tro		JS-00017-P(U)/IS-0	0064 F206	Λ(D)/ED				oonona t	anic vo	name 63	minal	JO 101 11113	, acgi	non.		
	From:	: 3t	D00017-F(U)/13-0	I-64	A(K)/IK	CONTRI C	πь										
17 George Washington Hwy	City of Chesa	neake	0.90	24000	F	97%	0%	1%	1%	1%	0%	F	0.073	F	0.561	25000	F
17) acoige washington riwy	Oity of Offesa	poano	0.90		•	J1 /6	0 /0	1 /0	1 /0	1 /0	0 /0	'	0.070	•	0.001	20000	•
~~~	T _O	n:	US 13; U	JS 460 Milit	ary Hwy												
17 George Washington Hwy	City of Chesa	peake	1.00	14000	F	97%	0%	1%	1%	1%	0%	С	0.08	F	0.607	15000	F
	Τα	Y	CD	106 Conc1	D.4			L									
Coorgo Washington Live	City of Observation			196 Canal	F F	070/	00/	10/	10/	10/	00/	F	0.000	F	0.600	20002	
(17) George Washington Hwy	City of Chesa	peake	0.63	28000		97%	0%	1%	1%	1%	0%	г	0.086	Г	0.639	29000	F
	To	00		L Portsmou													
Commo Marchinetes II	O'the at D	<u> </u>		L Chesapea		070/	00/		40/	40/	00/	_	0.000	_	0.055	0.4000	_
(17) George Washington Hwy			0.15	23000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.655	24000	G
<u>~</u>	To	00	SR 2	39 Victory	Blvd												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 239 Victory								_					_
(17) George Washington Hwy	City of Portsmouth	0.42 <b>19000</b>	G 9	97%	0%	1%	1%	1%	0%	F	0.083	F	0.592	20000	G
~~~	Too From:	Derby Rd													
(17) George Washington Hwy	City of Portsmouth	0.52 22000	F 9	97%	0%	1%	1%	1%	0%	F	0.082	F	0.598	23000	F
~~~	From:	124-8540 Greenw													
(17) George Washington Hwy	City of Portsmouth	0.31 24000	-	97%	0%	1%	1%	1%	0%	F	0.082	F	0.630	25000	G
	From:	SR 141, Frederic SR 141 George Wash		,											
17 Frederick Blvd	City of Portsmouth	0.70 <b>12000</b>		97%	0%	1%	1%	1%	0%	F	0.087	F	0.608	13000	G
	To	SR 337 Portsmou	th Rlvd												
17 Frederick Blvd	City of Portsmouth	0.09 <b>15000</b>		97%	0%	1%	1%	1%	0%	F	0.108	F	0.616	16000	G
	To	124-8547 Deep Cr													
17 Frederick Blvd	City of Portsmouth	0.53 <b>20000</b>		97%	0%	1%	1%	1%	0%	F	0.095	F	0.639	21000	G
	To														-
17 Frederick Blvd	City of Portsmouth	0.35 <b>37000</b>	G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.51	39000	G
17) I Toddrick Biva	City of 1 ortaliouti			00 70	0 70		0 70	0 /0	0 /0	•	0.070	•	0.01	00000	ď
17 Frederick Blvd	City of Portsmouth	ALT SR 337 Turn 0.51 <b>27000</b>		99%	0%	1%	0%	0%	0%	F	0.000	F	0.508	20000	G
[17] Frederick Blvd	City of Portsilloutif			9970	0%	1 70	076	076	0%	Г	0.082	Г	0.506	29000	G
Escadada Blad	From:	US 58 Airline		000/	00/		00/	00/	00/		0.070		0.570	47000	
17 Frederick Blvd	City of Portsmouth	0.16 <b>17000</b> 124-8758 Hig		99%	0%	1%	0%	0%	0%	F	0.078	F	0.576	17000	G
	From:	124-8758, Frederi													
17 High St	City of Portsmouth	0.29 <b>24000</b>		99%	0%	1%	0%	0%	0%	F	0.078	F	0.64	25000	G
	To	Rodman Av	re			<u> </u>									
17 High St	City of Portsmouth	2.13 <b>26000</b>		99%	0%	1%	0%	0%	0%	F	0.086	F	0.585	27000	G
	To	124-8525 Cedar	Lane												
17 High St	City of Portsmouth	0.93 23000		99%	0%	1%	0%	0%	0%	F	0.084	F	0.547	24000	G
	To	124-8528 Churchla	and Dland												
17 High St	City of Portsmouth	0.21 <b>17000</b>		99%	0%	1%	0%	0%	0%	F	0.088	F	0.553	18000	G
17)	To						0,0	0,70	0,0	•	0.000	•	0.000	.0000	<b>.</b>
17 Western Branch Blvd	City of Portsmouth	124-8532 Tyre N 0.22 <b>19000</b>		99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	20000	G
(17) Western Branch Blvd	To:	ECL Chesape		JJ 70	0 70		0 70	0 70	0 70		0.004	•	0.525	20000	ч
	From:	WCL Portsmo	outh												
(17) Western Branch Blvd	City of Chesapeake	0.69 <b>18000</b>	F 9	99%	0%	1%	0%	0%	0%	F	0.086	F	0.517	18000	F
<u> </u>	To: From:	131-8524 Churchla	and Blvd			<u> </u>									
[17]	City of Chesapeake	0.56 <b>23000</b>	<b>A</b> 9	99%	0%	1%	0%	0%	0%	С	0.100	Α	0.51	24000	Α
	Τσ:	ECL Suffol	k												
North	From:	US 17 TO I-64 V	WEST												
(17) Ramp	City of Chesapeake (Maint: 64)	0.17 <b>NA</b>									NA			NA	
<u>~</u>	To	I-64-W FROM US 1	7 NORTH												

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

		THORION MAINTONA			True	ol.			K		Dir		
Route	Jurisdiction	_	QA 4Tire B	i i e	 e 3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:	US 17 I-64-E296B FROM	M IS 64 EAST										
(17) Ramp	City of Chesapeake (Maint: 64								NA			NA	
<u> </u>	To:	I-64-E FROM US 17											
North	From:	US 17 TO RT 168	SOUTH										
17 Ramp	City of Chesapeake (Maint: 64								NA			NA	
<u> </u>	To:	I-64-W291B FROM RT	17 NORTH										
North	From:	US 17 TO RT 464 I	NORTH										
17 Ramp	City of Chesapeake (Maint: 64		G						0.139	F		6200	G
$\hookrightarrow$	To: S	SR 168-N015B FROM RT 17 N	ORTH TO 464 NOR										
North	From:	US 17-N017D TO RT	64 WEST										
17 Ramp	City of Chesapeake (Maint: 64	4) 0.10 <b>NA</b>							NA			NA	
$\bigcirc$	To	SR 168-N015A TO RT	r 64 WEST										
North	City of Change also (Mariata Co								0.000	F		07000	0
17 Ramp	City of Chesapeake (Maint: 64	<u>'</u>	G						0.092	г		27000	G
-	r vo	I-64-W I-64-W291											
North	City of Change also (Mariata Co	US 17 Dominion		0/ 10/	10/	20/	00/	_	0.100	_		0500	0
17 Ramp	City of Chesapeake (Maint: 64			% 1%	1%	3%	0%	F	0.102	F		2500	G
~	10.	I-464 North											
North	From:	US 17 TO ROUTE 2	64 EAST										
(17) Ramp	City of Portsmouth (Maint: 64								NA			NA	
~		-264-E FROM ROUTE 17 NOF											
North	From:	US 17 TO ROUTE 2											
(17) Ramp	City of Portsmouth (Maint: 64		G						0.112	F		1200	G
<u>~</u>	To: I-	264-W FROM ROUTE 17 NOR											
South	From:	US 17 TO I-64 V	VEST										
(17) Ramp	City of Chesapeake (Maint: 64								NA			NA	
<u> </u>	То:	I-64-W FROM US 17	7 SOUTH										
South	From:	US 17											
(17) Ramp	City of Chesapeake (Maint: 64	,	<b>G</b> 95% 0	<u>% 1%</u>	1%	3%	0%	F	NA			1300	G
<u> </u>	То:	I-64 East											
South	From:	US 17 TO ROUT	E 264										
17 Ramp	City of Portsmouth (Maint: 64								NA			NA	
<u> </u>	To:	-264-E FROM ROUTE 17 SOU	JTH-FREDERICK B										
South	From:	US 17-S027A TO ROUT											
17 Ramp	City of Portsmouth (Maint: 64	) 0.14 <b>5500</b>	G						0.091	F		5500	G
<u> </u>	То:	-264-W FROM ROUTE 1700-	FREDERICK BLVD										
Bus	From	US 17 Dominion											
(17) George Washington Hwy	City of Chesapeake	4.07 <b>4300</b>	<b>G</b> 93% 0	% 1%	1%	5%	0%	F	NA			4300	G
$\overline{}$	To:	SR 165 Cedar	Rd										
Bus	From:				4-7	<b>5</b> 0'	001	_				0.4000	_
(17) George Washington Hwy	City of Chesapeake	1.19 <b>24000</b>	<b>G</b> 93% 0	% 1%	1%	5%	0%	F	NA			24000	G
~	To	I-64											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
(58) (13) (460) Military Highway	City of Changage (Maint: 64)	ECL Suffolk 2.94 <b>69000</b>	Α	92%	0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	Α
58 (13) (460) Military Highway	City of Chesapeake (Maint: 64)		Α	9270	0%	1 70	1 70	0%	0%	C	0.097	А	0.576	71000	А
(58) (13) (460)	City of Chesapeake (Maint: 64)	I-664 0.11 <b>10000</b>	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	11000	G
$\Leftrightarrow \Leftrightarrow \Leftrightarrow$		SR 191 Jolliff Rd; US 13 M	lilitary F	liohway											
ALT 58 460 Airline Blvd	City of Chesapeake	1.72 <b>6900</b>	F	97%	2%	1%	0%	1%	0%	С	0.088	F	0.52	7300	F
30) (+00)	To:	WCL Portsmou	uth												
Abdison Divid	From:	ECL Chesapea		070/	00/	10/	00/	10/	00/	_	0.000	_	0.500	10000	_
58 460 Airline Blvd	City of Portsmouth	0.29 11000	G	97%	2%	1%	0%	1%	0%	F	0.082	F	0.529	12000	C
ALT	To: From:	Greenwood D	)r												
58 (460) Airline Blvd	City of Portsmouth	0.20 <b>15000</b>	G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.602	15000	C
ALT	To: From:	Elmhurst Lan	ie												
58) (460) Airline Blvd	City of Portsmouth	1.30 <b>8700</b>	G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.571	9200	(
$\sim$	To:	SR 239 Victory I	Blvd												
ALT 58 (460) Airline Blvd	City of Portsmouth	0.28 11000	G	97%	2%	1%	0%	1%	0%	F	0.078	F	0.587	11000	(
58 Airline Blvd	City of Fortsmouth			31 /6	2 /0	1 /6	0 /6	1 /0	0 /6	'	0.076	'	0.507	11000	`
58 Airline Blvd	City of Portsmouth	SR 337 Portsmouth 1.40 <b>13000</b>	h Blvd <b>G</b>	97%	2%	1%	0%	1%	0%	F	0.110	F	0.511	14000	(
58 Airline Blvd	Tree Tree			31 /0	2 /0	1 /0	0 70	1 /0	0 70	'	0.110		0.511	14000	
58 Airline Blvd	City of Portsmouth	US 17 Frederick 0.19 <b>18000</b>	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.614	19000	(
36) /	Tree			01 70	1 70		1 70	1 70	0 70	•	0.070		0.011	10000	`
58 London Blvd	City of Portsmouth	High St 0.72 <b>18000</b>	G	97%	1%	1%	1%	1%	0%	С	0.082	F	0.623	19000	(
36) 20110011 21110	To To	SR 141 London I		0.70	. , ,		. , 0	. , 0	0,0		0.002	•	0.020	.0000	
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>34000</b>	G BIVG	97%	1%	1%	1%	1%	0%	F	0.085	F	0.653	36000	(
36)	Та	SR 164 Western					.,,	.,.							
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>32000</b>	A	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	-
30)	To:	Elizabeth River Midtov	wn Tuni	nel											
Flinch ath Divay Midtayya Tyyaral	From:	Martin Luther King I	•		00/	00/	10/	00/	00/	_	0.005	^	0.5	00000	,
Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>32000</b>	Α	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	ŀ
Clinab ath Divay Midtawy Type al	To: From:	ECL Portsmou 0.65 <b>32000</b>	ıth <b>A</b>	000/	0%	0%	1%	00/	00/	С	0.005	Α	0.5	00000	_
Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>32000</b> SR 337 Brambleto		96%	0%	0%	170	2%	0%	C	0.095	А	0.5	36000	,
	From	SR 337	ni i ive												
58 337 Brambleton Ave	City of Norfolk	0.26 <b>26000</b>	G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	30000	(
<del></del>	To: From	Colley Ave													
58 337 Brambleton Ave	City of Norfolk	0.83 <b>32000</b>	G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	37000	(
$\stackrel{\smile}{\smile}$	To: From:	E SR 337 E SR 337 Bramblet	on Arr-												
58 Duke St	City of Norfolk	0.17 <b>8800</b>	on Ave	95%	1%	1%	1%	1%	0%	F	0.083	F	0.754	9400	(
200 2010 01	To:	Olney Rd	<u> </u>	0070	. 70		. /0	. 70	0 /0	•	0.000	•	5.7 0 →	3 100	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		Olney Rd													
(58) Virginia Beach Blvd	City of Norfolk	0.07	5800	G	95%	1%	1%	1%	1%	0%	F	0.086	F	0.674	6200	G
~~~	To: From:		Boush Stree			121							_			
58) Virginia Beach Blvd	City of Norfolk	0.24 US 460 Mon	5300	G	95%	1%	1%	1%	1%	0%	F	0.089	F	0.532	5700	G
· ·	From:		fonticello Ave;		Biva											
58 Virginia Beach Blvd	City of Norfolk	0.70	14000	G	95%	1%	1%	1%	1%	0%	F	0.092	F	0.591	15000	G
<u> </u>	To	SR	68 Tidewate	er Dr			— —									
58 Virginia Beach Blvd	City of Norfolk	0.53	15000	G	95%	1%	1%	1%	1%	0%	С	0.099	F	0.522	16000	G
\smile	To		Park Ave				<u> </u>									
58 Virginia Beach Blvd	City of Norfolk	0.96	16000	G	95%	2%	1%	1%	1%	0%	С	0.09	F	0.516	18000	G
\smile	To	SR 4	05 Ballentine	e Blvd			<u> </u>									
(58) Virginia Beach Blvd	City of Norfolk	0.88	29000	G	95%	2%	1%	1%	1%	0%	F	0.086	F	0.552	31000	G
	Tor	Az	alea Garden	Rd												
58 Virginia Beach Blvd	City of Norfolk	1.35	28000	G	95%	2%	1%	1%	1%	0%	F	0.098	F	0.635	30000	G
	To	US	13 Military	Hwv												
58 Virginia Beach Blvd	City of Norfolk	0.79	26000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	28000	G
	To	SR 1	65 Kempsvi	lle Rd												
58 Virginia Beach Blvd	City of Norfolk	0.93	27000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.539	29000	G
	To:	WCL Va	Beach; Nev	vtown R	d											
East	From:		TE 664 EAS	TSOUT	Н											
(58) Ramp	City of Chesapeake (Maint:		NA									NA			NA	
~	To:	I-664-E FROM														
East	From:	US 58 TO RO		VESTNO	ORTH										NIA	
8 Ramp	City of Chesapeake (Maint:	64) 0.17 I-664-W FROM	NA L DOLITE 59	128-16	OFACT		i					NA			NA	
NA 4	From:						<u>L</u>									
West 58 Ramp	City of Chesapeake (Maint:	US 58 TO Re 64) 0.29	NA	EAS150	UIH							NA			NA	
(38)	To:	I-664-E FROM		,13&460	WEST											
West	From:	US 58 TO RO	OUTE 664 V	VESTNO	ORTH											
58 Ramp	City of Chesapeake (Maint:		NA									NA			NA	
	To:	I-664-W FROM	ROUTE 58	3,13&460) WEST											
	From:		I-64													
(60) (60) Ramp	City of Norfolk (Maint: 64)		6100	G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	G
~ ~	To: From:	I-64-E FROM RT	S 60 & 1438 ECL Hampto		RS LAND)										
60 (64) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)		ль папіріо	711	S	ee I-64	for direc	ctional tra	affic vo	lume es	timate	es for this	s sea	ment.		
	Estimates for 2 Parallel Roadwa		86000	Α	97%	1%	1%	0%	2%	0%	С	NA	٠٠.	•	88000	Α
		•	Bayville St												_	

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

Route	Jurisdiction	Length	ΔΔΩΤ	ΩΔ	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	ΩV
	From.		Bayville St				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
60 64 Hampton Roads Beltwa	y City of Norfolk (Maint: 64)	1.74	Bay vine or		Se	ee I-64 f	or direc	tional ti	raffic vo	lume es	timate	es for this	s segi	ment.		
	bined Traffic Estimates for 2 Parallel Roadways	on this Route:	86000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	F
	To:	4	th View St													
~	From:		TO 4TH VIE	W ST		1011										
60 64 Ramp	City of Norfolk (Maint: 64)	0.17			Se	ee I-64 t	or direc	tional ti	raffic vo	lume es	timate	es for this	s segi	ment.		
<u> </u>	From:		I-64 W I-64				-									
60 4th View St	City of Norfolk (Maint: 64)	0.25	12000	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.628	13000	
30)	To:		View Ave				Ť	• , •		-,-	-		-			
	From:		th View St													
60 Ocean View Ave East	City of Norfolk	0.95	13000	G	98%	0%	1%	0%	0%	0%	С	0.12	F	0.525	14000	C
~	Tα	IIS	460 Granby	St												
Ocean View Ave East	City of Norfolk	0.47	16000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.598	18000	C
00)	To															
60 Ocean View Ave East	City of Norfolk	SR 194 1.41	Chesapeake	G Blvd	98%	0%	1%	0%	0%	0%	F	0.095	F	0.587	14000	(
Ocean View Ave East	City of Noriok	1.41	13000	G	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	•	0.033	'	0.567	14000	
~~	To: From:		8 Cape View													
60 Coean View Ave East	City of Norfolk	1.67	15000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.53	16000	C
~	To: From:		21st Street				\neg \vdash									
60 Shore Dr	City of Norfolk	0.88	21000	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.525	23000	C
***	To	SD 170	0 Little Cree	l Dd												
60 Shore Dr	City of Norfolk	0.97	31000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.729	33000	G
80) 611616 21	Tα		Virginia Be		0070	0 70		070	070	0 70	•	0.00	•	0.720	00000	
	From:		ettlers Land													
Ramp	City of Norfolk (Maint: 64)	0.13	6100	G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	G
60) . mb	To:	0.10	I-64 East		0070	0 70	Ť	1 70	070	0 70	•	0.121	•		0200	
	From	I-64-E273A U		0 TO	10.74		\pm									
60 Ramp	City of Norfolk (Maint: 64)	0.17	2500	G	13 04							0.12	F		2500	C
60) Hamp	Tα	I-64-E FRON			Γ 60		\neg					0.12	'		2300	
	From															
60 Ramp	City of Norfolk (Maint: 64)	US 60 I-64-W2 0.18	6800	G	IS 64							0.136	F		6800	G
Ramp	Ta	I-64-W FROM 4			TPT 60		$\overline{}$					0.130	'		0000	
	rl															
Pamp	City of Norfolk (Maint: 64)	-64-W FROM OCE. 0.03	4N VIEW A 970	VE60 I	PAKALLE	3L						0.124	F		970	
60 (60) Ramp	City of Noriolk (Maint. 64)	0.03		G								0.124	Г		970	Ċ
~	T _{CC} From:		I-64 W				╝									
60 Ocean View Ave	City of Norfolk	1.96	6000	G	98%	1%	1%	0%	0%	0%	С	0.124	F	0.876	6400	C
·	To:	4	th View St													
	From:	2US 60-P I-64-			EW A											
Ramp	City of Norfolk (Maint: 64)	0.03	970	G								0.124	F		970	G
-	To: I	-64-W FROM OCE	AN VIEW A	VE60 1	PARALLI	EL										

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
East	Fron:		CL Hamptor		000/	10/	101	00/	00/	201	_	0.004			45000	
64 (60) Hampton F	Roads Bridge Tunnel City of Norfolk (Maint	,	43000	Α	96%	1%	1%	0%	2%	0%	С	0.084	Α		45000	A
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:		Α	97%	1%	1%	0%	2%	0%	С	NA			88000	Δ
ast	To: From:		Bayville St													
(60) Hampton F	Roads Beltway City of Norfolk (Maint	,	43000	F	96%	1%	1%	0%	2%	0%	F	0.087	F		45000	F
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	86000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	F
act	To- From:		4th View St													
ast 64)	City of Norfolk (Maint	: 64) 1.30	41000	F	96%	1%	1%	0%	2%	0%	F	0.086	F		42000	-
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	81000	F	96%	1%	1%	0%	2%	0%	F	0.08	F	0.539	82000	ı
	To		Bay Ave				<u> </u>									
ast 4	City of Norfolk (Maint	:: 64) 1.09	46000	F	96%	1%	1%	0%	2%	0%	F	0.089	F		48000	
54)	Combined Traffic Estimates for 2 Parallel Roa	•		F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.56	91000	
	To-		New Gate Rd			. , ,		0,0	_,,	0 / 0	•	0.07.	•	0.00	0.000	
ast 34	From:				000/	40/	10/	00/	00/	00/	_	0.004	_		50000	
4)	City of Norfolk (Maint	•	51000	F	96%	1%	1%	0%	2%	0%	-	0.094	F	0.500	53000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	90000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	92000	
ast	To: From:	I-564,	US 460 Gran	ıby St												
ast 4	City of Norfolk (Maint	,	55000	Α	96%	0%	1%	1%	2%	0%	С	0.11	Α		59000	
	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	124000	G	98%	0%	1%	0%	1%	0%	F	NA			134000	
ast	To: From:	SR 1	68 Tidewate	r Dr												
(4)	City of Norfolk (Maint	: 64) 1.04	86000	F	97%	0%	1%	0%	2%	0%	F	0.1	F		92000	
	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	161000	F	98%	0%	0%	0%	1%	0%	F	NA			173000	
	To	SR 194	4 Chesapeake	e Blvd			\neg \vdash									
ast 4	City of Norfolk (Maint	:: 64) 1.00	60000	F	97%	0%	1%	0%	2%	0%	F	0.097	F		62000	
14)	Combined Traffic Estimates for 3 Parallel Roa	,		F	98%	0%	0%	0%	1%	0%	F	NA	•		151000	
	To		247 Norview													
ast 64	From				070/	00/	40/	201	00/	00/	_	0.005	_		74000	
64)	City of Norfolk (Maint	,	68000	F	97%	0%	1%	0%	2%	0%	-	0.085	F		71000	
	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA			164000	
ast	To: From:		65 Military I	Hwy												
ast 4	City of Norfolk (Maint	,	58000	F	97%	0%	1%	0%	2%	0%	F	0.096	F		60000	
	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	144000	F	97%	0%	0%	0%	1%	0%	F	NA			153000	
aet	To: From:	US 13, SR	166 Northan	npton B	lvd		\Box \vdash									
ast 64	City of Norfolk (Maint	:: 64) 1.74	71000	G	97%	0%	1%	0%	2%	0%	F	0.084	F		77000	
	Combined Traffic Estimates for 3 Parallel Roa	,		G	97%	0%	0%	0%	1%	0%	F	NA			184000	(
	To:		I-264													

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

						_		Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	laint: 64) 1.34	I-264 70000	Α	070/	0%	1%	00/	20/	00/	С	0.107	Α		76000	Α
64	Cambined Traffic Estimates for 2 Parallal	,			97%	0% 0%		0% 1%	2%	0% 0%	С	0.107	A	0.616		A
	Combined Traffic Estimates for 2 Parallel $_{_{\mathrm{To}}}$		L Virginia E		97%	0%	1%	170	2%	0%	C	0.087	А	0.016	149000	А
East	From:		ECL Norfol													
64)	City of Virginia Beach	h (Maint: 64) 1.35	70000	Α	97%	0%	1%	0%	2%	0%	С	0.107	Α		76000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	140000	Α	97%	0%	1%	1%	2%	0%	С	NA			149000	Α
East	To: From:	Iı	ndian River	Rd												
64	City of Virginia Beach	h (Maint: 64) 1.57	65000	G	97%	0%	1%	0%	2%	0%	F	0.088	F		70000	G
0 +)	Combined Traffic Estimates for 2 Parallel		128000	G	98%	0%	0%	0%	1%	0%	F	NA			138000	G
	To:	Е	CL Chesape	ake												
East	From:	<u> </u>	L Virginia E		070/	00/	10/	00/	00/	00/	_	0.000	F		70000	_
64	City of Chesapeake	'	65000	G	97%	0%	1%	0%	2%	0%	F	0.088	Г		70000	G
	Combined Traffic Estimates for 2 Parallel	<u> </u>			98%	0%	0%	0%	1%	0%	Г	NA			138000	G
East	To: From:	Gre	enbrier Park	cway												
64)	City of Chesapeake	'	44000	G	97%	0%	1%	0%	2%	0%	F	0.089	F		48000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	G	97%	0%	1%	1%	2%	0%	F	NA			94000	G
Fast	To: From:	SR 1	68 Battlefiel	d Blvd												
East 64	City of Chesapeake	(Maint: 64) 0.58	56000	G	97%	0%	1%	0%	2%	0%	F	0.084	F		62000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	111000	G	97%	0%	1%	1%	2%	0%	F	NA			120000	G
			I-464				<u> </u>									
East	City of Chesapeake	(Maint: 64) 4.31	44000	F	92%	1%	1%	1%	5%	0%	F	0.085	F		47000	F
64 (17)	Combined Traffic Estimates for 2 Parallel	,		F	93%	1%	1%	1%	5%	0%	F	0.086	F	0.510	94000	, F
	Combined Tranic Estimates for 21 araner					1 /0	1 /0	1 /0	J /6	0 /6	'	0.000	'	0.510	34000	ı
East 64	From:		eorge Washi													
64	City of Chesapeake	,	40000	F	92%	1%	1%	1%	5%	0%	F	0.102	F		42000	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	F	93%	1%	1%	1%	5%	0%	F	0.090	F	0.574	83000	F
East	To: From:	US 13, US	5 460 Milita	ry Highv	vay											
(64)	City of Chesapeake	(Maint: 64) 2.31	41000	Α	92%	1%	1%	1%	5%	0%	С	0.091	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	Α	93%	1%	1%	1%	5%	0%	С	0.090	Α	0.504	85000	Α
	To:		I-264, I-664	1												
East	From:		BAYVILL	E STRE	ET											
(64) Ramp	City of Norfolk (M		1600	G	98%	1%	1%	0%	0%	0%	F	0.133	F		1700	G
<u> </u>	To:	122-99001- A BA			FROM &											
East	From:		TO 4TH VI									0.10	F		EEOO	0
64 (60) Ramp	City of Norfolk (M	laint: 64) 0.17 US 60 US 60	5500	G	0164							0.13	г		5500	G
F1	Econol					T										
East (64) Ramp	City of Norfolk (M	I-64-E TO US 460 laint: 64) 0.14	0-GRANDB 14000	Y ST &	RT 564 N	1						0.1	F		14000	G
64) Hamp	Oity Of NOTION (IV	I-64-E276B T			BY ST							0.1	•		17000	u
		1-04-L2/0B I	J 11 700 C	, w u u	~ I !/I											

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

Route	Jurisdiction	Length AADT	QA 4Tire	Ruc	Truckxle 3+Axle 1Trail 2Tra	\cap	K Factor	ΩK	Dir AAWDT	QW
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GI 0.15 8300 I-564-N FROM RT 6	G				0.109	F	8300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GI 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. I 0.04 6300 I-64-R I-64-R000A FROI	G				0.282	F	6300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO 0.35 8000 SR 168 FROM I-64	G		[[0.117	F	8000	G
East 64 Ramp	City of Norfolk (Maint: 64)	0.13 1800 SR 168 FROM I-64	G		[[0.090	F	1800	G
East 64 Ramp	City of Norfolk (Maint: 64)	64-E TO RT 194 SOUTH-CHE 0.18 2900 SR 194 FROM I-64	G				0.094	F	2900	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 247 EAST-NOR 0.17 3500 SR 247 FROM I-64	G 98%	0% 1	 % 0% 1% 0% 	. C	0.082	F	3500	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOO 0.16 2800 122-8636 ALMEDA AVE FRO	G				0.115	F	2800	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E TO RT 16500- MILITA 0.17 7700 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 11000 US 13 FROM I-64	G				0.094	F	11000	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-26 0.16 38000	G		ī		0.073	F	38000	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E284C TO RT 264 EAS 0.14 4500 I-264-W013X FROM R	G				0.097	F	4500	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 EA 0.17 NA I-264-E013X FROM I-			1		NA		NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E284A TO RT 264 EA 0.45 26000 I-264-E From RT 6	G				0.08	F	26000	G

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

		Nortolk Maintenance	Alea							
Route	Jurisdiction	Length AADT Q	A 4Tire Bus	Truc	_	QC	K Factor	QK Dir	AAWDT	QW
East 64 Ramp	City of Virginia Beach (Maint:	I-64-E TO RT 407 64) 0.21 7300 G SR 407 FROM I-64 EA					0.109	F	7300	G
East 64 Ramp	City of Virginia Beach (Maint:	I-64-E TO RT 407 EAS	ST .				0.106	F	17000	G
East 64 Ramp	City of Chesapeake (Maint: 6	I-64-E289X TO GREENBRIER I 4) 0.26 6500 G	PARKWAY 1%	1% 1%	2% 0%	С	0.129	F	6500	G
East 64 Ramp	City of Chesapeake (Maint: 6		PARKWAY				0.099	F	15000	G
East 64 Ramp	City of Chesapeake (Maint: 6		EENBRIER PA				0.101	F	25000	G
East 64 Ramp	City of Chesapeake (Maint: 6	•	ì				0.092	F	19000	G
East 64 Ramp	City of Chesapeake (Maint: 6	1-8665-W001A FROM GREENBRIH 4) 0.23 29000 G I-64-E289B TO GREENBRIER I	ì				0.082	F	29000	G
East 64 Ramp	City of Chesapeake (Maint: 6		ì				0.087	F	13000	G
East 64 Ramp	City of Chesapeake (Maint: 6			 			NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 6						NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 6	I-64-E TO RT 168 NORTH-BATTI 4) 0.27 4100 G SR 168 FROM I-64 EA	9 4% 0%	1% 2%	3% 0%	С	0.092	F	4100	G
East 64 Ramp	City of Chesapeake (Maint: 6	I-64-E TO RT 168 SOUTH-BATTI 4) 0.23 11000 G SR 168 FROM I-64 EA	98% 0%	0% 0%	1% 0%	С	0.102	F	11000	G
East 1-64 E Exit 290	City of Chesapeake (Maint: 6		à				0.104	F	20000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 6	I-64 E Exit 290 A 4) 0.10 16000 G Ramp From Bus SR 168 Battlefi					0.107	F	16000	G
East 1-64 E Exit 290	City of Chesapeake (Maint: 6	•					0.096	F	25000	G

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

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K	QK	Dir	AAWDT	QV
East	From:		I-6	4 E Exit 290) B			ZAXIE	3+Axie	TITALI	ZITAII		Factor		Factor		
64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.12	14000	G								0.097	F		14000	G
ast	T _O . From:		Ramp From Bu	s SR 168 Ba	ıttlefield	Blvd S											
(54) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	NA									NA			NA	
9	To:			I-64 E													
ast	From:			I-64 East													
Ramp	City of Chesapeake	(Maint: 64)	0.25	9700	G								0.084	F		9700	(
<u> </u>	To:			I-464 North													
ast Pomp	City of Chesapeake	(Maint: 64)	I-64-E TO 0.23	RT 104 VI		54							0.088	F		21000	(
Ramp	City of Chesapeake	(IVIAITIL. 64)		21000 FROM I-64	G 1 FAST								0.088	Г		21000	(
aet	From:			TO RT 17 N													
(64) (17) Ramp	City of Chesapeake	(Maint: 64)	0.23	6200	G								0.074	F		6200	(
	To:		US 17	FROM I-64	EAST												
ast	From:		I-64-E	TO RT 17 S	OUTH												
Ramp	City of Chesapeake	(Maint: 64)	0.21	5000	G								0.100	F		5000	(
<i></i>	To:		US 17 US 17-1	N014B FRC	M I-64	EAST											
ast D	From:		64-E TO RT 13			GHWAY							0.4.40	_		4000	
Ramp	City of Chesapeake	(Maint: 64)	0.31 US 13; 131-	4600 8500 FROM	G	ТР		_					0.142	F		4600	(
Rev	From:			versible Land													
54	City of Norfolk (N	laint: 64)	5.99	19000	A	100%	0%	0%	0%	0%	0%	С	0.213	Α		22000	,
	Combined Traffic Estimates for 3 Parallel	,	this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA			164000	
	To		Ra	mp To I-64	EB			\neg L									
1ev 64	City of Norfolk (M	laint: 64)	2.18	21000	G	100%	0%	0%	0%	0%	0%	F	NA			21000	(
4)	Combined Traffic Estimates for 3 Parallel				G	97%	0%	0%	0%	1%	0%	F	NA			184000	(
	To:	Troughayo on		and Reversib		01 70	0 70		070	1 70	070	·				101000	
ev	From:		I-64-E276C	I-64-R FRO	M 64 E.	AST											
Ramp	City of Norfolk (N	laint: 64)	0.24	3300	G			_					0.301	F		3300	(
<i></i>	To:		I-64-W FR	OM H.O.V.	LANE	PM											
Rev	From:			R TO IS 64 I										_		2122	
Ramp	City of Norfolk (M	laint: 64)	0.02	2100 FROM HOV	G								0.193	F		2100	(
		<u> </u>				/ D.T.											
ev (4) Ramp	City of Norfolk (M	laint: 64)	I-64-R I-64-V 0.12	6300	& FROM G	A KT							0.259	F		6300	(
o4) Hallip	To:	14.111. U4)	I-64-E FROM			DIAN							0.200	'		0000	,
est	From			CL Hampto													
	ds Bridge Tunnel City of Norfolk (N	laint: 64)	0.17	42000	Α	97%	0%	1%	0%	2%	0%	С	0.079	Α		43000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	86000	Α	97%	1%	1%	0%	2%	0%	С	NA			88000	,
	To		US 60	Ocean View	w Ave												

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

		NOTOR	waintenan	ice Air	Ja			т				1/		D:-		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir Factor	AAWDT	QW
Most	Fron	110 60	Ocean Viev	*: A *:-			ZAXIE	3+Axle	Hrall	21raii		Factor		Factor		
West 60 Hampton Roads	Beltway City of Norfolk (M		42000	F F	95%	1%	1%	1%	3%	0%	F	0.082	F		43000	F
(64) (60)	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	F
	To the state of th				0070	1 /0		070	270	0 70	·	0.077	•	0.020	00000	·
West	Fron	11.	4th View St													
64)	City of Norfolk (N	,	40000	F	95%	1%	1%	1%	3%	0%	F	0.082	F		40000	F
\smile	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	81000	F	96%	1%	1%	0%	2%	0%	F	0.08	F	0.539	82000	F
West	To From	n:	Bay Ave													
64)	City of Norfolk (N	Maint: 64) 0.90	43000	F	95%	1%	1%	1%	3%	0%	F	0.079	F		43000	F
	Combined Traffic Estimates for 2 Parallel		89000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.56	91000	F
	To	-	New Gate Rd	1												
West	City of Norfolk (N	111	39000		95%	1%	1%	1%	3%	0%	_	0.078	F		39000	G
64	Combined Traffic Estimates for 2 Parallel	,		G G	96%	1%	1%	0%	3% 2%	0%		0.078	F	0.538	92000	G
	Combined Trainic Estimates for 2 Faraner				90%	1 70	1 70	0%	270	0%	г	0.072	Г	0.556	92000	G
West	To From	I-564,	US 460 Grai	nby St												
64)	City of Norfolk (N	,	50000	G	99%	0%	0%	0%	0%	0%	F	0.114	F		53000	G
\smile	Combined Traffic Estimates for 3 Parallel	I Roadways on this Route:	124000	G	98%	0%	1%	0%	1%	0%	F	NA			134000	G
W	To From	SR 1	68 Tidewate	er Dr												
West 64	City of Norfolk (N	Maint: 64) 0.98	55000	Α	99%	0%	0%	0%	0%	0%	С	0.111	Α		59000	Α
04)	Combined Traffic Estimates for 3 Parallel	,		F	98%	0%	0%	0%	1%	0%	F	NA			173000	F
	To	·	4 Chesapeak						.,.							
West	From	111														
64	City of Norfolk (N	•	63000	F	99%	0%	0%	0%	0%	0%	F	0.094	F		66000	F
~	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	141000	F	98%	0%	0%	0%	1%	0%	F	NA			151000	F
West	To From	SR 2	247 Norview	Ave												
64)	City of Norfolk (N	Maint: 64) 1.24	67000	F	97%	0%	1%	1%	1%	0%	F	0.09	F		70000	F
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA			164000	F
	To	SR 1	65 Military I	Hwv												
West	City of Norfolk (N	n:	67000	F	97%	0%	1%	1%	1%	0%	_	0.091	F		70000	_
64	Combined Traffic Estimates for 3 Parallel	,		F	97%	0%	0%	0%	1%	0%	, F	NA	•		153000	, F
	Combined Trainic Estimates for 3 Faraner					0 /0	0 /0	0 /6	1 /0	0 /6	•	INA			133000	
West	To From		166 Northan	npton B	lvd											
64)	City of Norfolk (N	Maint: 64) 2.20	81000	F	97%	0%	1%	1%	1%	0%	F	0.094	F		86000	F
\smile	Combined Traffic Estimates for 3 Parallel	I Roadways on this Route:	172000	G	97%	0%	0%	0%	1%	0%	F	NA			184000	G
West	T.C. From		I-264													
West 64	City of Norfolk (N	Maint: 64) 0.83	69000	Α	97%	0%	1%	1%	1%	0%	С	0.095	Α		73000	Α
04)	Combined Traffic Estimates for 2 Parallel	,		A	97%	0%	1%	1%	2%	0%	С	NA	,,		149000	
•	Compined trainc Estimates for 2 Paranet	I BOAOWAYS ON THIS BOTTLE														

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

							_		Tru	ck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	(44 : 1 : 24)		ECL Norfolk		070/	00/	10/	40/	40/	00/	0	0.005			70000	
64	City of Virginia Beach	,	1.75	69000	Α	97%	0%	1%	1%	1%	0%	С	0.095	Α		73000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	140000	Α	97%	0%	1%	1%	2%	0%	С	NA			149000	Α
West	To: From:		Ir	dian River F	Rd												
64)	City of Virginia Beach	h (Maint: 64)	1.17	64000	Α	100%	0%	0%	0%	0%	0%	С	0.093	Α		68000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this			G	98%	0%	0%	0%	1%	0%	F	NA			138000	G
loot	To: From:			CL Chesapea L Virginia B													
Vest 64	City of Chesapeake	(Maint: 64)	0.89	64000	A	100%	0%	0%	0%	0%	0%	С	0.093	Α		68000	Α
04)	Combined Traffic Estimates for 2 Parallel	,			G	98%	0%	0%	0%	1%	0%	F	NA			138000	G
	To:			enbrier Park	way												
Vest	City of Chesapeake	(Mainte C4)	2.10			97%	0%	10/	10/	1%	00/	_	0.094	F		46000	G
64	Combined Traffic Estimates for 2 Parallel			43000	G G	97% 97%	0%	1% 1%	1% 1%	2%	0% 0%	Г	0.094 NA	Г		94000	G
	Combined Trainic Estimates for 2 Faraner	noadways on this				97%	0%	1 70	170	270	0%	Г	IVA			94000	G
Vest	To: From:		SR 16	68 Battlefield	d Blvd												
64) (168 <i>)</i>	City of Chesapeake	,	0.50	54000	N	97%	0%	1%	1%	1%	0%	Ν	NA			58000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:		N	97%	0%	1%	1%	2%	0%	Ν	NA			120000	N
lest	To: From:		SR 16	US 17 68 Battlefield	l Blvd												
Vest	City of Chesapeake	(Maint: 64)	0.49	54000	G	97%	0%	1%	1%	1%	0%	F	NA			58000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	111000	G	97%	0%	1%	1%	2%	0%	F	NA			120000	G
	To			I-464													
Vest	City of Chesapeake	(Maint: 64)	0.41	31000	F	93%	0%	1%	1%	5%	0%	_	0.087	F		33000	_
64) [17]	Combined Traffic Estimates for 2 Parallel	` '	-		F	93%	1%	1%	1%	5%	0%	F	NA	'		81000	F
	Tol	r todaways on the				0070	1 70		1 70	0 /0	0 / 0	•	1471			01000	
Vest	From:) Great Bridg													
64) [17]	City of Chesapeake	,	3.86	45000	F	93%	0%	1%	1%	5%	0%	F	0.086	F		47000	F
	Combined Traffic Estimates for 2 Parallel				F	93%	1%	1%	1%	5%	0%	F	0.086	F	0.510	94000	F
/est	To: From:		US 17 Ge	orge Washin	ngton Hy	vy											
64)	City of Chesapeake	(Maint: 64)	1.86	39000	F	93%	0%	1%	1%	5%	0%	F	0.089	F		40000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	79000	F	93%	1%	1%	1%	5%	0%	F	0.090	F	0.574	83000	F
last	To: From:		US 13, U	JS 460 Milit	ary Hwy	у											
Vest 64	City of Chesapeake	(Maint: 64)	1.65	40000	Α	93%	0%	1%	1%	5%	0%	С	0.092	Α		41000	Α
04)	Combined Traffic Estimates for 2 Parallel	,			A	93%	1%	1%	1%	5%	0%	C	0.090	Α	0.504	85000	Α
	Τα			I-264, I-664													
Vest	From:		O OCEAN	VIEW AVI	ENUE60) PARALI	LE										
Ramp	City of Norfolk (M		0.03	490	G								0.102	F		490	G
\sim	To:	2US	60-P; 2US	60-P004A	OCEAN	VIEW											

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

Route	Jurisdiction	Length AADT Q				ail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	US 60 US 60- 281B FROM &	3					0.081	F		1800	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO BAY AVEN 0.15 NA 122-8623 FROM I-64 W						NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO US 46000- GRAN 0.11 3900 C US 460 FROM I-64 WI	3					0.153	F		3900	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 23000 (SR 165 Little Creek R						0.078	F		23000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.11 4600 C SR 168 FROM I-64 WE	G					0.109	F		4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 168 NORTH-TIDEV 0.21 4500 C SR 168 FROM I-64 WE	G .					0.133	F		4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 194 NORTH-CHESA 0.25 8800 (SR 194 FROM I-64 WE	3					0.115	F		8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.18 3700 C SR 247 FROM I-64 WE	G 98% 0%	1%	0% 0%	% 0%	С	0.130	F		3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.13 4900 C SR 247 FROM I-64 WE	G 99% 0%	0%	0% 0%	6 0%	С	0.087	F		4900	G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 165MILITARY HO 0.20 9000 C ROBIN HOOD ROA	G					0.087	F		9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13 0.11 24000 (0.091	F		24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282B TO RT 13 SO 0.04 NA US 13 FROM RT 64 W						NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SO 0.03 NA WCL Virginia Beach						NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LA 0.09 3100 (I-64-R FROM I-64 WE	3					0.185	F		3100	G

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

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

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

Route	Jurisdiction	Length AAL	T QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	O.10 150 0								NA			15000	G
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W Ex) 0.10 NA								NA			NA	
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 16		1 Blvd S						NA	·		NA	
West (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W Ex) 0.12 NA								NA			NA	
West	To: From:	Ramp From Bus SR 16	8 Battlefield	l Blvd N										
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.35 NA Ramp to I-64								NA			NA	
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	•	4							NA			NA	
West 64 Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	SR 168 Oak Gro 0.26 320 I-464; U	00 G	or 95%	0%	1% 1%	3%	0%	F	0.131	F		3300	G
West 64 Ramp	City of Chesapeake (Maint: 64)		00 G							0.127	F		8400	G
West 64 Ramp	City of Chesapeake (Maint: 64)	US 17-N017A FROM 0.05 NA 1SR 168-P FROM RT 64	4		I	_				NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64-W BEGIN COLL 0.40 NA SR 104 N0007A	4							NA			NA	
West Ramp	City of Chesapeake (Maint: 64)	I-64-W TO RT 190 EAST	& WEST-C	GREAT BR	RI					0.094	F		3100	G
West Ramp	City of Chesapeake (Maint: 64)	I-64 W	Vest G	95%	0%	1% 1%	3%	0%	F	0.092	F		5600	G
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64-W TO RT 1300- MI	ILITARY H 00 G							0.088	F		4700	G
141)George Washington Hwy	City of Portsmouth	US 17 Frede 0.36 160 0	erick Blvd	98%	0%	1% 0%	0%	0%	F	0.092	F	0.711	17000	G
(141) George Washington Hwy	City of Portsmouth	SR 337 E 0.48 150 0		98%	0%	1% 0%	0%	0%	F	0.089	F	0.741	16000	G

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Portsmou	th Blvd												
141)Effingham St	City of Portsmouth	0.76 230 0	00 G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.681	24000	G
	To:	I-26	4			\neg \vdash									
141 Effingham St	City of Portsmouth	0.18 280 0	00 G	98%	0%	1%	0%	0%	0%	F	0.070	F	0.587	29000	G
\smile	Ter	South	St			<u> </u>									
(141)Effingham St	City of Portsmouth	0.25 230 0		98%	0%	1%	0%	1%	0%	F	0.07	F	0.568	24000	G
141)	To	High													
141)Effingham St	City of Portsmouth	0.06 200 0		98%	0%	1%	0%	1%	0%	F	0.07	F	0.594	21000	G
141)2g	To:	London		0070	0 70		0 70	1 /0	070	•	0.07	•	0.001	21000	ŭ
	From:	Effingha													
141)London Blvd	City of Portsmouth	0.33 220	00 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.747	23000	G
\smile	To	Elm A	ve												
141 London Blvd	City of Portsmouth	0.83 250 0		98%	0%	1%	0%	1%	0%	С	0.087	F	0.752	27000	G
	To:	M L King	Freeway												
	From:	SR 141 RAMI	P TO IS 264												
141 Ramp	Norfolk Maintenance Area	0.15 NA									NA			NA	
	To:	I-264-E; 124-99013-E0	00A FROM	RT 141-											
North	From:	SR 141 RO ROU	TE 264 WE	ST											
141)Ramp	City of Portsmouth (Maint: 64										0.233	F		2700	G
\bigcirc	Τα	I-264-W FROM ROUTE 1	4100- EFFI	NGHAM S	Τ										
South	From:	SR 141 TO ROU	TE 264 WE	ST											
(141)Ramp	City of Portsmouth (Maint: 64) 0.14 220	0 G								0.132	F		2200	G
\smile	To:	I-264-W FROM ROUTE	141-EFFIN	GHAM ST	1										
	From:	ECL Su	ffolk												
164)Western Freeway	City of Portsmouth (Maint: 64) 0.88 460 0	00 A	95%	0%	0%	1%	4%	0%	С	0.104	Α	0.557	52000	Α
\smile	Tos	Towne Po	oint Rd			<u> </u>									
164 Western Freeway	City of Portsmouth (Maint: 64			95%	0%	0%	1%	4%	0%	F	0.084	F	0.619	56000	G
	To	Cedar I													
164)Western Freeway	City of Portsmouth (Maint: 64			95%	0%	0%	1%	4%	0%	F	0.089	F	0.626	51000	G
164) Western Freeway	Only of 1 onomodif (Maint: 04	-		0070	0 70		1 /0	470	070	•	0.000	•	0.020	01000	ď
	City of Destaurant (Maiste OA	West Nor		050/	00/		40/	40/	00/		0.000	_	0.045	F 4000	
164) Western Freeway	City of Portsmouth (Maint: 64			95%	0%	0%	1%	4%	0%	F	0.083	F	0.615	54000	G
	100	US 58, SR 337 Marti													
Managa Orangka Too'll	From:	Bus US 17 George			40/		00/	00/	00/	_	0.004	_	0.50	4.4000	_
165 Moses Grandy Trail	City of Chesapeake	2.70 130 0	00 F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.53	14000	F
	To: From:	US 17 Domi													
165)Cedar Rd	City of Chesapeake	0.28 230 0	00 G	99%	0%	0%	0%	0%	0%	С	NA			24000	G
\sim	To	Bells Mill l	Rd West			_									
165)Cedar Rd	City of Chesapeake	2.01 3000		99%	0%	0%	0%	0%	0%	F	0.095	F	0.603	32000	F
	To:	131-8798 Bells	Mill Rd Eas	st											

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

5 .					_		Tru	ck			K	011	Dir		۵.
Route	Jurisdiction	Length AADT	QA 4	Ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	131-8798 Bells Mil													
65)Cedar Rd	City of Chesapeake	1.73 26000	F 9	99%	0%	0%	0%	0%	0%	F	0.08	F	0.546	28000	F
D.::	To: From	Bus SR 168 Battlef	field Blvd			\Box \vdash									
Bus 165)(168)Battlefield Blvd	City of Chesapeake	0.26 30000	F 9	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	32000	
165 168 Battlefield Blvd	Oity of Offesapeake)	0 /6	1 /0	0 /6	0 /6	0 /6	O	0.003	•	0.505	32000	'
	To: From:	BUS SR 168 Battle													
Mt Pleasant Rd	City of Chesapeake	0.75 20000	F 9	97%	1%	1%	1%	1%	0%	F	0.120	F	0.551	21000	
<u> </u>	To: From:	SR 168 Great Bridg	ge Bypass			\Box \vdash									
Mt Pleasant Rd	City of Chesapeake	2.57 19000	F 9	97%	1%	1%	1%	1%	0%	С	0.1	F	0.511	20000	
\mathcal{L}	To	131-866 Centervil	lle Tnke												
165)Mt Pleasant Rd	City of Chesapeake	4.53 10000		97%	1%	1%	1%	0%	0%	С	0.116	F	0.547	11000	
100)	T-1									_					
Mt Diagont Dd	City of Changage	131-8667 Fentress A 0.91 11000		97%	1%	10/	10/	0%	0%	F	0.117	F	0.634	11000	
Mt Pleasant Rd	City of Chesapeake			1770	170	1%	1%	0%	0%	Г	0.117	Г	0.634	11000	
	From:	WCL Virginia Beach, SR 4		n Rd											
(65) Kempsville Rd	City of Norfolk	1.00 19000		98%	1%	1%	0%	0%	0%	С	0.095	F	0.641	20000	
93). temperme : te	-			70 70	. , 0		0,0	0,70	0,0	Ū	0.000	•	0.0	_0000	
	From:	US 58 Virginia Be					221					_			
65) Kempsville Rd	City of Norfolk	1.57 12000		98%	1%	1%	0%	0%	0%	F	0.097	F	0.538	12000	(
<u> </u>	From:	US 13 Northampt Kempsville I													
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 31000		97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	33000	(
65 13 166 Northampton Blvd	To:	SR 166, US		77 70	1 /0		0 70	1 /0	0 70		0.007	'	0.507	33000	
	From: US	S 13 Northampton Blvd; SR 1		Anne R	d										
Military Hwy North	City of Norfolk	0.62 42000		97%	1%	1%	0%	0%	0%	F	0.080	F	0.502	44000	(
, ,	то														
(65) Military Hwy North	City of Norfolk	0.60 12000	G 9	97%	1%	1%	0%	0%	0%	F	0.081	F	0.622	13000	(
65 Willitary Tiwy North	City of Norion	0.00 12000	G 9	77 /0	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.001	'	0.022	13000	,
	To: From:	SR 192 Azalea Ga													
65) Military Hwy North	City of Norfolk	0.39 23000	G 9	97%	1%	1%	0%	0%	0%	С	0.082	F	0.547	24000	(
<u> </u>	To	SR 247 Norviev	w Ave			\neg \vdash									
Military Hwy North	City of Norfolk	1.65 22000	G 9	97%	1%	1%	0%	0%	0%	F	0.084	F	0.538	24000	(
	To	CD 170 I :#1- C-	1. D.1												
165)Little Creek Rd	City of Norfolk	SR 170 Little Cre 0.12 34000		97%	1%	1%	1%	1%	0%	F	0.081	F	0.507	38000	(
65 Little Greek Flu	Oity of Nortolk	0.12 34000	u s	77 70	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	'	0.507	30000	
$\overline{}$	To: From:	SR 194 Chesapea													
65)Little Creek Rd	City of Norfolk	0.58 25000	G 9	97%	1%	1%	1%	1%	0%	F	0.079	F	0.545	27000	(
<u> </u>	To	Tidewater & Sewell	s Point Rd			\neg \vdash									
65)Little Creek Rd	City of Norfolk	0.86 21000		97%	1%	1%	1%	1%	0%	F	0.094	F	0.674	23000	(
	To	NHS Chang													
	From	I-64													
165)Little Creek Rd	City of Norfolk	0.36 21000	G 9	97%	1%	1%	1%	1%	0%	F	0.079	F	0.525	23000	(
\smile	To	US 460 Granb	y St												

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

					_		Tru	ıck			K		Dir		_
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	US 460 Granb													
165 Little Creek Rd	City of Norfolk	1.19 16000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	17000	(
	To- From:	Diven St													
165 Little Creek Rd	City of Norfolk	0.78 11000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.501	12000	
<u> </u>	10:	SR 337 Hampton													
	From:	SR 165 I-564-S000A FRO		64 SOU							0.077	_		F700	
Ramp	City of Norfolk (Maint: 64)	0.11 5700	G	COLUELL							0.077	F		5700	
	100	I-64-E FROM RT 165 NO		SOUTH											
lorth	City of Norfalk (Maint: 64)	SR 165 TO I-64 TO 1.11 NA	WEST								NA			NA	
Ramp	City of Norfolk (Maint: 64)										INA			INA	
lorth	To: From:	122-99026- A RROM ROB	IN HOO	D ROAD											
65)Ramp	City of Norfolk (Maint: 64)	0.11 9300	G								0.090	F		9300	
<u> </u>	To:	-64-W FROM RT 16500- MIL	JTARY	HIGHWA	Υ										
	From:	US 17 Dominion	n Blvd												
166)Bainbridge Blvd	City of Chesapeake	2.05 3900	G	89%	1%	2%	4%	4%	0%	F	NA			4400	
<u> </u>	To	SR 190 Great Brid	lge Blyd			<u> </u>									
166)Bainbridge Blvd	City of Chesapeake	0.69 8900	F	89%	1%	2%	4%	4%	0%	С	0.100	F	0.541	10000	
· · · · · · · · · · · · · · · · · · ·	To:	US 13 Military	Uww												
166) 460 Bainbridge Blvd	City of Chesapeake	0.74 11000	F	96%	1%	1%	0%	2%	0%	F	0.097	F	0.596	12000	
166 (460) Dambridge Dive	any or orrocapeane			0070	1 70		0 70	_,0	070	•	0.007	•	0.000	12000	
Painbridge Plyd	City of Changanaka	Freeman Av 1.25 11000	F	96%	1%	1%	0%	2%	09/	F	0.090	F	0.509	11000	
Bainbridge Blvd	City of Chesapeake	1.25 11000		90%	1 70	1 70	0%	270	0%	Г	0.090	Г	0.509	11000	
	To: From:	Chesapeake										_			
66 460 Bainbridge Blvd	City of Chesapeake	0.81 8700	F	96%	1%	1%	0%	2%	0%	С	0.088	F	0.575	9200	
	From:	SR 337 Poindex Bainbridge B													
166)(460) Poindexter St	City of Chesapeake	0.56 6900	F	98%	0%	1%	0%	0%	0%	С	0.098	F	0.558	7400	
100)(400)	To														
166) 460 22nd St	City of Chesapeake	Liberty St 0.39 5500	F	98%	0%	1%	0%	0%	0%	F	0.121	F	0.584	5800	
166 460 22nd St	To:	SCL Norfol		30 76	0 70		0 70	0 /0	0 70	·	0.121	'	0.504	3000	
	From:	NCL Chesape													
166)(460)Wilson Rd	City of Norfolk	0.65 7800	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.739	8300	
	To: From:	Campostella A													
Compostella Pd		0.73 34000	G	95%	1%	10/	1%	2%	0%	F	0.099	F	0.688	36000	
166 460 168 Campostella Rd	City of Norfolk	0.73 34000	G	95%	1 70	1%	170	270	0%	Г	0.099	Г	0.000	36000	
	To: From:	Kimball Ter				<u> </u>									
166 460 168 Brambleton Ave	City of Norfolk	0.30 40000	G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	43000	
	To: From:	US 460 Bramblet	on Ave												
166 Park Ave	City of Norfolk	0.45 14000	G	98%	1%	1%	1%	0%	0%	С	0.09	F	0.573	16000	
<u> </u>	To	US 58 Va Beach	n Blvd												
166)Park Ave	City of Norfolk	0.14 12000	G	98%	1%	1%	1%	0%	0%	F	0.087	F	0.503	13000	
	To:	Princess Anne	Rd												

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

										Tru	ok			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	ГС
		From:	:		Park Ave				2, 50.0	017100	TTTQII	Liian		1 40101		1 40101		
166) Princess Anne Rd		City of Norf	folk	0.65	16000	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.518	17000	
\smile		To:	-	N	Merrimac Av	ve e			_									
166 Princess Anne Rd		City of Norf	folk	0.30	16000	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.527	18000	
$\overline{}$		To:	-	В	allentine Bly	vd			_									
166) Princess Anne Rd		City of Norf	folk	0.95	20000	Α	97%	1%	1%	1%	1%	0%	С	0.097	Α	0.527	22000	
\smile		To:	-	Az	alea Garden	Rd			_									
166) Princess Anne Rd		City of Norf	folk	1.46	20000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.549	22000	
$\overline{}$		To	-	US	13 Military l	Hwv			— —									
166) (13) (165) Northampto	on Blvd	City of Norf	folk	0.26	31000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	33000	
		To:	c		Princess A													
Northamatan Dhu	, d	City of Norf	falls		65 Military		96%	0%	1%	0%	2%	0%	F	0.092	F	0.602	35000	
166) (13) Northampton Blv	u	City of Norf	IOIK	0.62	33000	G	96%	0%	170	0%	270	0%	Г	0.092	Г	0.602	35000	
		From:		0.00	I-64		000/	201		00/	00/	201	_	0.004	_	0.557	00000	
166 (13) Northampton Blv	a	City of Norf	TOIK	0.20	80000	G	96%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	
		Francis			Virginia Be				_									
168 Battlefield Blvd		City of Chesar	noako	North (Carolina Sta 24000	te Line A	97%	0%	0%	1%	1%	0%	С	0.167	Α	0.536	22000	
168 Battlefield blvd		City of Chesap						0 /6	0 /6	1 /0	1 /0	0 /6	C	0.107	^	0.550	22000	
168 Chesapeake Expressw	·Oit	of Chesapeake (s SR 168 Ba 2.92	ttlefield Blv 9400	d; Gallb G	ush Rd 97%	0%	0%	1%	1%	0%	F	NA			8700	
168 Chesapeake Expressw	ay Oily	oi Griesapeake (,						0%	1 70	1 70	0%	Г	IVA			6700	
01	0.1	From:		168 Battlefi					20/	40/	40/	00/	F	NIA			0700	
168 Chesapeake Expressw	ay City	y of Chesapeake ((Maint: TOL)	2.94	9400	G	97%	0%	0%	1%	1%	0%	F	NA			8700	
		From:	1		Iillcrest Pkw	•												
168 Chesapeake Expressw	ay City	of Chesapeake ((Maint: TOL)	0.25	34000	G	97%	0%	0%	1%	1%	0%	F	NA			31000	
		To: From:			nd Toll Roa				<u> </u>									
168 Great Bridge Bypass		City of Chesap	peake	1.76	34000	G	97%	0%	0%	1%	1%	0%	F	NA			31000	
<u> </u>		To: From:	:	Bus SR	168 Battlefi													
168 Great Bridge Bypass		City of Chesap	peake	0.20	29000	F	97%	0%	0%	1%	1%	0%	F	0.085	F	0.588	27000	
<u> </u>		To: From:			Hanbury Rd													
168 Great Bridge Bypass		City of Chesap	peake	1.50	44000	F	97%	0%	0%	1%	1%	0%	F	0.088	F	0.644	42000	
\smile		To: From:		SR 16	5 Mt Pleasa	ınt Rd			\Box \vdash									
168 Great Bridge Bypass		City of Chesap	peake	2.49	71000	F	97%	0%	0%	1%	1%	0%	F	0.096	F	0.707	67000	
$\overline{}$		To	4	Bus SR	168 Battlefi	eld Blvd			\neg \vdash									
168 Oak Grove Connector		City of Chesap	peake	1.82	70000	F	97%	0%	0%	1%	1%	0%	F	0.091	F	0.658	66000	
		To:	4		I-64													
168 (64)	Ci ^r	ty of Chesapeake	(Maint: 64)	0.50	1-04		Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s sear	nent.		
100/(07/			,												9.		100000	
\bigcirc	Combined Traffic Estima	ates for 2 Parallel	Roadways on th	us Route:	111000	N	97%	0%	1%	1%	2%	0%	N	NA			120000	

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

Route	Jurisdiction	Length AADT QA	4 4Tire	Bus				ററ	K	QK	Dir	AAWDT	QW
	Eropp				2Axle 3	3+Axle 1	Trail 2Tra	il	Factor		Factor		
168 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	SR 168 CD Rd 0.10	S	See I-64 fo	or directi	ional traff	ic volume	estimat	es for this	s segi	ment.		
	To: From:	Ramp to Bus SR 168 S											
168 G4 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	S	See I-64 fo	or directi	ional traff	ic volume (estimat	es for this	s segi	ment.		
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From SR 168 S 0.20	S	See I-64 fo	or directi	ional traff	ic volume	estimat	es for this	s seg	ment.		
	To:	Ramp to SR 168, Bus SR	168										
168) (64) Ramp	City of Chesapeake (Maint: 64)	Ramp to Bus SR 168 0.18	S	See I-64 fo	or directi	ional traff	ic volume	estimat	es for this	s seg	ment.		
Du-	To: From	Bus SR 168											
168 Battlefield Blvd	City of Chesapeake	0.35 66000 N	99%	0%	1%	0% (0% 0%	N	0.08	N	0.509	70000	N
	From:	End Bus SR 168 I-64; US 17											
168 Battlefield Blvd	City of Chesapeake	0.54 35000 F	96%	1%	1%	1% 2	2% 0%	F	0.108	F	0.578	37000	F
	To: From:	US 13 Military Hwy											
Battlefield Blvd	City of Chesapeake	0.47 21000 F	96%	1%	1%	1% 2	2% 0%	F	0.080	F	0.505	23000	F
168 Atlantic Ave	City of Chesapeake	Campostella Rd 0.42 15000 F	96%	1%	1%	1% 2	2% 0%	F	0.095	F	0.583	16000	F
	From:	Providence Rd						_				.=	
Atlantic Ave	City of Chesapeake	1.16 16000 A	96%	1%	1%	1% 2	2% 0%	С	0.114	Α	0.567	17000	A
168 Atlantic Ave	City of Chesapeake	Old Atlantic Avenue 0.39 8700 F	96%	1%	1%	1% 2	2% 0%	F	0.102	F	0.630	9300	F
\smile	To: From:	SR 246 Liberty Rd			\neg								
168 Campostella Rd	City of Chesapeake	0.35 15000 F	96%	1%	1%	1% 2	2% 0%	F	0.093	F	0.594	16000	F
	To: From:	SCL Norfolk			_								
168 Campostella Rd	City of Norfolk	0.52 18000 G		1%	1%	1% 2	2% 0%	F	0.099	F	0.681	19000	G
	From	SR 407 Indian River Ro		40/		40/	201		0.404		0.700	00000	_
168 Campostella Rd	City of Norfolk	0.26 24000 G US 460 Wilson Rd	96%	1%	1%	1% 2	2% 0%	F	0.104	F	0.703	26000	G
	From:	Wilson Rd											
168 460 166 Campostella Rd	City of Norfolk	0.73 34000 G	95%	1%	1%	1% 2	2% 0%	F	0.099	F	0.688	36000	G
	To: From:	Kimball Terr											
168 460 166 Brambleton Ave	City of Norfolk	0.30 40000 G	95%	1%	1%	1% 2	2% 0%	С	0.094	F	0.659	43000	G
168)(460) Brambleton Ave	City of Norfolk	Park Ave 0.40 29000 G	95%	1%	1%	1% 2	2% 0%	С	0.086	F	0.58	31000	G
$\smile\smile$	To	Brambleton Ave											
168 Tidewater Dr	City of Norfolk	0.31 31000 G	97%	0%	1%	0% 1	% 0%	F	0.086	F	0.562	33000	G
<u> </u>	To: From:	US 58 Va Beach Blvd			\Box								
168 Tidewater Dr	City of Norfolk	0.89 29000 G Lindenwood Ave	97%	0%	1%	0% 1	% 0%	F	0.083	F	0.526	31000	G
		Lindenwood 11VC											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	Lindenwood A		.=-/						_		_			_
168 Tidewater Dr	City of Norfolk	0.81 26000	G	97%	0%	1%	0%	1%	0%	F	0.080	F	0.502	28000	G
	Too From:	Cromwell D		070/	00/		00/	40/	00/		0.005		0.550	40000	
168 Tidewater Dr	City of Norfolk	1.03 37000	Α	97%	0%	1%	0%	1%	0%	С	0.095	Α	0.550	40000	Α
Tidowatar Dr	City of Novfolk	Norview Av		070/	0%	10/	00/	10/	00/	F	0.005	F	0.540	26000	
168 Tidewater Dr	City of Norfolk	1.11 34000	G	97%	0%	1%	0%	1%	0%	Г	0.085	Г	0.549	36000	G
168)Tidewater Dr	City of Norfolk	0.60 29000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.631	31000	G
168 Hoewater Di	City of Norion			99%	0%	1 70	076	0%	0%	Г	0.000	Г	0.631	31000	G
168 Tidewater Dr	City of Norfolk	SR 165 Little Cre 1.29 17000	eek Rd G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.581	18000	G
168) Fidewater Di	City of Norton			99 /6	0 /6	1 /0	U /o	0 /0	0 /6	C	0.093	•	0.561	10000	G
168 Tidewater Dr	City of Norfolk	Bay View Bl 1.01 12000	vd G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.586	13000	G
168) Hoewater Bi	only of Norion			33 76	0 70	170	0 70	0 70	0 70		0.000	•	0.500	10000	u
168 Tidewater Dr	City of Norfolk	US 460 Granb 0.75 7700	y St G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.659	8300	G
168) Fidewater Br	To:	US 60 Ocean Vie		33 76	0 70		0 70	0 70	0 70	•	0.102	•	0.000	0000	u
North	From:	SR 168; 1SR 168-P SR		15B											
(168)Ramp	City of Chesapeake (Maint: 64)										NA			NA	
	Τo:	US 17-N017C TO RT	Γ 64 WE	ST											
North	From:	SR 168; 1SR 168-P SR	168-N0	15A											
(168)Ramp	City of Chesapeake (Maint: 64)	0.28 NA									NA			NA	
North	To: From:	SR 168-N015C TO RT 17	SOUTH	H & 190											
(168)Ramp	City of Chesapeake (Maint: 64)	0.05 17000	G								0.131	F		18000	G
\smile	U	IS 17-N017B FROM RT 17 N	ORTH T	ΓΟ 464 NC)R										
North (168) Ramp	City of Chesapeake (Maint: 64)		G								0.127	F		5900	G
168 / Tamp	To:	I-64-W291A US 1				1					0.127	•		3300	u
North	From:	SR 168-N015B TO RT 17	SOUTE	I & 190											
(168)Ramp	City of Chesapeake (Maint: 64)										NA			NA	
\smile	Τα	SR 168-S015A TO RT 17	SOUTH	I & 190											
North	From:	SR 168 TO I-64													
(168)Ramp	City of Norfolk (Maint: 64)	0.27 5100	G								0.107	F		5100	G
	10 I-	64-W FROM RT 168 NORTH			RI										
North	City of Norfolk (Maint: 64)	SR 168; 122-8626 TO I-64 0.20 5200	EAST @	@ THOL							0.105	F		5200	G
168 Ramp		64-E FROMRT 168 NORTH-		ATER DR	IV						0.105	Г		5200	G
South	From	1SR 168-P TO R			•										
168 Ramp	City of Chesapeake (Maint: 64)		G								0.084	F		16000	G
\smile	To	SR 168-N015C TO RT 17	SOUTE	1 & 190											
South	City of Changage (Marinta CA)		50011	1 0 1/0							NIA			NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.29 NA US 17 SR 190 FROM & T	O RT 44	64 64 &r		i					NA			NA	
		03 17 3K 190 FKUM & 1	UKI 40	04,04 &											

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

Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
South 168 Ramp	City of Norfolk (Maint: 64)		TO I-64 EAST 3500 G	ATED D	DI.						0.090	F		3500	G
South	From:		O I-64 WEST	ALEKDI	KI										
168)Ramp	City of Norfolk (Maint: 64)		3100 G								0.102	F		3100	G
	To:	I-64-W FROM RT 168	SOUTH-TIDEV	VATER D	RI										
Bus	From:	SR 168 Chesapeake Ex							221	_		_			
Battlefield Blvd	City of Chesapeake		5000 F	97%	0%	0%	1%	1%	0%	F	0.09	F	0.666	16000	F
Bus	From:	Indian	r Creek Rd												_
68 Battlefield Blvd	City of Chesapeake	1.55 1	8000 F	97%	0%	0%	1%	1%	0%	F	0.09	F	0.631	20000	ı
Bus	To: From:	Cente	rville Tpke												
68)Battlefield Blvd	City of Chesapeake	3.78 1	9000 F	97%	0%	0%	1%	1%	0%	F	0.084	F	0.646	20000	
Bus	To: From:	SR 168 Gre	at Bridge Bypas	S		⊐⊢									
68)Battlefield Blvd	City of Chesapeake	0.28	6800 G	99%	0%	1%	0%	0%	0%	F	NA			7200	(
	Tα	131-8803	2 Hanbury Rd												
tus 68)Battlefield Blvd	City of Chesapeake		2000 F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.531	13000	
	Tor	SR 165 S, Mount Ple	easant Rd. Johns	stown Rd											
8us 68) (165) Battlefield Blvd	City of Chesapeake	<u> </u>	0000 F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	32000	
	Tor	SR 165 No	rth; Cedar Road												
₆₈)Battlefield Blvd	City of Chesapeake		6000 F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.560	38000	
00)	т.		eat Bridge Blvd												
8us 68)Battlefield Blvd	City of Chesapeake		7000 F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.611	39000	
68 Battlefield Bivd	City of Offesapeake				076	1 70	076	0%	0%	Г	0.065	Г	0.011	39000	
Bus	From:		at Bridge Bypas												
68 Battlefield Blvd	City of Chesapeake	1.39 3	8000 F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.657	41000	
Bus	To: From:	Hollywood R	Rd; Oak Grove R	.d											_
68 Battlefield Blvd	City of Chesapeake	0.68 4	9000 F	99%	0%	1%	0%	0%	0%	F	0.090	F	0.622	52000	
Bus	To: From:	Vol	vo Pkwy												_
68)Battlefield Blvd	City of Chesapeake	0.58 6	6000 F	99%	0%	1%	0%	0%	0%	F	0.08	F	0.509	70000	
Bus	To: From:		I-64												
68)(168)Battlefield Blvd	City of Chesapeake	0.35 6	6000 N	99%	0%	1%	0%	0%	0%	N	0.08	N	0.509	70000	ı
	To:	SR 168 B	attlefield Blvd												
Bus	From:		SR 168 NB							_					
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64		1000 G	99%	0%	0%	0%	0%	0%	С	0.081	F		11000	(
	10	1-6	54- WB												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus_	From:	Bus SR	168 NB												
168 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 6	64) 0.18 95	500 G	97%	0%	1%	0%	1%	0%	С	0.08	F		9500	G
\smile	To:	I-64	4- EB												
Bus	From:		tlefield Blvd S												
168 Ramp	City of Chesapeake (Maint: 6		600 G	94%	0%	2%	1%	3%	0%	С	0.076	F		3600	G
\smile	To:	I-6-	4 W												
Bus	From:	Bus SR 168 Ba													
168)Ramp	City of Chesapeake (Maint: 6	,	300 G	86%	1%	1%	2%	9%	1%	С	0.094	F		3300	G
\smile	To:	I-6	64 E												
	From:		Military Hwy												
170 Little Creek Rd	City of Norfolk	1.08 24 6	000 G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.533	26000	G
<u> </u>	To- From:	Halpri	in Drive												
170)Little Creek Rd	City of Norfolk	0.48 23 6	000 G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.503	24000	G
\smile	To:	SR 192 Azal	lea Garden Rd												
170 Little Creek Rd	City of Norfolk		000 G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.530	21000	G
	To:	US 60 Sł	hore Drive												
	From:	SR 166 Bair	inbridge Blvd												
190)Great Bridge Blvd	City of Chesapeake		300 F	93%	0%	1%	3%	2%	0%	С	0.096	F	0.511	4000	F
	To	121 9762 Co	ampostella Rd												
190)Great Bridge Blvd	City of Chesapeake		900 F	93%	0%	1%	3%	2%	0%	F	0.096	F	0.605	8400	F
190) 5.104 2.1040 2.10	any or original			0070	0,0		0,70	_,,	0,0	•	0.000	•	0.000	0.00	•
Croat Pridge Plyd	City of Changanaka		-64 000 G	98%	0%	1%	1%	0%	0%	F	NA			13000	G
190 Great Bridge Blvd	City of Chesapeake	0.26 12	000 G	96%	0%	1%	170	0%	0%	Г	NA			13000	G
	To- From:		minion Blvd			 									
190 Great Bridge Blvd	City of Chesapeake	2.34 12 0	000 F	98%	0%	1%	1%	0%	0%	С	0.101	F	0.615	12000	F
<u>~</u>	To: From:	Bus SR 168 E	Battlefield Blvd												
(190) Kempsville Rd	City of Chesapeake	0.48 28 6	000 F	97%	0%	0%	2%	1%	0%	F	0.093	F	0.588	30000	F
\smile	To	Clearfi	ield Ave												
190)Kempsville Rd	City of Chesapeake	0.81 28	000 F	97%	0%	0%	2%	1%	0%	С	0.093	F	0.539	30000	F
	To	Graanhr	rier Pkwy												
190 Kempsville Rd	City of Chesapeake		000 F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.545	21000	F
190). temperme . ta	any or one deposite				0,0		0,70	0 70	0,0	•	0.00.	•	0.0.0		·
Kompovillo Pd	City of Chesapeake		000 F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.526	24000	F
190 Kempsville Rd	City of Chesapeake		ginia Beach	96%	0%	1%	0%	0%	0%	Г	0.103	Г	0.526	24000	Г
	rl														
	City of Chesapeake		Military Hwy 700 F	Ω10/	1%	2%	2%	4%	00/	F	0 127	F	0.700	7100	F
191 (13) (460)	City of Criesapeake		NE BLVD	91%	170	2%	∠70	470	0%	Г	0.137	Г	0.723	7100	Г
	From:		irline Blvd			-+									
191)Jolliff Rd	City of Chesapeake		900 F	98%	0%	1%	1%	0%	0%	С	0.132	F	0.649	3100	F
	To:		anding Rd												

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

-						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Dock Landing Rd												
(191)Jolliff Rd	City of Chesapeake	0.91 3600 F	99%	0%	0%	0%	0%	0%	С	0.121	F	0.502	3800	F
	Tα	SR 337 Portsmouth Blvo	1											
	From:	SR 165 Military Hwy												
(192)Azalea Garden Rd	City of Norfolk	2.02 11000 G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.581	11000	G
	То:	SR 170 Little Creek												
	From:	SR 166 Princess Anne R												
194) Sewells Point Rd	City of Norfolk	1.63 12000 G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.802	12000	G
	To: From:	Chesapeake Blvd Norview Ave												
(194) Chesapeake Blvd	City of Norfolk	0.87 16000 G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.539	17000	G
194) encoapoano Bivo	- T		07.70	1 /0		1 70	1 /0	070	·	0.001		0.000	17000	ŭ
Channalia Divid	City of Norfalls	I-64	98%	1%	1%	0%	0%	0%	F	0.082	F	0.593	07000	G
194 Chesapeake Blvd	City of Norfolk	0.85 25000 G	96%	170	170	0%	0%	0%	Г	0.082	Г	0.593	27000	G
	From:	SR 165 Little Creek Rd			<u> </u>									
(194) Chesapeake Blvd	City of Norfolk	1.31 23000 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.588	24000	G
<u> </u>	Toc From:	Bay View Blvd												
(194)Chesapeake Blvd	City of Norfolk	0.61 11000 G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.586	12000	G
	To	Chesapeake St												
194)Chesapeake Blvd	City of Norfolk	0.48 6800 G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.532	7300	G
	To:	US 60 Ocean View Ave	;											
North	From:	SR 194 TO I-64 WEST	1											
(194)Ramp	City of Norfolk (Maint: 64)	0.18 1600 G								0.103	F		1600	G
\smile	To: I-	64-W FROM RT 194 NORTH-CHE	SAPEAKE !	BL										
South	From:	SR 194 TO I-64 EAST												
194)Ramp	City of Norfolk (Maint: 64)	0.13 8700 G								0.112	F		8700	G
\smile	To: I	-64-E FROM RT 194 SOUTH-CHES	SAPEAKE I	3L										
	From:	US 13 Military Hwy												
(196)Canal Dr	City of Chesapeake	0.96 15000 F	98%	0%	0%	1%	1%	0%	С	0.106	F	0.582	16000	F
	То:	US 17 George Washington	Hwy											
	From:	SR 337 Portsmouth Blvd	i											
239 Victory Blvd	City of Portsmouth	0.22 7600 G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.580	8100	G
	Τœ	US 58 Airline Blvd												
(239) Victory Blvd	City of Portsmouth	0.33 18000 G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.505	19000	G
	Tor	I-264												
239 Victory Blvd	City of Portsmouth	0.59 21000 G	96%	0%	1%	1%	2%	0%	С	0.077	F	0.515	22000	G
200)	7l					. , ,	=,0	0,0	•	0.0.7	•	3.0.0		_
Occ. Victory Blyd	City of Portsmouth	Greenwood Dr 1.08 15000 G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	16000	G
239 Victory Blvd	Gity of Portsmouth	1.08 15000 G	90%	U%	1 70	1 70	∠70	U%	г	0.087		0.56	16000	G
	To: From:	Deep Creek Blvd			_}									-
239 Victory Blvd	City of Portsmouth	0.44 16000 G	93%	1%	1%	3%	3%	0%	F	0.087	F	0.622	17000	G
\sim	To:	US 17 George Washington	Hwy											

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 17 Ge	orge Washi	ngton H	wy											
239 Victory Blvd	City of Portsm	nouth 0.42	9400	G	93%	1%	1%	3%	3%	0%	С	0.12	F	0.860	9900	G
\smile	To:		Frailey Pl				_									
239 Victory Blvd	City of Portsm	nouth 0.83	5700	G	93%	1%	1%	3%	3%	0%	F	0.135	F	0.857	6100	G
$\overline{}$	Τα		Afton Pkwy	v												
239 Victory Blvd	City of Portsm		6100	G	93%	1%	1%	3%	3%	0%	F	0.138	F	0.865	6400	G
	To:	SI	R 337 Elm <i>A</i>	Ave												
	From:	SR 239 I-264-V	V003A TO	AND FR	ROM RT											
₂₃₉)Ramp	City of Portsmouth	(Maint: 64) 0.11	NA									NA			NA	
$\overline{}$	To: From:	BEL	MONT AVI	ENUE			\Box \vdash									
239 Ramp	City of Portsmouth	(Maint: 64) 0.11	5900	G								0.091	F		5900	G
	То:	I-264-	W FROM I	RT 239												
	From:	CAVALIER		RT 64 I	EAST											
239 Ramp	City of Portsmouth	,	NA									NA			NA	
<u> </u>	To:	I-264	E FROM R	RT 239												
	From:		160 Poindex								_		_			_
246 Liberty St	City of Chesar	peake 0.39	6800	F	97%	0%	1%	0%	1%	0%	С	0.092	F	0.604	7300	F
$\overline{}$	To:		Latham Stre													
246 Liberty St	City of Chesap		4200	F	97%	0%	1%	0%	1%	0%	F	0.091	F	0.568	4500	F
	10.		8 Camposte													
0046-04	From:		37 Hampton		070/	10/	10/	10/	10/	00/	_	0.400	_		4400	_
247 26th St	City of Norf		4100	G	97%	1%	1%	1%	1%	0%	F	0.109 0.081	F	0.500	4400	G
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	Г	0.061	Г	0.566	13000	G
	To: From:		Colonial Av		070/	40/	10/	40/	40/	00/	_	0.440	_		0000	_
247 26th St	City of Norf		8700	G	97%	1%	1%	1%	1%	0%	F	0.110	F	0.040	9200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.618	18000	G
001-01	To: From:		Llewellyn A		070/	40/		40/	40/	00/		0.400			0700	_
247 26th St	City of Norf		9100	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.000	9700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	19000	G
	To: From:		Ionticello A				<u> </u>						_			
247)26th St	City of Norf		8700	G	97%	1%	1%	1%	1%	0%	C	0.109	F		9200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	97%	1%	1%	1%	1%	0%	F	NA			19000	G
	To: From:		Church St													
247)26th St	City of Norf		8000	G	97%	1%	1%	1%	1%	0%	F	0.107	F		8500	G
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
	To: From:		27th St													
247 Lafayette Blvd	City of Norf	olk 1.07	14000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.613	15000	G
$\overline{}$	To	SR 1	68 Tidewat	er Dr			\neg \vdash									
247 Lafayette Blvd	City of Norf		16000	G	97%	1%	1%	0%	0%	0%	С	0.088	F	0.556	17000	G
	To:		nesapeake B	lvd												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		afayette Blvd	.=-/					2-1	_		_		.=	
Chesapeake Blvd	City of Norfolk	1.34	16000 G	97%	1%	1%	0%	0%	0%	F	0.082	F	0.508	17000	(
	From:		Sewells Point R	1											
Norview Ave	City of Norfolk	0.29	20000 G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.537	21000	
241)	T-						.,.								
₂₄₇)Norview Ave	City of Norfolk	0.61	I-64 23000 G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.538	25000	
247 Norview Ave	Tro:		55 Military Hwy	33 /6	0 /6	1 /0	0 /6	0 /0	0 /6	C	0.004	'	0.556	23000	
	From														
<u>East</u> 247)Ramp	City of Norfolk (Maint: 6		7 TO I-64 EAST 12000 G	99%	1%	0%	0%	0%	0%	С	0.081	F		12000	
247 / (amp	To:	I-64-E FROM RT 24					0 /6	0 /6	0 /6	O	0.001	•		12000	
V	From			LW MVENC)L										
<u>Vest</u> 247)Ramp	City of Norfolk (Maint: 6		7 TO I-64 EAST 6900 G	99%	0%	0%	0%	0%	0%	С	0.077	F		6900	
247) Патр	To:	I-64-E FROM RT 24					0 70	0 70	0 70	O	0.077	'		0300	
M+	From		STREET TO I-0		OL .										
<u>Vest</u> 247)Ramp	City of Norfolk (Maint: 6		4100 G	99%	0%	1%	0%	0%	0%	С	0.071	F		4100	
247) Hamp	To:	I-64-W FROM RT 24					0 70	0 70	0 70	Ü	0.071	•		4100	
	From:		7 Hampton Blvd		<u> </u>										
247)27th St	City of Norfolk	0.79	8100 G	97%	1%	1%	1%	1%	0%	С	0.092	F		8600	
247)2711101	Combined Traffic Estimates for 2 Parallel Roady			97%	1%	1%	1%	1%	0%	F	0.032	F	0.566	13000	
	Combined Traine Estimates for 21 arailer Hoadw			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.001	•	0.300	13000	
07th Ct	City of Norfolk		ewellyn Ave	97%	10/	10/	10/	10/	00/	F	0.000	F		0500	
247) 27th St	•	0.77	8900 G		1%	1%	1%	1%	0%	F	0.086		0.000	9500	
	Combined Traffic Estimates for 2 Parallel Roady		18000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	19000	
Pomn	City of Norfolk (Maint: 6	IS-00264-E008A(L)/IS 64) 0.18	-00264-W008A(NA	J)/TO BER	KLE						NA			NA	
264 337 Ramp	City of Norion (Maint. 6	1SR-00337-P(L)/122		/TO PT 464	1 \$						INA			INA	
	From		*		13										
264)Ramp	City of Norfolk (Maint: 6		I-264-W014A T	O 1-64							NA			NA	
264 / (апр	To:	· '	1 I-264 EAST &	WEST							INA			INA	
	From		I-264-W014C T												
Ramp	City of Norfolk (Maint: 6		NA	O 1-64							NA			NA	
264) Паттр	To:		I-264 EAST & V	VEST44							INA			INA	
- oot	From:			, 251											
East 264)	City of Chesapeake (Maint		I-64; I-664 21000 G	96%	0%	1%	1%	2%	0%	F	0.117	F		22000	
204)	Combined Traffic Estimates for 2 Parallel Roadw			96%	0%	1%	1%	3%	0%	F	NA	•		70000	
	Combined Traine Estimates for 21 drailer Hoddy			JU /6	0 /0	1 /0	1 /0	J /0	U /0	'	INA			, 0000	
East	To: From:	WC	L Portsmouth												
264)	City of Portsmouth (Maint	: 64) 0.23	21000 G	96%	0%	1%	1%	2%	0%	F	0.117	F		22000	
\smile	Combined Traffic Estimates for 2 Parallel Roadw	ways on this Route:	65000 G	96%	0%	1%	1%	3%	0%	F	NA			70000	(
	Tα		enwood Drive												

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

			viaintenan					Tru	ck			K		Dir		—
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
East	From:	Gre	enwood Dri	ve												
264)	City of Portsmouth (I	Maint: 64) 1.29	22000	F	96%	0%	1%	1%	2%	0%	F	0.122	F		25000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	46000	F	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	ı
ast	To: From:	SR 2	39 Victory I	3lvd												
264)	City of Portsmouth (I	Maint: 64) 1.16	24000	Α	96%	0%	1%	1%	2%	0%	С	0.136	Α		26000	
9.7	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	48000	Α	96%	0%	1%	1%	2%	0%	С	0.104	Α	0.675	53000	
	To	SR 337	7 Portsmouth	Blvd												
ast ALT	City of Portsmouth (I	Maint: 64) 0.50	22000	F	96%	0%	1%	1%	2%	0%	F	0.136	F		24000	
64 (460)	Combined Traffic Estimates for 2 Parallel F	,		G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	51000	
	Τα		7 Frederick 1		00,0			.,,		0,70		0.00	•	0.0.0	0.000	
ast ALT	From:				000/	00/	40/	40/	00/	00/	_	0.000	F		00000	
64) 460 (City of Portsmouth (I	,	30000	G	96%	0% 0%	1%	1%	2%	0% 0%	F	0.099	•	0.501	32000	
	Combined Traffic Estimates for 2 Parallel F			G	96%	0%	1%	1%	2%	0%	г	0.090	F	0.591	64000	
st ALT	To: From:		es Moines Av	ve												_
(460)	City of Portsmouth (I	Maint: 64) 0.67	28000	G	96%	0%	1%	1%	2%	0%	F	0.099	F		30000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	56000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	59000	
st ALT	To: From:	SR 1	41 Effinghar	n St												_
64) 460 Elizabeth River	Downtown Tunnel City of Portsmouth (I	Maint: 64) 0.87	31000	Α	96%	0%	1%	1%	2%	0%	F	0.111	Α		36000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	
-+ ALT	T _{oc} From:	V	VCL Norfolk				\Box									
st ALT 460 Elizabeth River	Downtown Tunnel City of Norfolk (Ma	aint: 64) 0.55	31000	Α	96%	0%	1%	1%	2%	0%	F	0.111	Α		36000	
14/(400)	Combined Traffic Estimates for 2 Parallel F	,	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	
	To	ĭ-	464, SR 337	7												
st ALT 460 (337) Berkley E	Bridge City of Norfolk (Ma		53000	G	96%	0%	1%	1%	2%	0%	F	NA			57000	
337 Berkley E	Combined Traffic Estimates for 2 Parallel F	, , , , , , , , , , , , , , , , , , ,		G	96%	0%	1%	1%	2%	0%	F	NA			106000	
	Tool	<u> </u>			0070	0 70		1 70	270	0 70	•	1471			100000	
ast	From:		ALT US 460													
337	City of Norfolk (Ma	,	49000	N	96%	0%	1%	1%	2%	0%	N	NA			53000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	91000	N	96%	0%	1%	1%	2%	0%	N	NA			100000	
st ALT	To: From:	SR 3:	37 Tidewate	r Dr												_
460 (337)	City of Norfolk (Ma	aint: 64) 0.65	49000	G	96%	0%	1%	1%	2%	0%	F	NA			53000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	94000	G	96%	0%	1%	1%	2%	0%	F	NA			102000	
net	Τα From:	US 460	0 Brambleto	n Ave												_
ast 64)	City of Norfolk (Ma	aint: 64) 0.81	57000	F	96%	0%	1%	1%	2%	0%	F	0.105	F		63000	
5	Combined Traffic Estimates for 2 Parallel F	,		F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.590	126000	
	To:		5 Ballentine													

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

Route East 264	Jurisdictio												K				
East		on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Factor	QK	Dir Factor	AAWDT	QW
Edst	From:	•	CD 40	5 Ballentine	Dlvd			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
1.264.1	City of Norfolk (M	Maint: 64)	2.34	56000	F	96%	0%	1%	1%	2%	0%	F	0.11	F		62000	F
Cr.	embined Traffic Estimates for 2 Parallel	,	_		F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	F
30	T-	- Todawayo on an					0 70	. ,,	1 70		0 70	•	0.000	•	0.070	120000	•
East	From:			13 Military I													
(264)	City of Norfolk (M		1.05	38000	F	98%	0%	1%	1%	1%	0%	F	0.115	F		42000	F
	Combined Traffic Estimates for Parallel	Roadways on thi	is Route:	NA									NA			NA	
Face	To: From:		I-64 Han	npton Roads	Beltway	y		\Box \vdash									
East Virginia Beach Norfolk Expw	y City of Norfolk (M	Maint: 75)	0.74	88000	N	96%	0%	1%	1%	2%	0%	N	NA			94000	N
	imbined Traffic Estimates for 2 Parallel	,			N	96%	0%	1%	1%	2%	0%	N	NA			111000	N
30	To:	Troddwdys on th		L Virginia B		0070	0 70	$\overline{}$	1 /0	270	0 70		1471			111000	.,
East	From:	ı		GREENWO		IVE		i									
(264) Ramp	City of Portsmouth		0.32	2500	G	IVE							0.129	F		2500	G
204)	To:			FROM TO		1							****				-
East	Fron:			O GREENW				i									
(264)Ramp	City of Portsmouth	(Maint: 64)	0.10	3200	G	.10							0.093	F		3200	G
204)	To:	. ,	124-85	40 FROM F	RT 264												
East	From:		I-26	4-E TO RT	239												
Ramp	City of Portsmouth	(Maint: 64)	0.14	4500	G								0.087	F		4500	G
	To:	12	24-8599 RA	MP FROM	RT 64 E	EAST											
East	From:		I-26	4-E TO RT	337												-
(264)Ramp	City of Portsmouth	(Maint: 64)	0.14	2100	G								0.085	F		2100	G
	To:		SR 33	7 FROM R	T 264												
East	From:	I-264-I	E TO ROUT	TE 1700- FR	EDERIG	CK BLVD)										
(264)Ramp	City of Portsmouth	(Maint: 64)	0.25	180	F								0.503	F		200	F
\smile	Tœ	I-264-F0	05B TO RC	OUTE 17 NO	DRTH-F	REDERIC	`K	$ \vdash$									
East	City of Doylomouth	•	0.03		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	CEPERCE							NIA			NIA	
Ramp	City of Portsmouth			NA OM ROUTE	264 EA	СТ							NA			NA	
	From	•					777	-									
East	City of Portsmouth		0.02	OUTE 17 NO NA	JRTH-F	REDERIC	JK.						NA			NA	
Ramp	City of Portsmouth			OM ROUTE	264 FA	ST							INA			INA	
First	From:																
East (264) Ramp	City of Portsmouth	(Maint: 64)	0.14	O DES MOI 3000	G RES AV	/E							0.11	F		3000	G
264) Паттр	To:	(Mairit: 04)		59 FROM F									0.11			3000	u
East	From:	1.26		UTE 141-EF		AM CT											
East (264) Ramp	City of Portsmouth		0.20	2100	G	AIVI 31							0.158	F		2100	G
204)	Try Or 1 Ortomouth			OM ROUTE		ST							000	•		_100	~
East	From:			141 NORT			TZ	1									
(264) Ramp	City of Portsmouth		0.10	NA NA	11-151111	TOTIANI	<i>J</i> 1						NA			NA	
204)	To:			O CRAWFO	ORD STI	REET S											

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

		NOTION Maintenance	Alea					
Route	Jurisdiction	Length AADT Q	A 4Tire Bus	Truck2Axle 3+Axle 1Trail 27	C)C	QK Dir Factor	AAWDT	QW
East (264) Ramp	City of Portsmouth (Maint:)	I-264-E007C TO CRAWFORD 64) 0.13 1500 C SR 141 Effingham St	3		0.092	F	1500	G
East 264 Ramp	City of Portsmouth (Maint:	I-264-E007B TO CRAWFORD	STREET S		0.140	F	2700	G
East (264) Ramp	City of Norfolk (Maint: 64	IS-00264-E(L)/TO ROUTE 46	4 SOUTH		NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64	I-264-E TO ROUTE 460 WEST00- H O.21 1600 C US 460 RAMP FROM RT 264 FRO	3		0.186	F	1600	G
East 264 Ramp	City of Norfolk (Maint: 64	I-264-E TO ROUTE 405 MERRIM) 0.10 6400 C SR 405; 122-8637 Ga	3		0.102	F	6400	G
East 264 Ramp	City of Norfolk (Maint: 64	I-264-E013X TO RT 13 SOUTH-M) 0.14 3300 C US 13 FROM ROUTE 264 EAS	3		0.172	F	3300	G
East 264 Ramp	From. City of Norfolk (Maint: 64	I-264-E013X TO RT 13 NORTH-M) 0.14 6100 C US 13 FROM ROUTE 364 EAS'	3		0.115	F	6100	G
East 264 Ramp	City of Norfolk (Maint: 64	I-264-E BEGIN COLL RD T0 RTS 0.11 NA I-264-E013A TO RT 13 SOUTH-MI			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64		3	-	0.088	F	18000	G
East 264 Ramp	City of Norfolk (Maint: 64				NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64	0.09 20000 C US 13-N047A FROM RT 13 NORTH-	MILITARY HWY		0.09	F	20000	G
East Collector Road at I-64	City of Norfolk (Maint: 64	I-64 Hampton Roads Belt	98% 0% tway	 1% 1% 1% (0% F 0.093	F	28000	F
East 264 Ramp	City of Norfolk (Maint: 64	I-264-E014A TO RT 64 E 0.18 NA I-64-E284B FROM RT 64		<u> </u>	NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64			 	NA		NA	
East Ramp	City of Norfolk (Maint: 64		ì	 	NA		24000	G

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

		11011	ioni ivia	lintenani	100 / 110	, u											
Route	Jurisdictio	n lei	ngth 🗚	ΔΔΩΤ	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	33.103.33.5							2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		٠
East	From: City of Norfolk (M			ROM RT		ST							NIA			E1000	0
Ramp	City of Noriolk (W	·		51000	G								NA			51000	G
East	To: From:	I-264-E015A	ΓO RT 40	03 SOUTI	H-NEW	TOWN R	D.										
Ramp	City of Norfolk (M	laint: 64) 0.	.15	NA									NA			NA	
East	To: From:	SR 403-S000A F	ROM RT	Γ 403 SOL	UTH-NI	EWTOWN	N RD	⊒⊢									
Ramp	City of Norfolk (M	laint: 64) 0.	.21	NA									NA			NA	
204)	To	I-264-E015B T			II NIEW	TOWN	ID.										
East	From:								00/	40/	00/	_	0.007	_		20000	_
Ramp	City of Norfolk (M	Iaint: 64) 0. I-264-E END		37000	F	97%	0%	0%	2%	1%	0%	F	0.087	F		39000	F
	From						13	_									
East 264)Ramp	City of Norfolk (M			X TO I-64 8300	4 EAS1 G								0.137	F		8300	G
204) 1 101115	To:			I-264- 14.		-64							0.107			0000	Ğ
East	From:	I-2	64-E013	X TO I-64	4 WEST	1											
Ramp	City of Norfolk (M			3700	G								0.09	F		3700	G
	To:	I-6	64-W FR	OM I-264	4 EAST												
East	From:		I-264-E T	ΓΟ I-64 W	VEST												
264 Ramp	City of Norfolk (M		-	NA									NA			NA	
	10.			I-264- 14													
Rev 264 Ramp	City of Norfolk (M	I-264-R I	<u>-264-W0</u> .01	013C RAN NA	MPS TO	& FR							NA			NA	
264 Hamp	To:	I-264-E FR			SIBLE I	N MED							INA			INA	
West	From:		I-64 W	VB I-664 I	EB												
Ramp	City of Chesapeake	(Maint: 64) 0.		5500	F								0.11	F		5900	F
\smile	То			/B; I-664	WB												
West	From: City of Chesapeake	(Maint: 64) 0		64; I-664 14000	F	95%	0%	1%	1%	3%	00/	_	0.125	F		48000	F
264)	Combined Traffic Estimates for 2 Parallel	,			G	96%	0%	1%	1%	3%	0% 0%		0.125 NA	Г		70000	G
	Combined Trainic Estimates for 2 Faraner	Hoadways on this Ho				90 /0	0 /6	1 /0	1 /0	3 /0	0 /0	•	INA			70000	G
West	Front		WCL	Portsmou	ıth												
264)	City of Portsmouth	'		14000	F	95%	0%	1%	1%	3%	0%	F	0.125	F		48000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 6	55000	G	96%	0%	1%	1%	3%	0%	F	NA			70000	G
West	To: From:		Green	wood Dri	ive			\Box									
264)	City of Portsmouth	(Maint: 64) 1.	.34 2	24000	F	95%	0%	1%	1%	3%	0%	F	0.127	F		26000	F
	Combined Traffic Estimates for 2 Parallel	'	ute: 4	16000	F	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	F
	_Ta		SR 239	Victory B	Blvd												
West 264)	City of Portsmouth	(Maint: 64) 0		24000	A	95%	0%	1%	1%	3%	0%	С	0.140	Α		26000	Α
2h4 i	· · · · · · · · · · · · · · · · · · ·	'										_			0.075	53000	
204)	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	IIITA: 7	เหกกก	Α	96%	0%	1%	1%	2%	0%	С	0.104	Α	0.675	5:3000	Α

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

		NOTIOIR						Tru	ok			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West ALT	From:	SR 33	7 Portsmoutl	h Blvd			ZAXIC	JTANE	TITAL	ZIIali		i actor		i actor		
264 460	City of Portsmouth		26000	G	95%	0%	1%	1%	3%	0%	F	0.107	F		27000	G
204)(400)	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	51000	G
	To	-	7 Frederick					.,.								
West ALT	From:															
<u>264)</u> (460)	City of Portsmouth	,	30000	G	95%	0%	1%	1%	3%	0%	F	NA			32000	G
$\smile \smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	G	96%	0%	1%	1%	2%	0%	F	NA			64000	G
West ALT	To: From:		South St													
264) 460	City of Portsmouth	(Maint: 64) 1.17	28000	G	95%	0%	1%	1%	3%	0%	F	NA			30000	G
2047 (400)	Combined Traffic Estimates for 2 Parallel	, ,		G	96%	0%	1%	1%	2%	0%	F	NA			59000	G
	Tœ		41 Effingha													
West ALT	From:															
264 (460) Elizabeth River Do		,	34000	Α	95%	0%	1%	1%	3%	0%	F	0.099	Α		38000	Α
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	A
West ALT	To: From:		VCL Norfoll	k												
264 460 Elizabeth River Do	owntown Tunnel City of Norfolk (M	Maint: 64) 0.56	34000	Α	95%	0%	1%	1%	3%	0%	F	0.099	Α		38000	Α
204) (400)	Combined Traffic Estimates for 2 Parallel	,	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	A
	Tœ	-	-464, SR 33													
West ALT	From:		·													
264 460 337 Berkley Brid		,	46000	G	95%	0%	1%	1%	3%	0%	F	NA			49000	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	98000	G	96%	0%	1%	1%	2%	0%	F	NA			106000	G
Vest	To: From:	Ti	dewater Driv	ve												
264)(337)	City of Norfolk (M	Maint: 64) 0.84	42000	F	95%	0%	1%	1%	3%	0%	F	0.105	F		47000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	N	96%	0%	1%	1%	2%	0%	Ν	NA			100000	Ν
	To:	US 460, SR 16	8 SR 166 R	trambleti	on Ave											
West	From:	,				00/	40/	40/	00/	00/	_	0.404	_		00000	_
264	City of Norfolk (N	,	58000	F	95%	0%	1%	1%	3%	0%	-	0.101	-	0.500	63000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.590	126000	F
West	To: From:	SR 40	5 Ballentine	Blvd												
264)	City of Norfolk (M	Maint: 64) 2.01	58000	F	95%	0%	1%	1%	3%	0%	F	0.097	F		64000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	F
	To		13 Military I	Hww			—									
Vest	From:				2=21						_		_			
264	City of Norfolk (N	,	26000	F	97%	0%	1%	1%	1%	0%	F	0.116	F		29000	F
~	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
West	Tor From:	I-64 Han	npton Roads	Beltway	y											
Virginia Beach Norfolk E	Expwy City of Norfolk (M	Maint: 75) 0.30	15000	F	99%	0%	0%	0%	0%	0%	F	0.289	F		17000	F
2057	Combined Traffic Estimates for 2 Parallel	,		N	96%	0%	1%	1%	2%	0%	Ν	NA			111000	Ν
					,-		. , -									

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

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trai	\cap	QK Dir Facto	AAWDT	QW
West Ramp	City of Chesapeake (Maint: 64)	I-264-W TO I-664 WES' 0.42 20000 F I-664-W FROM I-264 WE			0.133	F	22000	F
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO GREENWOOD I 0.17 2300 G 124-8540 FROM RT 26			0.087	F	2300	G
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO GREENWOOD I 0.27 2900 G 124-8540 FROM RT 26-			0.103	F	2900	G
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 239 0.20 8600 G SR 239 SR 239- A TO AND FR			0.084	F	8600	G
West ALT 264 460 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 337 0.37 3900 G SR 337 FROM RT 264			0.1	F	3900	G
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO ROUTE 1700- FREDE 0.25 11000 G US 17 FROM ROUTE 264 V			0.096	F	11000	G
West 264 Ramp	City of Portsmouth (Maint: 64)	264-W005A TO ROUTE 17 SOUTH 0.04 NA US 17 FROM ROUTE 264 V			NA		NA	
West 264 Ramp	City of Portsmouth (Maint: 64)	264-W TO RT 141-EFFINGHAM S 0.02 21000 G			0.098	F	21000	G
West 264 Ramp	City of Portsmouth (Maint: 64)	0.07 NA CRAWFORD STREET			NA		NA	
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W007A TO COURT 0.18 NA 124-8761 Court St	ST		NA		NA	
West 264 337 Ramp	City of Norfolk (Maint: 64)	I-264-W I-464-S; 464-W IN M 0.22 NA I-264-E008A TO BERKI			NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	264-W(B)/INSPECTION STA ROA 0.06 NA IS-00464-S(B)/FROM INSPECTIO			NA		NA	
West 264 Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB 0.19 NA City Hall Ave WB			NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSID 0.44 NA SR-00337(U)/A1SR-00337-S003A(I			NA		NA	

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

	. To not wanted	14.10071104					
Route	Jurisdiction Length AAD1	T QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
West 264 Ramp	City of Norfolk (Maint: 64) 1-264-W TO ROUTE 460 WE: 0.06 6200) G		0.119	F	6200	G
Nest 264 Ramp	T-264-W011C TO CLAII City of Norfolk (Maint: 64)		_ 	NA		NA	
Nest 264 Ramp	From: I-264-W TO ROUTE 460 EAS City of Norfolk (Maint: 64) 0.12 9400	ST-BRAMBLETON AV O G		0.081	F	9400	G
Nest 264 Ramp	From: I-264-W011A TO CLAII City of Norfolk (Maint: 64) 0.07 NA To: CLAIBORNE A	BORNE AVENUE		NA		NA	
Nest 264 Ramp	From: I-264-W TO ROUTE 405-M City of Norfolk (Maint: 64) 0.15 5600 To: SR 405 TO & FRO	MERRIMAC AVENUE		0.076	F	5600	G
West 264 Ramp	From: I-264-W013X TO RT 13 SO City of Norfolk (Maint: 64) 0.12 6500 To: US 13 FROM ROUTE 26	OUTH-MILITARY HIG		0.102	F	6500	G
Nest 264 Ramp	From: I-264-W013X O ROUTE 13 N City of Norfolk (Maint: 64) 0.15 9200	NORTH00- MILITARY O G		0.078	F	9200	G
West 264 Ramp	From: I-264-W RAMPS TO & FR City of Norfolk (Maint: 64) 0.06 1500 0 To: I-264-R I-264-R000A R	O F		0.289	F	17000	F
Vest 264 Ramp	From: I-264 W. City of Norfolk (Maint: 64) 0.09 4700 0	Vest 99% 0%	0% 0% 0% 0%	F NA		51000	G
Nest 264 Ramp	From: I-64-W284A FROM City of Norfolk (Maint: 64) 0.27 NA			NA		NA	
Nest 264 Ramp	SR 403-S000B FROM RT 403 SR 403-S000B FROM RT 403	0 G		NA		67000	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.14 NA			NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64) 1-64-W284A FROM 0.17 37000	0 G		0.092	F	37000	G
West 264 Ramp	City of Norfolk (Maint: 64) 1-264-W014B TO 1 0.13 NA			NA		NA	
West 264 Ramp	Total Tota	0 G		0.083	F	40000	G

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

		NOTION MAI	ntenance	Alea											
Route	Jurisdiction	Length A	ADT Q	A 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
West	From: I-'	264-W013B O ROUTE	E 13 NORTH	00- MILITAE	RY	27000	OTTIAL	TTTQII	ZIIdii		1 40101		1 dotoi		
264)Ramp	City of Norfolk (Maint: 64)		NA		•••						NA			NA	
1	· ,	C 12 NO47D EDOM DO	OUTE 12 NO	DTHO MI	IT										
West	Hom.	S 13-N047B FROM RO			J11										
Ramp	City of Norfolk (Maint: 64)	0.11 3 3	3000 G	ì							0.089	F		33000	G
West	Toc From:	-264-W013A TO RT 13	3 SOUTH-M	IILITARY HI	G										
Ramp	City of Norfolk (Maint: 64)	0.09	NA								NA			NA	
1		IS 13-S047B FROM RO		LITHOO MIL	IT										
Vest	Hom.				41										
Ramp	City of Norfolk (Maint: 64)		2000 G								0.079	F		32000	G
<u> </u>	10.	I-264-W END COLL F			:										
West	City of Norfall (Mainty C4)		ΓΟ I-64 EAS'								0.000	F		18000	_
Ramp	City of Norfolk (Maint: 64)	0.24 18 I-264-E014A I-	8000 G								0.096	Г		18000	(
	Eropy														
Vest 264)Ramp	City of Norfolk (Maint: 64)	I-264-W0132	X 10 1-64 E/ 0000 G								0.148	F		10000	(
264) (1411)	To:	I-64-E FROM									0.140	•		10000	•
Vest	From:	I-264-W013X				1									
Ramp	City of Norfolk (Maint: 64)		NA	EST							NA			NA	
204) 1 3000	Τα	I-264-E014C I-		O I-64											
	From:	ECI	_ Suffolk												
337)Portsmouth Blvd	City of Chesapeake		2000 F	96%	0%	1%	1%	2%	0%	С	0.095	F	0.537	13000	F
	To	SR 19	1 Joliff Rd												
Portsmouth Blvd	City of Chesapeake		0000 F	96%	0%	1%	1%	2%	0%	F	0.093	F	0.563	21000	F
	To		[-664												
9337 Portsmouth Blvd	City of Chesapeake		9000 F	98%	0%	0%	0%	0%	0%	F	0.09	F	0.512	31000	F
337).	Tol.							.,,	- , -	•		-	****		
337)Portsmouth Blvd	City of Chesapeake		Circle West 3000 F	98%	0%	0%	0%	0%	0%	С	0.092	F	0.503	25000	F
337) Torismouth Biva	only of onesapeane			30 70	0 70	0 70	0 70	0 70	0 70	O	0.032	•	0.505	23000	٠
337)Portsmouth Blvd	City of Chesapeake		ylor Rd 6000 F	98%	0%	0%	0%	0%	0%	F	0.091	F	0.509	27000	F
337 Fortsmouth Biva	Oily of Offesapeake			90%	0%	0%	0%	076	0%	Г	0.091	Г	0.509	27000	ı
	From		Landing Rd		00/		201	00/	00/		0.000		0.500	20222	
Portsmouth Blvd	City of Chesapeake		6000 F	98%	0%	0%	0%	0%	0%	F	0.089	F	0.500	28000	F
	From:		Chesapeake												
Portsmouth Blvd	City of Portsmouth		5000 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.541	26000	(
		Hodge	s Ferry Rd												
Portsmouth Blvd	City of Portsmouth		1000 G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.574	23000	(
001)	To.					 -				-		-			
337)Portsmouth Blvd	City of Portsmouth		urst Lane	99%	0%	0%	0%	0%	0%	С	0.085	F	0.611	20000	G
33/ /i orisiniouin bivu	Oity of Fortsilloutif	1.17 13	3000 G	a 33/0	0 /0	0 /0	U /0	0 /0	0 /0	U	0.000		0.011	20000	

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

						Truc	·k			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 239 Victory Blvd												_
937 Portsmouth Blvd	City of Portsmouth	0.23 13000 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.617	13000	G
ALT	To: From:	US 58, ALT US 460 Airline	Blvd											
337) 460 Portsmouth Blvd	City of Portsmouth	0.10 14000 G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	14000	
337)(460). Grismodii 2170	Only of Fortemedan			0 70		0 70	0 / 0	0 70	•	0.000	•	0.001	1 1000	`
ALT	To: From:	ALT SR 337 Turnpike R	d											
337)(460) Portsmouth Blvd	City of Portsmouth	0.16 11000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	(
	To:	Ramp to I-264 E												
ALT		Ramp to I-264 E; Functional Clas												
337)(460) Portsmouth Blvd	City of Portsmouth	0.29 11000 N	99%	0%	0%	0%	0%	0%	N	0.083	N	0.616	12000	1
	To:	Ramp From I-264 E, US 4	60											
337)Portsmouth Blvd	City of Portsmouth	0.98 10000 G	96%	1%	0%	1%	1%	0%	F	0.087	F	0.542	11000	(
50.)	-	Deer Constantial												
337)Portsmouth Blvd	City of Portsmouth	Deep Creek Blvd 0.17 6100 G	96%	1%	0%	1%	1%	0%	F	0.083	F	0.625	6500	(
337 Fortsmouth biva	City of Fortsmouth	0.17 6100 G	90 /6	1 /0	0 /6	1 /0	1 /0	0 /6	'	0.003	'	0.023	0300	`
	To: From:	ALT US 17 Frederick Blv												
9337)Portsmouth Blvd	City of Portsmouth	0.79 8000 G	96%	1%	0%	1%	1%	0%	С	0.122	F	0.763	8500	(
<u> </u>	To:	US 17 Elm Ave												
	From:	US 17 Portsmouth Blvd							_		_			
Elm Ave	City of Portsmouth	0.32 5700 G	96%	1%	0%	1%	1%	0%	F	0.104	F	0.522	6000	(
<u> </u>	ron:	US 17 George Washington Hwy US 17 George Washington Hwy;												
337)Elm Ave	City of Portsmouth	0.72 6300 G	96%	1%	0%	1%	1%	0%	F	0.121	F	0.616	6700	(
337 Lilli Ave	Oity of 1 orisinouti		30 /6	1 /0	0 /6	1 /0	1 /0	0 /6	'	0.121	'	0.010	0700	`
	Tæ From:	SR 239 Victory Blvd												_
337)Elm Ave	City of Portsmouth	0.23 7900 G	93%	0%	1%	3%	2%	0%	F	0.149	F	0.546	8300	(
<u> </u>	To	Burtons Point Rd												
337)Elm Ave	City of Portsmouth	0.32 6200 G	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6600	(
307)	To:	WCL Chesapeake												
	From:	ECL Portsmouth												
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 6200 N	93%	0%	1%	3%	2%	0%	Ν	0.16	Ν	0.533	6600	1
\mathcal{L}	To	Toll Authority Boundary	,											
9337)Poindexter St	City of Chesapeake	0.11 6200 G	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6600	(
337). GG	-					0,0	-70	0 70	Ū	00		0.000	0000	
	From:	I-464	000/	40/		40/	40/	00/		0.000	-	0.004	10000	_
Poindexter St	City of Chesapeake	0.56 11000 F	96%	1%	0%	1%	1%	0%	F	0.089	F	0.634	12000	
<u> </u>	From:	US 460 Bainbridge Blvd US 460; Poindexter St												
337)Bainbridge Blvd	City of Chesapeake	0.74 2000 F	96%	1%	0%	1%	1%	0%	F	0.093	F	0.588	2100	
337 Ballionage Biva	Tro	SCL Norfolk	30 70	1 /0		1 /0	1 /0	0 70		0.000		0.500	2100	
	From:	NCL Chesapeake												
337)Bainbridge Blvd	City of Norfolk	0.28 1400 G	93%	1%	2%	2%	3%	0%	С	0.113	F	0.835	1500	(
30,	То	Main St							-					
	From	Bainbridge Blvd												
337)Main St	City of Norfolk	0.21 8000 G	93%	1%	2%	2%	3%	0%	F	0.119	F	0.703	8600	(
	Τα·	Liberty St												

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

Dir Factor AAWDT 0.643 3900 0.643 3900 NA 0.548 12000 NA ent.
0.643 3900 0.643 3900 NA 0.548 12000 NA
0.643 3900 NA 0.548 12000 NA
NA 0.548 12000 NA
NA 0.548 12000 NA
NA 0.548 12000 NA
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0.757 30000
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100000
3 531 31000
0.531 21000
0.602 26000
0.594 18000
7.554 10000
0.629 28000
).629 28000
0.629 28000 0.638 37000
C

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Provide Laboratory Association	From:		337 Par Duk		000/	00/	00/	40/	00/	00/	_ ا	0.070	_ ا	0.000	07000	
337 58 Brambleton Ave	City of Norf	folk 0.83	32000	G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	37000	G
337) (58) Brambleton Ave	City of Norf	folk 0.26	Colley Ave 26000	G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	30000	G
337 58 Brambleton Ave	City of Nort	U.20	US 58	G	90%	0%	0%	170	2%	0%	Г	0.075	Г	0.567	30000	G
	From:		US 58 .													
337 Brambleton Ave	City of Norf		26000	N	96%	0%	0%	1%	2%	0%	Ν	0.075	Ν	0.567	30000	Ν
	Combined Traffic Estimates for 2 Parallel			N								NA			NA	
	To:		Hampton Blv 8 Brambleton													
(337) Hampton Blvd	City of Norf		28000	G	96%	0%	0%	1%	2%	0%	F	0.069	F	0.580	32000	G
	To		21st Street													
(337) Hampton Blvd	City of Norf	folk 0.22	32000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.515	37000	G
007	To	-	R 247, 26th													
(337) Hampton Blvd	From: City of Norf		33000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.542	38000	G
007)	To		ld Dominion													
(337) Hampton Blvd	From: City of Norf		32000	A	96%	0%	0%	1%	2%	0%	С	0.099	Α	0.533	36000	Α
337) ***********************************	To							.,.								
(337) Hampton Blvd	From: City of Norf		65 Little Cree 32000	G G	96%	0%	0%	1%	2%	0%	F	0.077	F	0.609	37000	G
(337) · · · · · · · · · · · · · · · · · · ·	To	-			00,0	0,0		. , 0	_,,	0,0	•	0.07.7	•	0.000	0.000	
(337) Hampton Blvd	From: City of Norf		06 Terminal 22000	G	96%	0%	0%	1%	2%	0%	F	NA			26000	G
337)	To:		niral Taussig				Ť	.,.	_,-		-					-
	From:		n Blvd; Mary								_					_
Admiral Taussig Blvd	City of Norf	folk 0.91	23000	G	96%	0%	0%	1%	2%	0%	F	0.096	F	0.867	26000	G
	10.		I-564													
(337)Ramp	City of Norfolk (N		R 337 State S	St								NA			NA	
(337) Tamp	To:	0.12	I-464 NB									INA			INA	
East	From:	SE	R 337 TO I-6	664												
(337)Ramp	City of Chesapeake		NA	70 1								NA			NA	
	To:	I-664	-E FROM R	Т 337												
East	From:	SR 337 I-664-	W011A TO	I-664 A	ND FR											
(337)Ramp	City of Chesapeake		NA									NA			NA	
$\overline{}$	To:	I-664-	-W FROM R	RT 337												
East ALT	From:		337 TO RT		•							0.077	_		0005	
337 460 Ramp	City of Portsmouth		3600 -E FROM R'	G								0.077	F		3600	G
	""				TENTE 464 2	2										
East (337) Ramp	City of Chesapeake	SR 337 TRUXTON (Maint: 64) 0.15	N STREET T 800	<u>го rou</u> G	TE 464 S)						0.17	F		800	G
337 Maille	Only of Offesapeake	I-464-S004X FROM			POINDEX	Т						0.17	'		000	G
		1.51 500 121 ROI	- 111 JJ / LI		- J. (DL/)	-										

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

		Norrolk Maintena	nce Are	a											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Truc	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East 337 Ramp	City of Chesapeake (Maint: 6	SR 337 TO RT 64) 0.17 610 I-464-N FROM F	G								0.142	F		610	G
West 337 Ramp	City of Chesapeake (Maint: 6	SR 337 I-664-E011B TO A 54) 0.24 NA I-664-E FROM F		OM I-6							NA			NA	
West 337 Ramp	City of Chesapeake (Maint: 6	SR 337 TO I- 64) 0.24 NA I-664-W FROM I									NA			NA	
West 337 Ramp	City of Portsmouth (Maint: 6	SR 337 TO RT 4) 0.17 1400 I-264-W RAMP FROM RT 3	G	1 RT 337							0.099	F		1400	G
West 337 Ramp	City of Chesapeake (Maint: 6	SR 337 TO RT 464 (54) 0.18 1800 I-464-S004X FROM ROUTE 3	G	00- POIN	D						0.112	F		1800	G
West 337 Ramp	City of Chesapeake (Maint: 6	SR 337 TO ROUTE 4 64) 0.12 3100 I-464-N FROM ROUTE 337 W	G		Έ						0.082	F		3100	G
West 337 Ramp	City of Norfolk (Maint: 64)	1SR-00337-P(B)/TO WAT 0.08 NA IS-00264-W010B(B)/FROM T			E						NA			NA	
337 264 Ramp	City of Norfolk (Maint: 64)	S-00264-E008A(L)/IS-00264-W 0.18 NA 1SR-00337-P(L)/122-08592-00	00A(U)/T0	O RT 464	S						NA			NA	
337 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-E008A(L)/IS-00264- 0		See	e I-264	for dire	ectional tra	affic vo	lume es	stimate	es for thi	s seg	ment.		
Ramp From Tidewater Dr to I-264 W	City of Norfolk	I-264 W 0.13 NA Tidewater I									NA			NA	
337 Tidewater Dr	City of Norfolk	0.12 NA				<u> </u>					NA			NA	
337 Tidewater Dr	City of Norfolk	East City Hall 0.15 NA Charlotte S									NA			NA	
ALT 337 Turnpike Rd	City of Portsmouth	SR 337 Portsmou 1.05 3700	G	85%	1%	1%	3%	10%	0%	F	0.085	F	0.513	3900	G
ALT 337 Turnpike Rd	City of Portsmouth	US 17 Frederick	G	85%	1%	1%	3%	10%	0%	F	0.083	F	0.623	11000	G
ALT 337 Turnpike Rd	City of Portsmouth	0.54 8700 Harbor Dr	G	85%	1%	1%	3%	10%	0%	С	0.083	F	0.603	9200	G

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

		NOTION N						Т				IZ.		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:	(Cassell Ave				1	OTTINIO	TTTGII	ZIIGII		1 40101		1 40101		
337) Harbor Dr	City of Portsmoo	outh 0.05	4200	G	85%	1%	1%	3%	10%	0%	F	0.097	F	0.552	4500	G
	To:		County St				_									
ALT 337) Harbor Dr	City of Portsmou	outh 0.11	5400	G	85%	1%	1%	3%	10%	0%	F	0.086	F	0.583	5700	G
337) 1 141001 21	any of the instance	0.11		<u> </u>	00 /0	1 70		0 70	10 70	0 70	•	0.000	•	0.000	0700	ď
ALT	From:		High St													
337 Harbor Dr	City of Portsmoo	outh 0.24	12000	G	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	13000	G
ALT	To: From:	ALT US 460 C	US 58	rklev F	Rridge											
337) Waterside Dr/Boush St	City of Norfolk		29000	G	98%	0%	1%	1%	0%	0%	F	NA			31000	G
507)	Combined Traffic Estimates for 2 Parallel Ro			G	98%	0%	1%	1%	0%	0%	F	NA			33000	G
	Τα		ity Hall Ave													
ALT Wateraide Dr/Pauch St	From: L City of Norfolk		22000		98%	0%	1%	1%	0%	0%	_	0.094	F	0.53	24000	G
337 Waterside Dr/Boush St	-			G G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.503	26000	G
	Combined Traffic Estimates for 2 Parallel Ro	•	24000 37 Brambleto		90%	076	170	170	070	0%	Г	0.095	Г	0.503	20000	G
ALT	From:		7 I-264-W01		2											
337)Ramp	City of Norfolk (Maii		NA	UB Ga	<u> </u>							NA			NA	
337)	То:	I-264-E FROM		IDE DI	RIVE											
	From:	SR 16	5 Kempsville	e Rd												
403) Newtown Rd	City of Norfolk	k 0.31	27000	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.548	29000	G
\smile	To: From:	I-264 Va E	Beach Norfol	k Expv	vy		_									
403 Newtown Rd	City of Norfolk	k 0.71	32000	G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.563	34000	G
\smile	To:	US 58	8 Va Beach I	Blvd												
	From:		8; Tidewate													
404 Princess Anne Rd	City of Norfolk		15000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.566	16000	G
	10.	SR	166 Park Av	ve												
405)Ballentine Blvd	City of Norfolk	k 0.64	I-264 20000	G	94%	1%	1%	2%	2%	0%	С	0.082	F	0.589	22000	G
405 Ballerillile Bivu	City of Norion		58; 122-857		94 %	170	170	270	∠ 70	0%	C	0.062	Г	0.569	22000	G
	From:		05; 122-8637													
405)Ramp	City of Norfolk (Mai		4800	G								0.089	F		4800	G
1	To:	I-264-E FROM ROU			C AVEN	UE										
	From:	SR 405 TO	O & FROM	ROUT	E											
405)Ramp	City of Norfolk (Mair	int: 64) 0.12	7600	G								0.082	F		7600	G
<u> </u>	To:	I-264-W FROM ROU	TE 405-MEI	RRIMA	AC AVEN	UE										
	From		7 Hampton l													
406 International Blvd	City of Norfolk		20000	F	94%	0%	0%	0%	5%	0%	С	0.102	В	0.645	22000	F
\smile	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	38000	G								NA			40000	G
	To: From:		Ruthven Rd				\Box \vdash									
406)Terminal Blvd	City of Norfolk (Mai	int: 64) 0.28	20000	N	94%	0%	0%	0%	5%	0%	Ν	0.102	Ν	0.645	22000	Ν
\smile	To:		I-564													

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

Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q
East	From:	Ramp from SR 4			Eastbound	i										
Ramp	City of Norfolk (N			G	~ . ~							0.119	F		7200	
<u> </u>	10:	Ramps to I-64 V			Granby St	t										
	From:		I-564 Northbo									0.447	_		10000	
406 Ramp	City of Norfolk (N	,		G								0.117	F		19000	
	Combined Traffic Estimates for 2 Parallel			G								NA			40000	
	10.		Terminal Blvd		and											
	From:		168 Camposte		070/	00/	101	40/	40/	00/	_	0.004	_	0.00	40000	
Indian River Rd	City of Norf			G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.62	16000	
<u> </u>	From:		WCL Chesape ECL Norfoll													
₄₀₇)Indian River Rd	City of Chesar	peake 0.71		F	98%	0%	1%	1%	0%	0%	F	0.096	F	0.569	21000	
101)	To						_									
407)Indian River Rd	From: City of Chesap	peake 0.90	Oaklette Av	re F	98%	0%	1%	1%	0%	0%	С	0.092	F	0.611	27000	
407 Indian riiver rid	To:		CL Virginia B		30 /6	0 /0	1 /0	1 /0	0 /6	0 /6	O	0.032	•	0.011	27000	
	From	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,														
460 (58) (13) Military Highw	way City of Chesapeake	(Maint: 64) 2.94	ECL Suffolk 69000	<u>k</u>	92%	0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	
460 58 13 Military Highw	vay Oity of Offesapeake	(Mairit. 04) 2.94			<i>32</i> /6	0 /6	1 /0	1 /0	0 /6	0 /6	O	0.037	^	0.570	7 1000	
~~~	To: From:	(14.1.1.2.1)	I-664													
460] (58) (13)	City of Chesapeake	(Maint: 64) 0.11	10000	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	11000	
<u> </u>	To: From:		US 58; SR 19													
460 } { 13 } (191 <i>)</i>	City of Chesar	peake 0.18	6700	F	91%	1%	2%	2%	4%	0%	F	0.137	F	0.723	7100	
$\stackrel{ op}{=} \stackrel{ op}{=} \stackrel{ op}{=}$	T _{re} :	SR	191, S Militar	y Hwy			$\neg$ $\vdash$									
460 13 Military Highway	City of Chesar	peake 0.45	5300	F	91%	1%	2%	2%	4%	0%	F	0.151	F	0.726	5600	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>5300</b>	F								NA			NA	
	To		S Military Hv	X2X2												
460 13 Military Highway	City of Chesa	peake 2.44		F F	91%	1%	2%	2%	4%	0%	С	0.150	F	0.523	8500	
460) (13)	only or onesal			•	0170	170		270	170	0 70	Ū	0.100	•	0.020	0000	
NACE	From	4.05	I-64		070/	00/	10/	40/	40/	00/		0.405	_	0.507	47000	
460 (13) Military Highway	City of Chesar	peake 1.37	16000	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.527	17000	
<u> </u>	To: From:		George Washii	_	•											
460 (13) Military Highway	City of Chesar	peake 1.01	16000	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.53	17000	
<del>~ ~ ~</del>	To: From:		SR 196 Canal	Dr												
460 13 Military Highway	City of Chesap	peake 2.20	27000	Α	97%	0%	1%	1%	1%	0%	С	0.135	Α	0.569	29000	
~ ~ ~	To:		Military Hw													
~~	From:		S 13 Military		0000	461		0-1	0-1	051	_	0.65=	_	0.500	10000	
460 166 Bainbridge Blvd	City of Chesap	peake 0.74	11000	F	96%	1%	1%	0%	2%	0%	F	0.097	F	0.596	12000	
	To: From:		Freeman Av	'e												
460 (166) Bainbridge Blvd	City of Chesar	peake 1.25	11000	F	96%	1%	1%	0%	2%	0%	F	0.090	F	0.509	11000	
$\overline{\hspace{1cm}}$	To		Chesapeake A	Ave			$\neg$ $\vdash$									
460 (166) Bainbridge Blvd	City of Chesa			F	96%	1%	1%	0%	2%	0%	С	0.088	F	0.575	9200	
100	To:		R 337 Poindex				Ti.				-			-		

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

						Truck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3	+Axle 1Tra	il 2Trail	QC	Factor	QK	Factor	AAWDT	Q'
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Bainbridge Blvd											
166 Poindexter St	City of Chesapeake	0.56 6900 i	F 98%	0%	1%	0% 0%	0%	С	0.098	F	0.558	7400	F
	To: From:	Liberty St											
460)(166)22nd St	City of Chesapeake	0.39 5500 i	F 98%	0%	1%	0% 0%	0%	F	0.121	F	0.584	5800	
\sim	To:	SCL Norfolk											
~~~	From:	NCL Chesapeake						_	- ·	_			
160 Wilson Rd	City of Norfolk		<b>G</b> 98%	0%	1%	0% 0%	0%	F	0.107	F	0.739	8300	
~	To: From:	Campostella Ave											
(166) (168) Campostella Rd	City of Norfolk	Wilson Rd 0.73 <b>34000</b> (	<b>G</b> 95%	1%	1%	1% 2%	0%	F	0.099	F	0.688	36000	
160 166 168 Campostella Rd	City of Norioik	0.73 34000 (	G 95/6	1 /0	1 /0	1/0 2/0	0 /6	'	0.099	'	0.000	30000	
~~	To: From:	Kimball Terr											
(166) (168) Brambleton Ave	City of Norfolk	0.30 <b>40000</b> (	<b>G</b> 95%	1%	1%	1% 2%	0%	С	0.094	F	0.659	43000	
$\sim$	Too	Park Ave											
60 (168) Brambleton Ave	City of Norfolk		<b>G</b> 95%	1%	1%	1% 2%	0%	С	0.086	F	0.58	31000	
60) (168) = 14	ony or recommend		<b>G</b> 0070	. , ,	. , ,	.,,	0 / 0	Ū	0.000	•	0.00	0.000	
~~~-	To: From:	Tidewater Dr											
(337) Brambleton Ave	City of Norfolk	0.10 24000 (G 95%	1%	1%	1% 2%	0%	F	0.084	F	0.602	26000	
\sim	To	Church St			\neg —								
60 337 Brambleton Ave	City of Norfolk		G 95%	1%	1%	1% 2%	0%	F	0.088	F	0.594	18000	
30)00/	To:	ALT US 460 St Pauls B	Blvd										
ALT	From:	ALT US 460, Brambletor	n Ave										
60 (460 St Pauls Blvd	City of Norfolk	0.24 20000 (G 95%	2%	2%	0% 1%	0%	F	0.078	F	0.516	22000	
	To	ALT US 460 Par; Monticel	llo Ave										
60∫St Pauls Blvd	City of Norfolk		G 95%	2%	2%	0% 1%	0%	F	0.078	F	0.525	25000	
50 Ot 1 adis Biva	Oity of Norton	0.07 24000 (u 5576	270		070 170	0 70	•	0.070	•	0.525	23000	
~	To: From:	US 58 Virginia Beach B											
Monticello Ave	City of Norfolk	0.66 22000 (G 95%	2%	2%	0% 1%	0%	С	0.078	F	0.543	24000	
<i>~</i>	To:	21st St			\neg \blacksquare								
Monticello Ave	City of Norfolk		G 95%	2%	2%	0% 1%	0%	F	0.115	F	0.558	18000	
00)	-					.,.	• , •						
~	To: From:	Church St	0.50/	201		00/ 10/	201		0.004		0.507	00000	
Granby St	City of Norfolk	0.81 24000 0	G 95%	2%	2%	0% 1%	0%	F	0.081	F	0.587	26000	
~	To: From:	Llewellyn Ave											
Granby St	City of Norfolk	0.45 36000 (G 95%	2%	2%	0% 1%	0%	F	NA			38000	
	To:	Willow Wood Dr			_								
Cranby St	City of Norfolk		G 98%	1%	1%	0% 0%	0%	С	0.084	F	0.559	35000	
Granby St	City of Norioik	1.50 33000 (G 90%	170	1 70	0% 0%	0%	C	0.064	Г	0.559	33000	
~	To: From:	Thole St											
60 Granby St	City of Norfolk	0.37 31000 (G 95%	2%	2%	0% 1%	0%	F	0.085	F	0.535	33000	
~~	Tα	SR 165 Little Creek R	Rd										
60 Granby St	City of Norfolk		G 95%	2%	2%	0% 1%	0%	F	0.091	F	0.504	23000	
3.4.10, 5.	only of Norton		- 00 /0	- /0		J/G 1/C	0 /0	•	0.001	•	0.50∓	_5000	
~~	To: From:	I-64; I-564											
Granby St	City of Norfolk	0.69 23000 I	N 98%	1%	1%	0% 0%	0%	Ν	NA			25000	
~	To:	I-64 East	•										

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

_							Tru	ck			K		Dir		
Route	Jurisdiction		QA 4	Tire I	3us	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Granby St	City of Norfolk	0.30 23000	G 9	8%	1%	1%	0%	0%	0%	F	NA			25000	G
460) arans, et	To To	Bay View Blvd	<u> </u>	0 70	1 70		0 70	070	070	•				20000	
Granby St	City of Norfolk		G 9	8%	1%	1%	0%	0%	0%	С	0.122	F	0.765	13000	(
	та	SR 168 Tidewater I)r												
Granby St	City of Norfolk			8%	1%	1%	0%	0%	0%	F	0.098	F	0.674	13000	(
***	To:	US 60 Ocean View A	Ave												
~~	From:	US 460 TO I-64 WE													
Ramp	City of Norfolk (Maint: 64)		G DV CTD	FFF		_					0.100	F		4300	(
	From	I-64-W FROM US 460-GRAN		EEI											
east 160 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 0.14 4400	G								0.103	F		4400	
100)		264-E FROM ROUTE 460 EAST	-	BLETON							01.00	•			
East	From:	US 460 Granby St	t												
Ramp	City of Norfolk (Maint: 64)		G								0.141	F		4300	
~	Τα:	I-564 Northbound	l												
Vest	From:	US 460 TO ROUTE 264													
Ramp	City of Norfolk (Maint: 64)	0.19 8000 264-E FROM ROUTE 460 WEST	G PRA	MDLETC		_					0.099	F		8000	•
ALT.	From P		JU- DKA	MDLEIC	,										
ALT 460 (58) Airline Blvd	City of Chesapeake	Joliff Rd 1.72 6900	F 9	7%	2%	1%	0%	1%	0%	С	0.088	F	0.52	7300	
400) (38) /	To:	WCL Portsmouth		. , ,	_,,		0,0	. , 0	0,70		0.000	•	0.02		
ALT	From:	ECL Chesapeake													
460 58 Airline Blvd	City of Portsmouth	0.29 11000	G 9	7%	2%	1%	0%	1%	0%	F	0.082	F	0.529	12000	•
ALT	To: From:	Greenwood Dr													
460 58 Airline Blvd	City of Portsmouth	0.20 15000	G 9	7%	2%	1%	0%	1%	0%	F	0.079	F	0.602	15000	
ALT	To From:	Elmhurst Lane				\Box									
460 (58) Airline Blvd	City of Portsmouth	1.30 8700	G 9	7%	2%	1%	0%	1%	0%	F	0.079	F	0.571	9200	
400 (30)	To	VICTORY BLVD		. , .				.,.	- , -	-		-			
ALT CONTRACTOR ALL IN THE INTERPRETATION OF	From:			70/	201		00/	10/	00/	_	0.070	_	0.507	44000	
460 58 Airline Blvd	City of Portsmouth		G 9	7%	2%	1%	0%	1%	0%	F	0.078	F	0.587	11000	(
ALT	To: From:	US 58, SR 337													
960 (337) Portsmouth Blvd	City of Portsmouth	0.10 14000	G 9	9%	0%	0%	0%	0%	0%	F	0.080	F	0.581	14000	
ALT	To: From:	ALT SR 337 Turnpike	e Rd			\Box									
460 (337) Portsmouth Blvd	City of Portsmouth	0.16 11000	G 9	9%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	
\sim	то	I-264		-											
ALT Doubers out h. Dhud	From:		N ^	00/	00/	-00′	00/	00/	00/	A 1	0.000	N !	0.010	10000	
460 (337) Portsmouth Blvd	City of Portsmouth	0.29 11000 RT 337 & I-264	N 9	9%	0%	0%	0%	0%	0%	Ν	0.083	Ν	0.616	12000	1

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

		1101101	K Maniteria	ilicc Ai	ca											
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus			uck		QC	K	QK	Dir	AAWDT	QW
ALT	From:		SR 337 TO RT	T 264			ZAXIE	3+Axle	Hraii	2 i raii		Factor		Factor		
460 (337) Ramp	City of Portsmouth			204	Sec	VA 33	7 for di	rectional	l traffic	volume e	estima	ites for t	his se	eament		
460 (337) 1 14111	To:		64-E FROM I	RT 337		77100	10.0.	00110114	i tramo	voidino	50011110		1110 00	gilloni.		
ALT	From:		RT 337 & I-													
460 264	City of Portsmouth	(Maint: 64) 0.50)		Se	e I-264	for dire	ectional	traffic v	olume es	stimat	es for th	is seg	gment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 48000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	51000	G
	To	U	S 17 Frederic	k Blvd			_									
ALT	City of Portsmouth	(Maint: 64) 0.99)		94	o 1 264	for dire	octional :	traffia v	olume es	ctimat	oc for th	ic coo	mont		
460 (264)	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	1%	2%	0%	F	0.090	ıs seç F	0.591	64000	G
	Combined Trainic Estimates for 2 Faraner	noadways on this noul	e. 6 0000	G	90%	0%	1 70	1 70	270	0%	Г	0.090	Г	0.591	64000	G
ALT	To: From:		Deep Creek I	Blvd												
460 (264)	City of Portsmouth	(Maint: 64) 0.67	7		Se	e I-264	for dire	ectional	traffic v	olume es	stimat	es for th	is seg	gment.		
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 56000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	59000	G
	To:	S	R 141 Effingh	am St												
ALT	From:			umot	0.	- 1.004			(()			6 11-				
460 264 Elizabeth River ['		_						olume es	stimat			,	74000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 65000	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	Α
ALT	To: From:		WCL Norfo	lk												
460 (264) Elizabeth River [Downtown Tunnel City of Norfolk (M	Maint: 64) 0.55	5		Se	e I-264	for dire	ectional	traffic v	olume es	stimat	es for th	is seg	ment.		
100) 201)	Combined Traffic Estimates for 2 Parallel		e: 65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	Α
	To		I-464													
ALT	From:															
460 264 337 Berkley Br		,								olume es	stimat –		ıs seç	gment.		_
~ 0 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 98000	G	96%	0%	1%	1%	2%	0%	F	NA			106000	G
ALT	To: From:		SR 337 Main S	Street												
460 (264) (337)	City of Norfolk (M	Maint: 64) 0.69	5		Se	e I-264	for dire	ectional	traffic v	olume es	stimat	es for th	is sec	ment.		
400)(204)(337)	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	1%	2%	0%	F	NA		,	102000	G
	To								_,,	- , -						-
ALT	From:	1	I-264													
460 (337)	City of Norfolk (N	Maint: 64) 0.22	2 28000	N	98%	1%	1%	0%	0%	0%	N	0.086	Ν	0.757	30000	Ν
~~ <u> </u>	To:	SR	337 Tidewate	er Drive			\neg									
ALT	City of Norfolk (N	Maint: 64) 0.24	1 28000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.757	30000	G
460	Combined Traffic Estimates for 3 Parallel	,		G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	NA	'	0.737	NA	ч
	To:	noadways on this nout	St Pauls Bl									INA			INA	
ALT	From:		Fenchurch													
St Pauls Blvd	City of Norfolk (N	faint: 64) 0.45	40000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	43000	G
~	To:	110	460 Bramble	ton Ave												
ALT OL Books Block	From:				0501	001		001	401	001	_	0.070	_	0.510	00000	^
460 460 St Pauls Blvd	City of Norf			G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	22000	G
	To:	ALT U	S 460 Par; Mo	nticello A	Ave											

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT 460 Ramp	City of Norfolk (N		US-00460(B)/ 0.17	TO CITY I	HALL A	VENUE							NA			NA	
460) 1141119	To:		-W010B(B)/F		264 EA	ST VIA A	LT 4						IVA			INA	
LT	From:		I-264	-W TO RT	337												
(264) Ramp	City of Portsmouth	(Maint: 64)	0.37			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
$\stackrel{\circ}{\sim}$	To:			7 FROM R													
ALT	City of Dowtonouth	(Mainte C4)	SR 337 0.84	Portsmout	th Blvd	C-	0 1 004	for dire	ational	troffic v	م مسام	atim at	es for thi		mont		
60 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,		40000	•		0%					Sumai	0.08	s seg F		51000	G
	Combined Trainic Estimates for 2 Parallel	Hoadways on the			G	96%	0%	1%	1%	2%	0%	Г	0.08	Г	0.679	51000	Ċ
LT	To: From:		US 17	7 Frederick	Blvd												
60 264	City of Portsmouth	(Maint: 64)	0.55			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on the	his Route:	60000	G	96%	0%	1%	1%	2%	0%	F	NA			64000	C
ı -	To:		Dec	ep Creek B	lvd												
60 (264)	City of Portsmouth	(Maint: 64)	1.17			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s sea	ment.		
190 (204)	Combined Traffic Estimates for 2 Parallel	,		56000	G	96%	0%	1%	1%	2%	0%	F	NA	9		59000	C
	To																
LT	From:			41 Effingha	ım St												
Elizabeth River D		,	0.45		_							stimat	es for thi	_			
•	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	F
.LT	To: From:		W	CL Norfol	lk												
60 264 Elizabeth River D	owntown Tunnel City of Norfolk (M	faint: 64)	0.56			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on th	his Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	A
	To:		I-	464, SR 33	37												
lorth	From:			I-64													
164)	City of Chesapeake	,	0.79	28000	G	95%	0%	1%	1%	2%	0%	F	NA			32000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on the	his Route:	55000	G	95%	0%	1%	1%	2%	0%	F	NA			62000	G
orth	Too From:		US 1	3 Military	Hwy												
164)	City of Chesapeake	(Maint: 64)	1.06	24000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel		his Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
	To	,		reeman Av	ν Α												
orth	From:	(Mainta O.4)				050/	00/	40/	40/	00/	00/	0	0.450			07000	
164	City of Chesapeake	,	1.89	23000	A	95%	0%	1%	1%	2%	0%	С	0.158	A	0.007	27000	P
	Combined Traffic Estimates for 2 Parallel	Hoadways on th	nis Koute:	46000	Α	95%	0%	1%	1%	2%	0%	С	0.111	Α	0.697	53000	F
lorth	To: From:		SR 33	37 Poindex	ter St												
164)	City of Chesapeake	(Maint: 64)	0.76	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on th	his Route:	48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	G
	To:		S	CL Norfol	k												

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

-								Tru	ıck			K		Dir		
Route	Jurisdiction	Lengt	n AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:		SCL Norfoll	k												
464)	City of Norfolk (Maint	•	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route	: 48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	G
North	To: From:		Main Street	t												
464)	City of Norfolk (Maint	t: 64) 0.60	24000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
101)	Combined Traffic Estimates for 2 Parallel Roa	•	: 46000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
	To		SR 337													
North (104)	City of Norfolk (Maint	t: 64) 0.16	24000	N	95%	0%	1%	1%	2%	0%	N	NA			27000	N
464 337	Combined Traffic Estimates for 2 Parallel Roa	•		N	95%	0%	1%	1%	2%	0%	N	NA			52000	N
	To:	dawayo on tino riodic	I-264		0070	0 70	170	1 70	270	0 70	.,	1471			02000	.,
North	From:	I-46	4-N TO I-64	EAST												
(464) (17) Ramp	City of Virginia Beach (M	Maint: 64) 0.20	9500	G								0.120	F		9500	G
\bigcirc	Τσ	I-64-E I	ROM RT 46	4 NORT	H											
North	From:		464-N TO RT										_			
Ramp	City of Chesapeake (Ma	·	5500 8- 36B TO Al	G	MDT							0.121	F		5500	G
N. II	Front															
North 464 Ramp	City of Chesapeake (Ma		O FREEMAN 4500	G AVER	NUE							0.099	F		4500	G
404)	To:	131-8598; 131			D TO R											
North	From:	I-4	64-N TO RT	337												
(464)Ramp	City of Chesapeake (Ma	,	2100	G								0.111	F		2100	G
	Τα		337 FROM R													
North	From:		64-N TO RT									0.184	F		720	G
Ramp	City of Chesapeake (Ma		720 R 337 TO RT	G								0.164	Г		720	G
North	From:	01	I-464 North													
(464)Ramp	City of Norfolk (Maint	t: 64) 0.12	1100	G	93%	0%	1%	3%	2%	0%	F	NA			1200	G
	Tα		SR 337													
North	From:	I-464-N TO ROU		T & BE	RKLEY S	T										
Ramp	City of Norfolk (Maint		NA									NA			NA	
	10.	SR 337-N025														
North (464) Ramp	City of Norfolk (Maint		A TO ROUT NA	E 264 V	VEST							NA			NA	
404/11/2011/	City of Notion (Main			om · =	. om							INA			INA	
North	Tor From		025A FROM	STATE	ST											
Ramp	City of Norfolk (Maint	t: 64) 0.08	NA									NA			NA	
North	To: From:	I-464-N006T IN	SPECTION	STATIC	N ROAD											
(464)Ramp	City of Norfolk (Maint	t: 64) 0.25	NA									NA			NA	
\smile	To	I-264-W FF	OM ROUTE	464 NO	ORTH											

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

Route	Jurisdictio	on Lenath	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
North	From:	I-464-N006B INS					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(464)Ramp	City of Norfolk (N		NA	71711101	· RO/ID							NA			NA	
	To:	ST	ATE STREE	ET												
South 464	From:		I-64													
464	City of Chesapeake	,	27000	G	95%	0%	1%	1%	2%	0%	F	NA			31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	G	95%	0%	1%	1%	2%	0%	F	NA			62000	G
South	To: From:	US	13 Military H	Hwy												
464)	City of Chesapeake		23000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
Courth	To: From:	Fr	eeman Avent	ue												
South 464	City of Chesapeake	(Maint: 64) 2.01	22000	Α	95%	0%	1%	1%	2%	0%	С	0.158	Α		26000	Α
404)	Combined Traffic Estimates for 2 Parallel	,		Α	95%	0%	1%	1%	2%	0%	С	0.111	Α	0.697	53000	Α
	To:		ollector Road	d												
South	City of Chesapeake				95%	0%	1%	10/	20/	00/	_	NA			00000	G
464	Combined Traffic Estimates for 2 Parallel	,	23000	G G	95% 95%	0% 0%	1%	1% 1%	2% 2%	0% 0%	Г	NA			26000 55000	G
	Combined Trainic Estimates for 2 Faraner				95%	076	1 70	1 70	270	0%	Г	IVA			55000	G
South	To: From:		SCL Norfolk													
464)	City of Norfolk (N	,	23000	G	95%	0%	1%	1%	2%	0%	F	NA			26000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	G
South	To: From:		Main Street													
464)	City of Norfolk (N	Maint: 64) 0.87	22000	G	95%	0%	1%	1%	2%	0%	F	NA			25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
	To:		I-264													
South	From:)4 TO I-64 W													
A64 Ramp	City of Chesapeake		8200	G								0.095	F		8200	G
	10:	I-64-W291X			ΤΗ											
South	City of Chesapeake		-S TO I-64 E 4300	EAST G								0.177	F		4300	G
Ramp	City of Chesapeake		4300 OM RT 464		ı							0.177	Г		4300	G
Courth	From:		64-S TO RT													
South (464) Ramp	City of Chesapeake		2900	G								0.107	F		2900	G
404) **	To:		AND FROM		4											
South	From:	I-464-S	TO FREEMA	AN Ave												
(464)Ramp	City of Chesapeake		3000	G								0.117	F		3000	G
$\overline{}$	Τα	131-8598; 131-	8598- A TO	AND FF	ROM I											
South	From:	I-464-S004X TO R		00- POIN	NDEXTE	2										
A64 Ramp	City of Chesapeake		NA									NA			NA	
\sim	To:	SR 337 FRO	M ROUTE 4	464 SOU	TH											

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

			14011011(1)	vianitoria	1100 711	ou											
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		TruTru 3+Axle			QC	K	QK	Dir Factor	AAWDT	Q۱
th	From:	1 16	64-S BEG COLL	ECTOD DE) DT 22	7 DOINIDE	v	ZAXIE	3+Axie	TITAL	ZITAII		Factor		Factor		
outh 64)Ramp	City of Chesapeake		0.16	NA	J-K1 33	POINDE	Λ						NA			NA	
64 / Tamp	City of Offesapeake	(Mant. 04)	0.10	INA									INA			INA	
uth	To:	SR 33	37-W023A FROM	M ROUTE	337 WE	ST00- POI	ND										
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
04)	-	,															
outh	From:	I-46	64-S004A TO RT	Γ 337 EAST	Γ00- PO	INDEXTE	R										
Ramp	City of Chesapeake	(Maint: 64)	0.09	NA									NA			NA	
	To	or a	27 F022 4 FDO	4 DT 227 I	TA CITOO	DODUDE	ZTD										
uth	From:		337-E023A FROM		EAS 100-	POINDE	XT										
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
	To:	I-46	64-S END COLL	ECTOR RI	000- RT	337 POIN	D										
rth	From:	-	I-t	64-Westbou	ınd												
Ramp	City of Norfolk (N	Maint: 64)	0.29	NA	ina								NA			NA	
54) ramp	Only of Horion (ii																
rth	To:	<u>:</u>	Ramps from	uS 460 an	nd I-564	Rev											
Ramp	City of Norfolk (M	Maint: 64)	0.16	NA									NA			NA	
''	To:	,		rom I-64 Ea	stbound												
rth	From:			US 460 Gra													
34)	City of Norfolk (M	Maint: 64)	0.51	32000	G	98%	0%	0%	1%	1%	0%	F	0.126	F		39000	
	Combined Traffic Estimates for 2 Parallel	,	n this Route:	53000	G	98%	0%	0%	0%	1%	0%	F	NA			65000	
	To:	•	SR 406 Inter				0 70		0 / 0	. , 0	0,0	•				00000	
rth	From:		SR 406 Inte														
64)	City of Norfolk (M	Maint: 64)	1.81	16000	F	98%	0%	0%	1%	1%	0%	С	0.216	В		19000	
	Combined Traffic Estimates for 2 Parallel	,	n this Route:	21000	F	98%	0%	0%	0%	1%	0%	С	0.13	Α	0.865	25000	
	To:	·		Admiral Tau			0 70		0 70	1 70	070	Ŭ	0.10		0.000	20000	
	From		SIC 557.1		1001g D17												
ev Davia rajbla Davia	City of November (N	Animty CA)	0.31	I-64 Rev									NIA			NIA	
Reversible Ramp	City of Norfolk (N	iairit. 64)		NA									NA			NA	
	10.	<u> </u>	Ramps to I-56	o4 NB and I	From I-5	64 SB											
ev	From:			I-564 Rev													
Ramp	City of Norfolk (N	/laint: 64)	0.08	4500	G								0.292	F		4500	(
	To:	ž	I-50	64 Northbo	und												
uth	From:	¢ .	I-	64 Eastbour	nd												
Ramp	City of Norfolk (N	Maint: 64)	0.16	NA				-					NA			NA	
'	To:	, <u>, , , , , , , , , , , , , , , , , , </u>	Ramp to S	R 165 Little	e Creek l	Rd											
ıth	From:			US 460 Gra													
4)	City of Norfolk (M	Maint: 64)	0.64	21000	G	99%	0%	0%	0%	0%	0%	F	NA			26000	
9	Combined Traffic Estimates for 2 Parallel		n this Route:		G	98%	0%	0%	0%	1%	0%	F	NA			65000	
	To:	1 100011010 01)6 Terminia		00/0	0 /0		0 / 0	. /0	0 / 0	•	, .			55000	
	From:	:	SR 406 Inter			Blvd											
uth							00/	00/	00/	00/	00/	_	0.169	F		5200	
	City of Norfolk (M	1aint: 64)	1.84	4300	F	99%	0%	0%	0%	0%	0%	С	U. 109			3200	
outh 64	City of Norfolk (M Combined Traffic Estimates for 2 Parallel	,	_		F	99% 98%	0% 0%	0% 0%	0% 0%	0% 1%	0% 0%	C	0.169	A	0.880	25000	

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

		11	NOTION IN	/lairiteriai	icc Ai	Ja											
Route	Jurisdictio	on	Lenath	AADT	QA	4Tire	Bus		Trι	_		QC	K	QK	Dir	AAWDT	QW
								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	From:	1 :		64 Southbor									0.470	_		0000	_
564 Ramp	City of Norfolk (M		0.16	2600	G								0.176	F		2600	G
	10.			East Little (1											
South	From:	1 :		64 Southbo	und												
564 Ramp	City of Norfolk (M		0.35	NA			1.50						NA			NA	
South	From:	Ramps from		nd to 1-64 V 001A FROI			460										
South 564 Ramp	City of Norfolk (N		0.12	NA NA	VI IX I 4	<i>.</i>							NA			NA	
364)	To:			OC TO RT	64 WES	Т											
South	From:	Ramp from I					Blvd										
Ramp	City of Norfolk (N	<u> (aint: 64)</u>	0.25	NA									NA			NA	
\smile	To:		US	460 Granby	y St												
South	From:		Ramp fro	m I-564 So	uthboun	d											
564 Ramp	City of Norfolk (N	Maint: 64)	0.45	6800	G								0.107	F		6800	G
\smile	To:		I-6	4 Westbou	nd												
South	From:		I-56	64 Southbo	und												
S64)Ramp	City of Norfolk (N	laint: 64)	0.08	7400	G								0.294	F		7400	G
	To:			I-564 Rev													
East	From:		V	VCL Suffol	k												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.16	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		41000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	77000	G	94%	0%	1%	1%	4%	0%	F	NA			83000	G
				signed a		h I-664											
	To			59 Pughsvil				_									
East	From	1															
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	41000	F	94%	0%	1%	1%	4%	0%	F	0.101	F		43000	F
	Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4%	0%	F	0.080	F	0.526	88000	F
		East I	l-664 is	signed a	s Sout	h I-664											
	To:		SR 337	7 Portsmout	h Blvd												
East	City of Changes also	(Maint: C4)	1 10	44000		0.40/	00/	10/	10/	40/	00/	_	0.004	F		46000	_
664 Hampton Roads Beltway		,	1.10	44000	F	94%	0%	1%	1%	4%	0%	_	0.094	•	0.500	46000	_
	Combined Traffic Estimates for 2 Parallel				F	94%	0%	1%	1%	4%	0%	F	0.08	F	0.506	93000	F
		East I	l-664 is	signed a	s Sout	h I-664											
East	To: From:		64-663 I	Oock Landi	ng Road												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	41000	G	94%	0%	1%	1%	4%	0%	F	0.088	F		45000	G
004) . ampton rioddo Bollwdy	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	91000	G
	Combined Traine Estimates for 21 drailer	•		signed a			0 /0	1 /0	1 /0	7/0	0 /0	'	0.000	'	0.000	31000	u
East	To: From:	US 1:	3, US 58,	US 460 Mi	iliatry Hi	ghway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.13	43000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		47000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	97000	G	94%	0%	1%	1%	4%	0%	F	NA			104000	G
		•		signed a	s Sout	h I-664											
	To:) Military F													
		•						•									

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
East	From:		US 13, US 46					2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.27	55000	F	94%	0%	1%	1%	4%	0%	F	0.108	F		58000	F
004)	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	NA			116000	G
	Combined Traine Learnage for ET drainer	-	East I-664 is				0 / 0	170	170	170	0 70	•				110000	Ŭ
	To:			I-64; I-264	3 00011	11004											
East	From:			; Ramp to I	-264 EB												
Ramp	City of Chesapeake	(Maint: 64)	0.46	34000	F								0.081	F		36000	F
$\overline{}$	To:			I-64 WB													
East	From:		I-664-E TO	PUGHSVII	LLE RO	AD											
Ramp	City of Chesapeake	(Maint: 64)	0.35	6200	G								0.282	F		6200	C
	To	I-66	64-E010B TO P	UGHSVILI	E ROAI	NORTH	ſ										
ast	From:				22 110.11	, , , , , , , , , , , , , , , , , , , ,							NIA			NIA	
Ramp	City of Chesapeake		0.08	NA	(4 E 4 CE								NA			NA	
<u> </u>	10.		31-8529 FROM														
East	From:		64-E010A TO P		LE ROAI	NORTH	[
Ramp	City of Chesapeake	(Maint: 64)	0.03	NA									NA			NA	
	10.			TO & FRO													
East	From:	(1.1.1.2.0.0)		4-E TO RT										_		.=	
Ramp	City of Chesapeake	(Maint: 64)	0.36	2700	G								0.093	F		2700	(
	100			37 FROM I													
East	From:	(NA='+- OA)		4-E TO RT									0.404	_		F 400	_
Ramp	City of Chesapeake		0.22	5400	G	0)416							0.101	F		5400	G
	10.	SI	R 337 SR 337-1														
East	From:	(1.1.1.2.0)	I-664-E TO D		DING R	DAD											
Ramp	City of Chesapeake	(Maint: 64)	0.06	NA									NA			NA	
East	Tac From:	I-664-1	E012B TO DO	CK LANDII	NG ROA	D00- NO	RT										
Ramp	City of Chesapeake	(Maint: 64)	0.17	2300	G								0.115	F		2300	G
304)	To:		31-8527 FROM			SOUTH											
East	From:	I-664-I	E012A TO DO	'K LANDII	NG ROA	D00- NO	RT										
Ramp	City of Chesapeake		0.08	NA	NO ROZ	.200 110							NA			NA	
1	To:	,	131-8527	TO & FRO	OM ROU												
East	From:		I-664-E TO R					i									
Ramp	City of Chesapeake		0.47	9900	G	LOI							0.096	F		9900	
004)	То:		US 58 FROM I			OUTH											
East	From:		I-664-E TO R					j									
Ramp	City of Chesapeake	(Maint: 64)	0.25	1900	G G	1							0.110	F		1900	G
	To		US 58 FROM I			OUTH											
East	From:			I-664 East													
664 Ramp	City of Chesapeake	(Maint: 64)	0.12	2400	G	92%	0%	1%	1%	6%	0%	F	0.142	F		2500	G
2007) 2007	To:	,		3; 1US 13-P									, <u>-</u>				

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

									Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
ast	From:			B; Ramp to		3											
Ramp	City of Chesapeake	(Maint: 64)	0.56	21000	F								0.137	F		23000	F
<u> </u>	To			I-264-EB													
Vest	From:			WCL Suffol													
664 Hampton Roads Beltway		,	0.62	39000	G	94%	0%	1%	1%	4%	0%	F	NA			42000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	77000	G	94%	0%	1%	1%	4%	0%	F	NA			83000	(
		ν	Vest I-664 is	s signed a	s Nort	th I-664											
I+	To: From:		64-65	9 Pughsville	Road												
/est 64)Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	42000	F	94%	0%	1%	1%	4%	0%	F	0.089	F		44000	
	Combined Traffic Estimates for 2 Parallel	,			F	94%	0%	1%	1%	4%	0%	F	0.080	F	0.526	88000	i
	Combined Traine Estimates for 21 drainer	-	Vest I-664 is		_		0 70	1 /0	1 /0	7/0	0 70	•	0.000	•	0.020	00000	
	7	,				11 1-004											
est	From:		SR 33	7 Portsmout	th Blvd												
64 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.03	45000	F	94%	0%	1%	1%	4%	0%	F	0.081	F		47000	
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	89000	F	94%	0%	1%	1%	4%	0%	F	0.08	F	0.506	93000	
		ν	Vest I-664 is	s signed a	s Nort	th I-664											
	To		Doc	k Landing F	Road												
/est 64)Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.48	43000	G	94%	0%	1%	1%	4%	0%	_	0.083	_		46000	
64 Triampion Hoads Beilway	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4% 4%	0%	' -	0.083	F	0.505	91000	
	Combined Trainic Estimates for 2 Parallel		Vest I-664 is				U 70	1 70	1 70	4 70	0%	Г	0.003	Г	0.505	91000	,
		, v		_													
/est	To: From:		US 13, US 58,	US 460 Mi	ilitary H	ighway											
64 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.21	53000	G	94%	0%	1%	1%	4%	0%	F	NA			57000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	97000	G	94%	0%	1%	1%	4%	0%	F	NA			104000	(
			Vest I-664 is	signed a	s Nort	th I-664											
	To			I-64; I-264													
/est_	From		I-664-W TC	PUGHSVI	LLE RO	DAD											
Ramp	City of Chesapeake	(Maint: 64)	0.19	6700	G								0.106	F		6700	(
<u> </u>	To		I-664-W010B	TO PUGHS	VILLE :	SOUTH											
/est 64)Ramp	City of Chesapeake	(Maint: 64)	0.10	NA									NA			NA	
64 Mamp	Oity of Offesapeake	(Mairit. 04)		529 Pughsvi	ille Rd								INA			INA	
loot	From	,	I-664-W010A			COLUTIA											
Vest 664)Ramp	City of Chesapeake		0.05	NA	VILLE	SOUTH							NA			NA	
104) ramp	Tro		31-8529 FROM		64 WES	TNORTH										10.	
/est	From			4-W TO RT													
Ramp	City of Chesapeake	(Maint: 64)	0.22	3600	<u> </u>								0.096	F		3600	(
	To:		SR 337 SR 337			ND FR											
Vest	From	•		I-664 West				l									
Ramp	City of Chesapeake	(Maint: 64)	0.36	6600	G								0.094	F		6600	
	To	· · · · ·		7 Portsmout													

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

Route	Jurisdiction	Length	AADT	QA	4Tire B	US	Truck Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West 664 Ramp	City of Chesapeake (Maint: 64)	<u>I-664-W TO I</u> 0.14	2500	DING R G	OAD		_		0.14	F		2500	G
West 664 Ramp	City of Chesapeake (Maint: 64)	0.10 0.8527 FROM	NA]		NA			NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	0.07 131-8527	NA TO & FRO]		NA			NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	0.06	26000	G			_		0.107	F		26000	G
West 664 Ramp	City of Chesapeake (Maint: 64)	0.53 US 58 T	23000 O ROUTE	G	AST]		0.108	F		23000	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W013 0.10 US 58 FROM R	2900	G]		0.182	F		2900	G

					No	rtoik Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
460 7 Monticello Ave	0.25	5000 To	G	98%	1%	1%	A1US 460 0% St Pauls B	0%	0%	F	NA			4700	G	2014
City of Virginia Beach																
(F143) Midtown Way	0.55	330 To	G		134	De 4-8661 Re	ead End	ersity Dr			NA			330	G	2014
City of Chesapeake						r ooor re	gene emve	iony Di			<u> </u>					
F144)	0.10	1200	R				S SR 168				NA			NA		04/28/200
(F145) Bulldog Rd	0.06	From 840	G				ntern St				 NA			840	G	2014
(F145) Balladg Fla	0.00	To	Ŭ			De	ead End							040	<u> </u>	2017
(F148) Tennyson St	0.10	40	G				ead End				NA			40	G	2014
		From	1			SR 190 Gr	eat Bridge allen Rd	Blvd			<u> </u>					
(F150) Libertyville Rd	0.34	1300 To	G				ainbridge	Blvd			NA			1300	G	2014
(F151) Firman St	0.17	From	G				thway St				NA			100	G	2014
		To				De	ead End									
F ₁₅₃ Rotunda Ave	1.67	570	G	96%	0%	US 13 Mi 2%	ilitary High 1%	nway 0%	0%	С	0.097	F	0.609	610	G	2014
F153) Rotunda Ave	0.69	570 From	N	96%	0%	WCL 2% 124-8540	Portsmout 1%	0%	0%	N	0.097	N	0.609	610	N	2014
City of Portsmouth						124-03-0	Greenwoo	и Бі			<u> </u>					
(F154) Liberty St	0.40	20 To	G				ead End				NA			20	G	2014
City of Chesapeake			1			1 az	zewell St									
(F156) Burns St	0.12	From	G			Do	orcas Rd				NA			60	G	2014
		To				De	ead End									
City of Norfolk		From	1			De	ead End									
(F157)	0.29	2600	G				Military Hv	wy			NA			2600	G	2014
City of Chesapeake																
F336 Jolliff Rd	0.19	30 To	G				1 Jolliff Ro	d			NA			30	G	2014
		From	1				ead End									
F337 Branchview Way	0.47	60	G			SR 19	1 Jolliff R	d			NA			60	G	2014
(F683) Blake St	0.32	840	G			SR 190 Gr		Blvd			NA			840	G	2014
$\overline{}$		To			•		ead End									
F684 Finck Lane	0.13	690 To	G			SR 190 Gr	eat Bridge	Blvd			NA			690	G	2014
(F808) W Military Hwy	0.06	From	G				ead End				NA			40	G	2014
(F808) vv iviliital y r1wy	0.06	40 To	G			US 5	8; FR-923				INA			40	G	2014

					No	rfolk Mainte	nance Area								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
<u></u>	0.65	100	L			Dead E	End			NA			100	G	2014
(F809)	0.00	To	Ĕ			US 58 Milita	ary Hwy						100	G	2014
		From:				US 13 Milita				i					
(F812) Ridgeway Ave	0.46	70	G			OS 13 WIIII	ary rrwy			NA			70	G	2014
0 ,		To				Dead E	End								
		From				US 58 Milita	ary Hwy								
(F923) Snowden St	0.58	20	G							NA			20	G	2014
\bigcirc		To:				Dead E	End								
City of Norfolk		From:	ı			~ .	_								
1 Corporate Blvd	0.47	2800	G	98%	1%	Curlew 0% 0	% 0%	0%	F	0.128	F	0.527	2900	G	2014
1 Corporate Bivd	0.47	2000 To:		30 /0	1 /0	US 13 Milita		0 70	- '	0.120	'	0.527	2300	G	2014
		From:				SR 247 Norv				i					
3 Sewells Point Rd	1.96	7400	G	98%	1%		% 0%	0%	С	0.096	F	0.550	7900	G	2014
132)		To:				SR 165 Little	Creek Rd								
_		From:				Duke	St								
4 Tazewell St	0.06	NA								NA			NA		
<u> </u>		To:				Alt SR 337 I	Boush St		-						
O. 5.1. 5:		From:	Ļ			Tazewe		e - :			_				
5 Duke St	0.29	2000	G	98%	0%		% 0%	0%	C	0.109	F	0.664	2200	G	2014
Combin	ned Traffic:	53000	G	98%	0%		% 0%	0%	F	NA —			57000	G	
		From:	l		~~	Brambleto				I					
	0.40	NA			SR 337	State St; 122-	8592 Berkley A	Ave		NA			NA		
(6) 122	0.40	To:				End State Ma	intenance						INA		
		From:			I-464-N	006A STATE S		337		l					
Ramp	0.07	NA			1 10111	00021 5171112	or e Roote	331		NA			NA		
1922		To			I-46	64-N006B FRO	M STATE ST								
		From:				City Hall	Ave								
7 Monticello Ave	0.47	2900	G	98%	1%	1% 0	% 0%	0%	С	0.11	F	0.569	3100	G	2014
122)		To: From:				SR 337 Bramb	oleton Ave			\neg —					
7 Monticello Ave	0.25	5000	G	98%	1%	1% 0	% 0%	0%	F	NA			4700	G	2014
(122)		To				US 460 St Pa	auls Blvd								
		From:				Alt US 460 (Overpass								
8 City Hall Ave WB	0.13	NA								NA NA			NA		
		To:	<u> </u>			Ramp From									
	044	From	لبًــا			122-8623 TO I	I-64 EAST			0.005	_		F000	_	0011
8023 Ramp	0.14	5800 To-	G		Τ.	A E EDOM D	VAVENTIE			0.205	F		5800	G	2014
		From:	!		1-0	4-E FROM BA									
(8560) 49th St	0.56	5500	G	95%	1%	Powhatar 4% 0	1 Ave % 0%	0%	С	0.087	F	0.51	5800	G	2014
(8560) 49th St	0.50	To:		JJ /6	1 /0	SR 337 Hamp		J /0		0.007	'	0.01	3000	u	2014
		From:				Hampton	Blvd								
8560 49th St	0.42	3700	G	95%	1%		% 0%	0%	F	0.086	F	0.518	4000	G	2014
		To:	<u> </u>			Colley A									
Dallin A	0.40	From:	ب	0501	401	Powhatar		001		0.000	_	0.500	0000	_	0011
8561 Bolling Ave	0.48	2100	G	95%	1%	4% 0	% 0%	0%	F	0.090	F	0.563	2200	G	2014
O D III A	<u> </u>	From:		0=::		SR 337 Hamp			_	<u> </u>		0 = = =			
8561 Bolling Ave	0.48	2000 To:	G	95%	1%		% 0%	0%	F	0.133	F	0.567	2100	G	2014
			1			Jamestown (
		From:			40/	Powhatar		00/			_	0.547	10000	G	2014
(1) rd (Ct	0.00	44000	_												2U14
8562 1222 43rd St	0.98	11000 To:	G	95%	1%		% 0%	0%	F	0.085	F	0.517	12000	G	2017
8562 43rd St	0.98	To	G	95%	1%	Colley A	Ave	0%	F	0.085	F	0.517	12000	<u> </u>	2017
8562 43rd St 8563 Colley Ave	0.98	11000 From:	G G	95%	1%	Colley A	Ave	0%	F	0.085	F	0.649	16000	G	2014

					110	HOIR Mairie	enance Area	1							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
O 0 11 A	0.40	From	<u> </u>	000/	40/	Olney		201			_	0.014	4.4000	•	0014
8563 Colley Ave	0.40	13000	G	98%	1%	0% (0%	0%	F	0.082	F	0.614	14000	G	2014
		From				Princess A	nne Rd								
8563 Colley Ave	0.37	14000	G	98%	1%	0% (0%	0%	F	0.082	F	0.524	15000	G	2014
		То	_			21st St	reet			\neg					
8563 Colley Ave	0.30	16000	G	98%	1%		0% 0%	0%	F	0.089	F	0.510	17000	G	2014
(8563) Colley Ave		To	Ť			27th S			-	$\overline{}$				-	
		From				27th									
8563 Colley Ave	1.04	14000	G	98%	1%	0% (0%	0%	С	0.089	F	0.500	14000	G	2014
122		To	_			50ml C	two of								
8563) Jamestown Crescent	0.74	7000 From	G	98%	1%	52rd S 0% (0% 0%	0%	F	0.093	F	0.506	7400	G	2014
Jamestown Crescent	0.74	7000 To		90 /6	1 /0			0 /6		0.093	'	0.500	7400	G	2014
		10	1			SR 337 Ham	pton BIVa								
		From				Dead	End								
Powhatan Ave	0.75	1600	G	99%	0%	1% (0%	0%	F	0.09	F	0.562	1700	G	2014
		To	_			Bolling	Δve								
Powhatan Ave	0.81	5800 From	G	99%	0%		0% 0%	0%	F	0.075	F	0.569	6200	G	2014
Powhatan Ave	0.01	To	r <u>~</u>	0070	0 70	38th		0 70		0.070	•	0.000	0200	ŭ	2014
		From				Powhata									
8564) 38th St	0.57	4100	G	99%	0%		0% 0%	0%	F	0.081	F	0.651	4400	G	2014
8564) 38th St	0.07	4100	<u> </u>	0070	0 70			070			•	0.001	1100	ŭ	
		From	<u> </u>			SR 337 Ham				_					
8564 38th St	0.41	5800	G	99%	0%	1% (0%	0%	F	0.08	F	0.629	6200	G	2014
		To	_			Colley	Ave								
9564) 38th St	0.53	8500 From	G	99%	0%		0% 0%	0%	С	0.088	F	0.645	9100	G	2014
8564) 38th St	0.00	0000		00 /0	0 /0	170	770 070	0 70		0.000	•	0.040	0100	ŭ	2014
		From				Llewelly	n Ave								
8564 38th St	0.17	4300	G	99%	0%	1% (0%	0%	F	0.078	F	0.684	4600	G	2014
122		To				US 460 G									
<u> </u>		From	Щ.			US 4					_			_	
La Vallette Ave	0.48	2000	G	99%	0%	1% (0% 0%	0%	F	0.099	F	0.504	2100	G	2014
		To				Columbu	is Ave								
		From				Olney	Rd								
8565) Colonial Ave	1.08	6600	G	99%	0%		0%	0%	F	0.095	F	0.523	7000	G	2014
R ₅₆₅ Colonial Ave															
0.1.114	4.07	From		000/	20/	27th		201			_	0.007	2222	_	0014
8565 Colonial Ave	1.07	2400	G	99%	0%		0%	0%	F	0.112	F	0.687	2600	G	2014
<u> </u>		To				New Hamp									
Name I la mara a la ima Acca	0.04		<u> </u>	000/	00/	Gasnolo		00/			_	0.040	150	0	0014
New Hampshire Ave	0.24	140	G	99%	0%		0% 0%	0%	F	0.139	F	0.646	150	G	2014
<u> </u>		To				Colonia	l Ave								
		From				Colley	Ave								
8566) 41st St	0.05	820	G	99%	1%	0% (0%	0%	F	0.179	F	0.765	880	G	2014
122/		To				Mayflow	er Rd								
		From				Carolina	ı Ave								
8566 Mayflower Ave	0.22	1700	G	99%	1%	0% (0%	0%	F	0.100	F	0.718	1800	G	2014
122/		To				Delawar									
<u> </u>		From				Mayflow									
8566 Delaware Ave	0.55	4000	G	99%	1%	0% (0%	0%	F	0.084	F	0.543	4200	G	2014
122/		To	_			Llewelly	n Ave								
8566) Delaware Ave	0.12	7500 From	G	99%	1%		0% 0%	0%	С	0.108	F	0.803	8000	G	2014
Delaware Ave	0.12	7 3 U To		JJ 70	1 70			U 70		0.108	Г	0.003	0000	G	2014
			<u> </u>			US 460 G									
		From	<u> </u>			Bramblet						· <u> </u>		· <u> </u>	_
				000/	1%	0% (0%	0%	F	0.125	F	0.620	9300	G	2014
8567) Boush St	0.21	8700	G	99%	1 /0	0 /0 (•				
8567 Boush St	0.21	8700	G	99%	1 /0					<u> </u>					
122		To From				Va Beac	h Blvd			DIA				G	2014
8567 Boush St 8567 Llewellyn Ave	0.21	8700 From 8200	G G	99%	0%	Va Beac		0%	F	NA	•		8800	G	2014
8567 Llewellyn Ave		8200 From				Va Beac	h Blvd 0% 0%			ightharpoonup				G	2014
122		8200 To				Va Beach	h Blvd 0% 0%			NA 0.099	F	0.745		G G	2014

					No	rtolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
8567 Llewellyn Ave	0.72	6700	G	99%	0%	0%	st Street 0%	0%	0%	F	0.098	F	0.545	7100	G	2014
8567 Llewellyn Ave	0.14	5900 From	G	99%	0%	0%	th Street	0%	0%	С	0.101	F	0.521	6300	G	2014
		From					th Street 88th St									
8567 Llewellyn Ave	0.20	11000	G	99%	0%	0%	0%	0%	0%	F	NA			12000	G	2014
8567 Llewellyn Ave	0.28	7200 From	G	99%	0%	0%	0% 0Granby S	0% St	0%	F	NA			7900	G	2014
		From					lley Ave									
8568 Olney Rd	0.50	8400	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.689	9000	G	2014
Olnov Pd	0.21	From	<u> </u>	98%			Beach Blv			F	0.133	F	0.602	1500	G	2014
8568 Olney Rd	0.31	1400 _{To}	G	90%	1%	1% Mont	0% ticello Ave	0%	0%	F	0.133	Г	0.602	1500	G	2014
		From					585 Main S	14								
8569 Granby St	0.36	4400 _{To}	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.515	4700	G	2014
		From					bleton Ave									
8569 Granby St	1.27	8800 To	G	98%	1%	1% Cł	0% nurch St	0%	0%	F	NA			8300	G	2014
		From				Ral	eigh Ave									
Claremont Ave	0.51	1100	G	98%	1%	0%	0% Hampton E	0%	0%	F	0.14	F		1100	G	2014
21st St	0.29	7100 From	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.527	7600	G	2014
8572) 21st St	0.48	14000	G	98%	1%	0%	lley Ave 0%	0%	0%	F	0.081	F	0.558	15000	G	2014
04 - 1 01	0.05	From	Ļ	000/	40/		wellyn St	00/	00/			_	0.500	40000		004.4
8572 21st St	0.25	9400	G	98%	1%	0%	0%	0%	0%	F	0.085	F	0.568	10000	G	2014
			<u> </u>				ticello Ave									
8573 Ballentine Blvd	0.50	12000	G	95%	1%	2%	a Beach B 2%	1%	0%	С	0.084	F	0.584	12000	G	2014
Ballentine Blvd	0.50	12000		90 /6					0 /6	0	0.004	'	0.504	12000	u	2014
8573 Ballentine Blvd	0.54	9500 From	G	95%	1%	2%	incess And 2%	1%	0%	F	0.081	F	0.511	10000	G	2014
		To From					t Terrace 34 Tait Te	rr								
8573 Ballentine Blvd	0.49	8300 _{то}	G	95%	1% 1	2%	2% Chesapeak	1%	0%	F	0.079	F	0.513	8900	G	2014
		From					0 Granby S									
Willow Wood Dr	1.10	11000 _{To}	G	99%	1%	1%	0% Tidewater	0%	0%	С	0.095	F	0.54	11000	G	2014
		From		_	-		37 Watersi		_		Ī					
St Pauls Blvd	0.31	13000	G	99%	1%	1%	0%	0%	0%	F	NA			14000	G	2014
Fenchurch St	0.41	6200 From	G	99%	1%	1%	60; Marke 0%	0%	0%	F	0.081	F	0.725	6600	G	2014
8575 Church St	0.23	14000	G	97%	1%	US 460 B 1%	rambleton 1%	Ave 1%	0%	F	0.085	F	0.581	15000	G	2014
8575 Church St	0.13	15000	G	97%	1%	JS 58 Virg 1%	ginia Beach 1%	Blvd 1%	0%	F	0.089	F	0.569	16000	G	2014
···		To From	G	97%	1%	Prince	ss Anne R	d 1%	0%	С	0.087	F	0.544	18000	G	2014
8575 Church St	0.84	17000	•		. , -	. , .	1 /0	1 /0		_						
8575 Church St	0.84	To From	ř.				tte Blvd; 2									

Route Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail	K Factor	QK	Dir	4 4 VA/D.T.	0)44	
			Factor	AAWDT	QW	Year
City of Norfolk	-					
2/11/31	0.086	F	0.580	11000	G	2014
8575 Church St 0.21 10000 G 9/% 1% 1% 1% 1% 0% F US 460 Granby St; Monticello Ave	0.000	•	0.300	11000	u	2014
From: Dead End	-					
8576 Princess Anne Rd 0.62 950 G 97% 1% 1% 1% 0% 0% C	0.132	F	0.547	1000	G	2014
To SR 337 Hampton Blvd	\neg —					
8576 Princess Anne Rd 0.08 6000 G 97% 1% 2% 0% 0% 0% F	0.075	F	0.501	6400	G	2014
Colley Ave	0.079	F	0.585	8800	G	2014
8576) Princess Anne Rd 0.32 8300 G 97% 1% 2% 0% 0% 0% F	0.073	'	0.505	0000	ч	2014
From: 122-8565 Colonial Ave						
8576 Princess Anne Rd 0.18 11000 G 97% 1% 2% 0% 0% 0% F	0.081	F	0.530	11000	G	2014
Llewellyn Ave	<u> </u>					
8576 Princess Anne Rd 0.28 10000 G 97% 1% 2% 0% 0% 0% F	0.077	F	0.549	11000	G	2014
To Monticello Ave	\supset					
8576) Princess Anne Rd 0.49 8300 G 97% 1% 2% 0% 0% 0% C	0.088	F	0.587	8800	G	2014
To Church St			0.500	10000		
8576 Princess Anne Rd 0.29 12000 G 97% 1% 2% 0% 0% 0% F	0.085	F	0.522	13000	G	2014
Tidewater Dr	_					
Charlotte St 0.17 3400 G Monticello Ave	 NA			3700	G	2014
Charlotte St 0.17 3400 G To: US 460 Bus Wood St				3700	G	2014
From: Bus US 460						
9580 Wood St 0.13 1100 G	0.114	F	0.673	1200	G	2014
To Fenchurch St						
2588) Charlotte St 0.32 1800 G 98% 0% 1% 0% 0% F	0.097	F	0.633	1900	G	2014
To Tidewater Dr						
From: Chesapeake Blvd						
8581 Fishermans Rd 0.44 4200 G 98% 0% 1% 1% 0% 0% C	0.096	F	0.611	4500	G	201
Sturgis Rd						
Tisiciniais Ku	0.160	F	0.566	700	G	2014
		•	0.000	700	u	201
Bay View Blvd 8581) Sturgis St 0.64 1300 G 98% 0% 1% 1% 0% 0% F	0.096	F	0.600	1400	G	2014
Sturgis St 0.64 1300 G 98% 0% 1% 1% 0% 0% F	0.096	Г	0.622	1400	G	2012
<u> </u>	1					
AR SK 357 Bouch St	NA			NA		
				14/4		
Total Monticello Ave 8582) City Hall Ave 0.45 NA	NA			NA		
(1227)	NA			NA NA		
				INA		
City Hall Ave. 0.10 MA				NI A		
Oity Hall Ave 0.18 NA	NA			NA		
122-0302-LOOTE WARRET STREET CONTY CADENTAL	+					
122-00302(B)/10 KTE 204 WEST	NA			NA		
75582 Ramp 0.10 NA To: A1US-00460-P(L)/IS-00264-W(B)/FROM ST PAULS B				INA		
East From: 122-8582 MARKET STREET CONN UNDERPASS	1					
122-0302 MARKET STREET CONVONDERTASS	NA			NA		
8582) Ramp 0.45 NA 1-264-E FROM CITY HALL AVENUE	٦.					
From: Boush St						
8585 Main St 0.25 4500 G 98% 0% 1% 1% 0% 0% F	0.108	F	0.515	4800	G	2014
To: Bank St						
Prof. O. A. O.			_	2222	_	
8585 Bank St 0.16 3500 G 98% 0% 1% 1% 0% 0% F	NA			3800	G	2014
To A1US 460-P City Hall Ave						

					INO	HOIK WAITE	enance Ar	e a							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
(8586) Plume St	0.42	2400 To	G	98%	0%	Bous 1% St Paul	1% 0%	0%	F	0.142	F	0.747	2600	G	2014
		From:								<u>_</u>					
(8588) Corprew Ave	0.77	4800 To	G	98%	0%	Park 1% Merrima	1% 0%	0%	F	0.078	F	0.620	5100	G	2014
		From				SR 337									
(8590) Indian River Rd	0.23	1200	G	98%	0%		1% 0%	0%	F	0.181	F	0.926	1200	G	2014
(8590) Indian River Rd	0.66	2600 From:	G	98%	0%		1% 0%	0%	С	0.131	F	0.626	2800	G	2014
O		From:		2221		Berkle									
(8590) Indian River Rd	0.53	12000	G	98%	0%		1% 0%	0%	F	0.091	F	0.693	13000	G	2014
		From	1			US 460 W				1					
(8591) Liberty St	0.57	4300	G			SR 337	Main S			0.09	F	0.504	4600	G	2014
(8591) Liberty St	0.57	4300				WCL Che	esapeake			0.03	'	0.504	4000	ч	2014
		From				State									
8592 Berkley Ave	0.11	11000	G	97%	1%	1%	1% 0%	0%	F	0.078	F	0.548	12000	G	2014
8592 122 Berkley Ave	0.21	12000 From:	G	97%	1%		1% 0%	0%	F	0.088	F	0.558	13000	G	2014
8592 Berkley Ave Ext	0.80	3700 From	G	97%	1%	Fauqu 1%	ier St 1% 0%	0%	С	0.082	F	0.563	3900	G	2014
<u> </u>		From				US 460 W				<u> </u>					
8592 Berkley Ave Ext	0.45	3100	G	97%	1%	1%	1% 0%	0%	F	0.082	F	0.508	3300	G	2014
<u> </u>		From				Campost				\supset				_	
8592 Berkley Ave Ext	0.27	2700 To.	G	97%	1%	1% WCL Che	1% 0%	0%	F	0.079	F	0.505	2800	G	2014
		From			1 CD 2			7 4 3 7							
(8592) Ramp	0.09	1500	G		1SR 3	37-P; 122-859	92 BERKLE	AV		0.228	F		1500	G	2014
(8592) Hamp	0.00	To	Ť		I-464-	S FROM BEI	RKLEY AVE	NUE			•		.000	<u> </u>	
		From				Campost									
8593 Springfield Ave	0.52	170	G	88%	6%		1% 0%	0%	С	0.111	F	0.571	180	G	2014
122		To				Sycam	ore St								
		From:				Military									
8594 Spring Meadow Blvd	0.55	850	G	99%	1%		0% 0%	0%	С	0.097	F	0.559	910	G	2014
		To				Hunt									
C Main Ct	0.07	From:	<u> </u>	000/	40/	Liber		00/	С	0.142	_	0.507	0400	0	0014
8595 S Main St	0.27	2300 To:	G	89%	4%	6% Indian R	1% 0%	0%		0.142	F	0.507	2400	G	2014
		From:								<u> </u>					
(8607) Village Ave/Sewells Po	oint 180 17	3700	G	88%	2%	Inglesi 1%	3% 6%	0%	С	0.095	F	0.518	4000	G	2014
Village Ave/Sewells Po		To				Princess A									
		From:				Cloncu	rry Rd								
8609 122 North Shore Rd	0.57	690	G	97%	1%	1%	0% 0%	0%	F	0.099	F	0.686	740	G	2014
<i>(11)</i>		To:				Hampto	n Blvd								
8609 North Shore Rd	0.73	1200	G	97%	1%	1%	1% 0%	0%	F	0.099	F	0.672	1300	G	2014
		To				Dive				Д_					
(8609) Diven St	0.60	1600	L	97%	1%	North St	ore Rd 0% 0%	0%	С	0.087	F	0.594	1700	G	2014
8609 Diven St	0.00	To:	<u> </u>	0.70		nternational T				3.307	•	0.007	.,,	J	2017
		From	1			SR 337 Har				Ī	•				
8610 Beechwood Ave	0.49	240	G	99%	1%		0% 0%	0%	F	0.112	F	0.651	260	G	2014
(22)		То				Beechwo	ood Ave								

Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				Gr	anby St				I					
8611 Kinglsey Lane	0.25	4700 _{то}	G	97%	2%	1%	0% port Ave	0%	0%	F	0.094	F	0.726	5000	G	2014
_		From					sley Lane									
Newport Ave	1.16	2400	G	97%	2%	1%	0%	0%	0%	С	0.099	F	0.552	2600	G	2014
122)		To				Little	Creek Rd									
		From					ss Anne Rd									
Maltby Ave	0.27	2500	G	97%	1%	1%	1% Cary St	0%	0%	F	0.098	F	0.547	2600	G	2014
Maltby Ave	0.15	3000 From	G	97%	1%	1%	1%	0%	0%	F	0.092	F	0.507	3200	G	2014
		To From					ılian Ave									
8613 Maltby Ave	0.20	910	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.544	970	G	2014
		To					igby St	-4								
8613) Maltby Ave	0.12	70	G	97%	1%	1%	Rugby Stre 1%	<u>eτ</u> 0%	0%	F	0.165	F	0.577	80	G	2014
Maltby Ave	0.12	To	<u> </u>	37 70	1 /0		ad End	0 70	0 70		0.103	•	0.577	00	u	2017
		From					Terrace									
Chesapeake Blvd	0.62	1300	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.52	1400	G	2014
		To				Kitch	nener Ave				—					
R613 Chesapeake Blvd	0.10	1500 From	G	97%	1%	1%		0%	0%	F	0.08	F	0.542	1600	G	2014
8613 Chesapeake Blvd			_								_					
R613) Chesapeake Blvd	0.04	1500	N	97%	1%	122-8573 I 1%	Ballentine B	o%	0%	N	0.08	N	0.542	1600	N	2014
Chesapeake Blvd	0.04	1500	14	31 70	1 70	1 70	1 /0	U /0	U %	IN	0.00	IN	0.042	1000	IN	2014
<u> </u>		From					tary Hwy					_				
Norview Ave	0.51	13000	G	99%	0%	0%	0%	0%	0%	С	0.079	F	0.535	14000	G	2014
		To From				Azalea	Garden Rd									
8613 Norview Ave	0.21	13000	G	99%	0%	0%	0%	0%	0%	F	0.072	F	0.531	13000	G	2014
122)		To			N	lorfolk Inte	rnational Ai	rport								
		From				Gr	anby St									
8618 Bay View Blvd	0.61	7400	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.600	7900	G	2014
122)		То				Tide	water Dr									
8618 Bay View Blvd	0.52	11000	G	99%	0%	0%		0%	0%	С	0.09	F	0.650	12000	G	2014
122/		To				Chaca	peake Blvd									
8618 Bay View Blvd	1.10	5900 From	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.589	6300	G	2014
8618 Bay View Blvd		То	Ť				View Ave								-	
		From					View Blvd									
8618 Cape View Ave	0.41	4000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.599	4300	G	2014
		To				US 60 Oc	ean View A	ve	-							
		From				Chesa	peake Blvd									
8619 Beach View St	0.71	980	G	98%	0%	1%		0%	0%	F	0.085	F	0.535	1000	G	2014
		То				Ocea	n View St									
		From				Tide	water Dr									
8620 Shepard Ave	0.54	1100	G	98%	0%	1%	0%	0%	0%	С	0.105	F	0.607	1200	G	2014
		To				Chesa	peake Blvd				—					
8620 Shepard Ave	0.49	1500 From	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.638	1600	G	2014
Shepard Ave		To					View Ave									
<u> </u>		From				Shep	pard Ave									
8620 Cape View Ave	0.19	340	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.563	370	G	2014
$\overline{}$		To From				Tall	wood St									
8620) Cape View Ave	0.04	340	N	98%	0%	1%	0%	0%	0%	N	0.113	Ν	0.563	370	Ν	2014
Gape View Ave		To					End; Gap									
<u></u>		From	لــِـــا				set Drive									
8620 Cape View Ave	0.46	540	G	98%	0%	1%	0%	0%	0%	F	0.106	F	0.627	570	G	2014
<u> </u>		To	<u> </u>			Bay V	View Blvd									
<u> </u>		From					Creek Rd									
8621 Old Ocean View Rd	0.64	3400	G	98%	0%	1%		0%	0%	F	0.099	F	0.653	3600	G	2014
		To				Shep	pard Ave									

Comparison Com						No	orfolk Maintenance	e Area								
Singrout Ave Sing	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Cold Ocean View Rd	City of Norfolk															
Substitution Part	<u> </u>			<u> </u>								_			_	
Bay Ave	(8621) Old Ocean View Rd	0.73	3500	G	98%	0%	1% 0%	0%	0%	F	0.107	F	0.569	3700	G	2014
Comparison Com			To				Bay View Blvd				\neg —					
September Description Descriptio	8621 Old Ocean View Rd	0.76	890	G	98%	0%		0%	0%	F	0.097	F	0.605	950	G	2014
Bay Ave	122		To				Tidewater Dr									
Bay Ave 0.33 2800 G 98% 0% 1% 1% 0% 0% 0% 0% 0% F 0.176 F 3000 G 2014 Bay Ave 0.30 16000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.38 8500 G 99% 0% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% F NA 9100 G 2014 First View St 0.48 13000 G 99% 0% 0% 0% 0% 0% F NA 9500 G 2014 First View St 0.49 13000 G 99% 0% 0% 0% 0% 0% F NA 9500 G 2014 First View St 0.49 13000 G 99% 0% 0% 0% 0% 0% F NA 9500 G 2014 First View St 0.49 13000 G 99% 0% 0% 0% 0% 0% F NA 9500 G 2014 First View St 0.49 13000 G 99% 0% 0% 0% 0% 0% F NA 9500 G 2014 First View St 0.49 13000 G 99% 0% 0% 0% 0% 0% F NA 9500 G 2014 First View St 0.49 13000 G 99% 0% 0% 0% 0% 0% F NA 9500 G 2014 First View St 0.49 13000 G 99% 0% 0% 0% 0% 0% F 0.093 F 0.562 10000 G 2014 First View St 0.49 13000 G 99% 1% 1% 1% 0% 0% 0% F 0.093 F 0.562 10000 G 2014 First View St 0.49 13000 G 99% 1% 1% 1% 0% 0% 0% F 0.093 F 0.580 10000 G 2014 First View St 0.49 13000 G 99% 1% 1% 1% 0% 0% 0% F 0.093 F 0.580 10000 G 2014 First View St 0.49 13000 G 99% 0% 1% 1% 0% 0% 0% F 0.093 F 0.518 2500 G 2014 First View St 0.49 13000 G 99% 0% 1% 1% 0% 0% 0% F 0.093 F 0.518 2500 G 2014 First View St 0.49 13000 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.566 6200 G 2014 First View St 0.49 13000 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.566 6200 G 2014 First View St 0.49 13000 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.666 6200 G 2014 First View St 0.49 13000 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.666 6200 G 2014 First View St 0.49 13000 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.666 6200 G 2014 First View St 0.49 13000 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.666 6200 G 2014			From					4								
	Pay Ava	0.22		_	000/	00/			00/	Е	0.176	_		2000	C	2017
Bay Ave	8623 Bay Ave	0.55	2000	G	90 /6	0 /6	1/6 0/6	0 /0	0 /6	1	0.176	'		3000	G	2014
First View St			To From				I-64									
First View St	8623) Bay Ave	0.30	16000	G	99%	0%	0% 0%	0%	0%	С	0.109	F	0.869	17000	G	2014
First View St 0.36 8500	122		To				First View St									
First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% 0% 0% F NA 6200 G 2014 First View St 0.44 13000 G 99% 0% 0% 0% 0% 0% 0% 0% F NA 14000 G 2014 First View St 0.44 13000 G 99% 0% 0% 0% 0% 0% 0% F NA 14000 G 2014 First View St 0.45 1500 First View St 0.45 0% 0% 0% 0% 0% F 0.133 F 0.544 1600 G 2014 First View St 0.45 1500 First View St 0.45 0% 0% 0% 0% F 0.118 F 0.552 10000 G 2014 First View St 0.45 1500 First View St 0.45 0% 0% 0% 0% 0% F 0.118 F 0.577 2300 G 2014 First View St 0.45 1500 First View St 0.45 0% 0% 0% 0% 0% F 0.118 F 0.518 2500 G 2014 First View St 0.45 0% 0% 0% 0% 0% F 0.090 F 0.569 6700 G 2014 First View St 0.45 0% 0% 0% 0% 0% F 0.093 F 0.511 7400 G 2014 First View Divisions Rd 0.93 7000 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.511 7400 G 2014 First View Divisions Rd 0.93 7000 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.575 460 G 2014 First View Divisions Rd 0.93 7000 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.566 6200 G 2014 First View Divisions Rd 0.93 7000 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.575 460 G 2014 First View Divisions Rd 0.93 F 0.506 6200 G 2014 First View Divisions Rd 0.93 F 0.566 6200 G 2014 First View Divisions Rd 0.93 F 0.566 6200 G 2014 First View Divisions Rd 0.93 F 0.566 6200 G 2014 First View Divis	_		From				Bay Ave									
First View St 0.47 5600 G 99% 0% 0% 0% 0% 0% 0% 0	8623) First View St	0.36	8500	G	99%	0%	0% 0%	0%	0%	F	NA			9100	G	2014
First View St	122/		To	_			D 1 4				_					
First View St	First View St	0.47			000/	00/		Λο/	00/		NIA.			6200	C	201/
First View St	8623) FIIST VIEW 31	0.47	5600	G	99%	076	0% 0%	070	076	F	INA			6200	G	2014
First View St			To From				Cherry St									
Suburban Pkwy	8623) First View St	0.44		G	99%	0%	0% 0%	0%	0%	F	NA			14000	G	2014
Maple Ave 0.35 790 G 99% 0% 0% 0% 0% 0% 0% 0	122/		To	c			US 60 Ocean View A	Ave								
Maple Ave 0.35 790 G 99% 0% 0% 0% 0% 0% 0% 0			From								1					
Suburban Pkwy 0.87 1500 G 98% 1% 1% 0% 0% 0% F 0.133 F 0.544 1600 G 2014	Manla Ava	0.25			000/	Λο/		00/	00/	Г	NIA.			050	C	201
Suburban Pkwy 0.87 1500 G 98% 1% 1% 0% 0% 0% F 0.133 F 0.544 1600 G 2014	122) Iviapie Ave	0.35			9 9 %	U%		U%	U%	Г	INA			000	G	2014
Suburban Pkwy 0.87 1500	<u> </u>		To	<u></u>			Dead End									
Thole St 0.39 9500 G 98% 1% 1% 0% 0% 0% 0% 0% 0% 0% 0			From				Granby St									
Thole St 0.39 9500 G 98% 1% 1% 1% 0% 0% 0% F 0.093 F 0.552 10000 G 2014 Parkdale Dr	Suburban Pkwy	0.87	1500	G	98%	1%	1% 0%	0%	0%	F	0.133	F	0.544	1600	G	2014
Thole St 0.39 9500 G 98% 1% 1% 1% 0% 0% 0% F 0.093 F 0.552 10000 G 2014 Parkdale Dr	122		To	с			Thole St									
Thole St 0.39 9500 G 98% 1% 1% 1% 0% 0% 0% F 0.093 F 0.552 10000 G 2014 Parkdale Dr			From													
Thole St 0.72 9600 G 98% 1% 1% 1% 0% 0% 0% C 0.099 F 0.580 10000 G 2014 SR 168 Tidewater Dr	The de Or	0.00		<u> </u>	000/	40/		00/	00/	_		_	0.550	10000	_	004
Thole St 0.72 9600 G 98% 1% 1% 0% 0% 0% C 0.099 F 0.580 10000 G 2014 SR 168 Tidewater Dr	B626) Thole St	0.39	9500	G	98%	1%	1% 0%	0%	0%	F	0.093	F	0.552	10000	G	2014
Thole St 0.72 9600 G 98% 1% 1% 0% 0% 0% 0 00 0.0099 F 0.580 10000 G 2014 SR 168 Tidewater Dr	<u> </u>		To				Parkdale Dr									
SR 168 Tidewater Dr	Thole St	0.72		G	98%	1%		0%	0%	С	0.099	F	0.580	10000	G	2014
Meadow Creek Rd 0.49 2100 G 98% 1% 1% 0% 0% 0% F 0.11 F 0.577 2300 G 2014	122	•	To								<u> </u>				-	
Meadow Creek Rd 0.49 2100 G 98% 1% 1% 1% 0% 0% 0% F 0.11 F 0.577 2300 G 2014			E													
Norview Ave 0.29 5800 G 98% 1% 0% 0% 0% 0% 0% F 0.09 F 0.575 460 G 2014	Mandaw Grank Dd	0.40			000/	10/		00/	00/			_	0.577	0000	_	001
Heutte Dr 1.20 2300 G 98% 1% 17% 0% 0% 0% 0% F 0.108 F 0.518 2500 G 2014	8629) Meadow Creek Rd	0.49	2100	<u> </u>	98%	1%		0%	0%	F	0.11	F	0.577	2300	G	2012
Heutte Dr 1.20 2300 G 98% 1% 19% 0% 0% 0% F 0.108 F 0.518 2500 G 2014	<u> </u>		To				Dead End									
Tolerate			From				Azalea Garden Ro	1								
Short Dr	8630 Heutte Dr	1.20	2300	G	98%	1%	1% 0%	0%	0%	F	0.108	F	0.518	2500	G	2014
Segge Norview Ave 0.29 S800 G 98% 1% 0% 0% 0% 0% 0% 0% 0	122		To	c			Shore Dr									
Segge Norview Ave 0.29 5800 G 99% 1% 1% 0% 0% 0% 0% 0% 0			From				100 2 G 11 D 1 4 F	. 1			ì					
Chesapeake Blvd September	O Jahnatana Dd	0.01			070/	10/			00/			_	0.500	6700	0	2017
Chesapeake Blvd Chesapeake Chesap	8631) JUHISTONS HO	0.21	0300	G	9/%	1%	1% 0%	υ%	υ%	Ü	0.09	۲	U.569	0/00	G	2014
Segge Field Dr Segg Field Dr Segge Field Dr Segg Field Dr Segg F	<u> </u>		T _C				Chesapeake Blvd				\neg —					
Military Hwy Mili	8631 Johnstons Rd	0.58		G	97%	1%			0%	F	0.090	F	0.607	11000	G	2014
Applications Rd 0.93 7000 G 99% 0% 1% 0% 0% 0% C 0.093 F 0.511 7400 G 2014	122				- /-			- / -		•						
Chesapeake Blvd Chesapeake	<u> </u>			1												
Halprin Dr 1.05 3600 G 99% 0% 1% 0% 0% 0% F 0.109 F 0.704 3900 G 2014	(8631) Johnstons Rd	0.93	7000	G	99%	0%	1% 0%	0%	0%	С	0.093	F	0.511	7400	G	2014
Halprin Dr 1.05 3600 G 99% 0% 1% 0% 0% 0% F 0.109 F 0.704 3900 G 2014			Te				Little Creek Rd				—					
Dead End	Halprin Dr	1.05			90%	0%		O°/-	0%	F	0 109	F	0.704	3900	G	201/
Sth Bay St 0.16 430 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.575 460 G 2014	122	1.00	5550		JJ /6	0 /0	1 /0 0 /0	J /0	J /0	'	<u>. 103</u>	'	0.704	5500	J	2012
Pleasant Ave																
From Tidewater Dr Sedgefield Dr Sedgefield D	8631) 5th Bay St	0.16	430	G	99%	0%	1% 0%	0%	0%	F	0.093	F	0.575	460	G	2014
Norview Ave 0.29 5800 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.656 6200 G 2014 Sedgefield Dr Sedg	172/		To				Pleasant Ave									
Norview Ave 0.29 5800 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.656 6200 G 2014 Sedgefield Dr Sedg			From	-			Tidewater Dr				1					
Sedge field Dr Sedg	Norview Ave	0.20			90%	Nº/-		Nº/-	Nº/-	F	0 063	F	0.656	6200	G	2017
Sedgefield Dr Sedgefield D	122	0.23	5500		JJ /6	U /0	1/0 0/0	0 /0	0 /0	1	0.030	'	0.000	0200	u	2012
Norview Ave 0.79 5400 G 99% 0% 1% 0% 0% 0% C 0.098 F 0.606 5700 G 2014 Chesapeake Blvd Heutte Dr G 98% 1% 0% 1% 0% 0% F 0.102 F 0.634 400 G 2014 Chesapeake Blvd Heutte Dr G 98% 1% 0% 1% 0% 0% F 0.102 F 0.634 400 G 2014 Chesapeake Blvd Heutte Dr G 98% 1% 0% 1% 0% 0% C 0.091 F 0.569 1200 G 2014 Chesapeake Blvd Heutte Dr G 98% 1% 0% 1% 0% 0% C 0.091 F 0.569 1200 G 2014							Sedgefield Dr									
Chesapeake Blvd From Heutte Dr	Norview Ave	0.79		G	99%	0%	1% 0%	0%	0%	С	0.098	F	0.606	5700	G	2014
Heutte Dr	122															
Walters Dr 0.20 380 G 98% 1% 0% 1% 0% 0% F 0.102 F 0.634 400 G 2014 Company			Egow								i					
Little Creek Rd Comparison	Walters Dr	0.00		<u> </u>	000/	40/		00/	001		0.100	_	0.004	400	_	004
Little Creek Rd	8633) waiters Dr	0.20	380	G	98%	1%	U% 1%	υ%	υ%	F	0.102	۲	0.634	400	G	2014
96333 Walters Dr 0.53 1200 G 98% 1% 0% 1% 0% 0% C 0.091 F 0.569 1200 G 2014	<u> </u>		Te				Little Creek Rd				\neg \vdash					
1007	Walters Dr	0.53		G	98%	1%		0%	0%	С	0.091	F	0.569	1200	G	2014
	122		To	Ť		. , 0	Creekwood Rd	- / 0	- / -							_••

Route	Length	AADT	QA	4Tire	Bus		-Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
Manadam Lalas Da	0.40	From	پ	000/	00/	Military I		00/			_	0.540	700	_	004.4
Meadow Lake Dr	0.43	710	G	99%	0%	1% 0°		0%	F	0.091	F	0.543	760	G	2014
		From	l							1					
8636) Robin Hood Rd	0.99	5400	G	96%	1%	Chesapeake		0%	F	0.091	F	0.551	5800	G	2014
(8636) Robin Hood Rd	0.00	To	Ť	0070	1 70	Sewells Po		070	•		•	0.001	0000	ŭ	2011
$\widehat{}$		From:				Sewells P									
Robin Hood Rd	0.36	4100	G	96%	1%	1% 19	% 1%	0%	F	0.094	F	0.558	4400	G	2014
<u> </u>		From				Azalea Garo	len Rd								
Robin Hood Rd	0.40	7100	G	96%	1%	1% 19	% 1%	0%	С	0.095	F	0.535	7600	G	2014
<u> </u>		To: From:				Ellsmere	Ave								
Robin Hood Rd	0.33	9000	G	96%	1%	1% 1	% 1%	0%	F	0.096	F	0.684	9600	G	2014
		To			S	R 165 North M	ilitary Hwy								
O = 11 11 = 1 1		From				122-8639 Kimb									
8637 Ballentine Blvd	0.23	4300	G	98%	1%	1% 0°		0%	С	0.092	F	0.602	4600	G	2014
		From:				; SR 405 Baller 58 Virginia Bea		p							
8637 Merrimac Ave	0.36	1100	G	98%	1%	1% 0°		0%	F	0.084	F	0.571	1100	G	2014
122/		To				SR 166 Princes	s Anne Rd								
		From:				Northampto	n Blvd						<u> </u>		
8638 Wesleyan Dr	0.36	18000	G	96%	1%	1% 1	% 1%	0%	F	NA			19000	G	2014
		To				WCL Virgini	a Beach								
		From				Brambleton	n Ave								
Kimball Terrace	0.99	5000	G	95%	1%	1% 19		0%	F	0.092	F	0.617	5300	G	2014
<u> </u>		From				Ballentine Chick									
8639) Westminister Ave	0.50	2700	G	95%	1%	1% 19		0%	F	0.091	F	0.536	2800	G	2014
8639 Westminister Ave		To				Stapleton									
O		From				Dead E					_			_	
Westminister Ave	0.33	130	G	95%	1%	1% 19		0%	F	0.132	F	0.513	140	G	2014
		From				Ingleside l Westministe									
8639 Ingleside Rd	1.00	3000	G	95%	1%	1% 19		0%	F	0.096	F	0.631	3200	G	2014
122		To				Va Beach	Rlvd								
8639 Ingleside Rd	0.65	12000	G	95%	1%	1% 1°		0%	F	0.097	F	0.539	13000	G	2014
Ingleside Rd		To													
Ingleside Rd	0.46	13000	G	95%	1%	Princess Ar		0%	С	0.091	F	0.505	14000	G	2014
8639 Ingleside Rd	00				. , ,						•	0.000		<u>.</u>	
8639) Cromwell Rd	0.58	13000	G	95%	1%	Tait Terr 1% 19		0%	F	0.09	F	0.592	14000	G	2014
(8639) Cromwell Rd	0.50	13000		33 76	1 /0			0 70		0.00		0.002	14000	u	2017
8639) Cromwell Rd	0.05	From	<u> </u>	0E9/	10/	Chesapeak		00/	F	0.001		0.500	12000	C	2014
(8639) Cromwell Rd	0.85	11000	G	95%	1%	1% 1°		0%	Г	0.091	F	0.500	12000	G	2014
		To:				Tiucwaic	ו טו								
		To:				V- D1-	D11								
Azalea Garden Bd		From				Va Beach	Blvd			0.100	F	0.535	9600	G	2014
Azalea Garden Rd	0.79	From:	G							0.100	F	0.535	9600	G	2014
(122)	0.79	9000				Va Beach Princess Ar				<u> </u>					
(122)			G G			Princess Ar	ine Rd			0.100	F F	0.535	9600	G G	
Azalea Garden Rd	0.79	9000 From 13000	G	050/	40/	Princess Ar	nne Rd t Rd	001		0.098	F	0.507	14000	G	2014
Azalea Garden Rd	0.79	9000		95%	1%	Princess Arr Sewells P	t Rd % 1%	0%	F	<u> </u>					2014
Azalea Garden Rd 8641 Azalea Garden Rd	0.79 0.31 0.64	9000 To From 13000 7700 To From From From From From From From Fro	G G	95%	1%	Princess Ar	t Rd % 1%	0%	F	0.098	F	0.507 0.537	14000 8200	G G	2014
Azalea Garden Rd 8641 Azalea Garden Rd	0.79	9000 From 13000	G	95%	1%	Princess Arr Sewells P	t Rd % 1%	0%	F	0.098	F	0.507	14000	G	2014
Azalea Garden Rd Reget 1 Azalea Garden Rd Reget 1 Azalea Garden Rd Reget 1 Azalea Garden Rd Reget 2 Azalea Garden Rd	0.79 0.31 0.64 0.39	9000 To From 13000 7700 To From From From From From From From Fro	G G	95%	1%	Princess Arr Sewells P	t Rd % 1% d Rd	0%	F	0.098	F	0.507 0.537	14000 8200 8500	G G G	2014 2014 2014
Azalea Garden Rd 8641 8641 Azalea Garden Rd 8641 8641 Azalea Garden Rd	0.79 0.31 0.64	9000 13000 13000 7700 From From 6900	G G	95%	1%	Princess Ar Sewells P 1% 1' Robin Hoc	t Rd % 1% d Rd Ave	0%	F	0.098	F	0.507 0.537	14000 8200	G G	2014 2014 2014
Azalea Garden Rd 8641 8641 Azalea Garden Rd 8641 8641 Azalea Garden Rd	0.79 0.31 0.64 0.39	9000 13000 13000 7700 To From 8000	G G G	95%	1%	Princess Ar Sewells P 1% 1' Robin Hoc	t Rd % 1% d Rd Ave	0%	F	0.098	F F	0.507 0.537 0.559	14000 8200 8500	G G G	2014 2014 2014
8641 Azalea Garden Rd 8641 Azalea Garden Rd 8641 Azalea Garden Rd 8641 Azalea Garden Rd	0.79 0.31 0.64 0.39	9000 13000 13000 7700 From From 6900	G G G	95%	1%	Princess Ar Sewells P 1% 1' Robin Hoc	t Rd t Rd % 1% d Rd Ave Hwy	0%	F	0.098	F F	0.507 0.537 0.559	14000 8200 8500	G G G	2014 2014 2014 2014 2014

					INO	rioik ivia	aintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
O 0 1 D 1/1 D 1		From	<u> </u>				Raby Rd				_			_	
8642 Sabre Rd/Lowery Rd	0.45	8800	G	93%	3%	3%	1% 1%	0%	F	0.078	F	0.529	9400	G	2014
		To From				US 13	Military Hwy								
(8642) Lowery Rd	0.43	7200	G	93%	3%	3%	1% 1%	0%	F	0.101	F	0.508	7700	G	2014
		To				SR 165	Kempsville Rd								
		From					lpiper Lane								
8644 Poplar Hall Dr	0.56	1700	G	98%	1%	1%	0% 0%	0%	F	0.089	F	0.563	1800	G	2014
		To	_			US 13	Military Hwy								
8644) Poplar Hall Dr	0.59	13000	G	98%	1%	1%	0% 0%	0%	С	0.096	F	0.584	13000	G	2014
Popiar Hall Dr		To				Gle	enrock Rd								
		From				Pop	lar Hall Dr								
(8644) Glenrock Rd	0.40	5400	G	98%	1%	1%	0% 0%	0%	F	0.102	F	0.536	5800	G	2014
		To				US 58 V	Va Beach Blvd								
		From				C	urlew Dr								
8646 S Military Hwy	0.19	2900	G	98%	1%	1%	0% 0%	0%	F	0.094	F	0.67	3000	G	2014
(122)		To				Se	ellger Dr								
O 0 11 D	0.50	From	<u> </u>	000/	40/		litary Hwy	201			_	0.540	0000	_	0044
(8646) Sellger Dr	0.59	3100	G	98%	1%	1%	0% 0%	0%	С	0.102	F	0.542	3300	G	2014
		From					idd Blvd								
(8646) Kidd Blvd	0.24	2500	G	98%	1%	1%	ellger Dr 0% 0%	0%	F	0.100	F	0.526	2700	G	2014
(8646) Kidd Blvd	0.24	2300 To	r <u> </u>	0070	1 /0		urlew Dr	070		0.100		0.020	2700	ď	2014
		From	1												
8678 Newtown Rd	0.57	5300	G	98%	0%	1%	uehanna Dr 0% 0%	0%	F	0.091	F	0.628	5600	G	2014
(8678) Newtown Rd	0.57	7300 To		30 /6			rincess Anne Rd	0 /6		0.091	'	0.020	3000	G	2014
		From					Va Beach Blvd								
(8678) Newtown Rd	0.16	37000	G	98%	0%	1%	0% 0%	0%	С	0.082	F	0.508	39000	G	2014
Newtown Rd		To					Va Beach								
		From	1				in Hood Rd								
(8754) Herbert St	0.42	480	G	97%	2%	2%	0% 0%	0%	С	0.108	F	0.638	520	G	2014
(8754) Herbert St	****	To	Ť				lermere Ave							-	
		From					erbert St								
(8754) Windermere Ave	0.23	340	G	97%	2%	2%	0% 0%	0%	F	0.119	F	0.598	370	G	2014
122)		To				Sev	vells Pt Rd								
		From	1			Cı	ul-de-Sac								
8763 Raleigh Ave	0.15	1800	G	93%	1%	1%	2% 3%	0%	С	0.11	F	0.551	1900	G	2014
122		To				Cla	remont St								
		From	1			No	rview Ave								
(8765) Sedgefield Dr	0.54	1200	G	93%	3%	3%	1% 1%	0%	F	0.117	F	0.572	1200	G	2014
Seagefield Dr		To					ilpotts Rd								
		From					Th Bay St								
(8766) Pleasant Ave	1.18	980	G	96%	2%	2%	1% 0%	0%	F	0.117	F	0.517	1000	G	2014
(8766) Pleasant Ave	0	To	Ť	2070	_ /0		Shore Dr	0 /0	•	<u> </u>	•	0.017	1000	<u>~</u>	_0.7
		From					0 Shore Ave								
8766 Pleasant Ave	0.49	1300	G	96%	2%	2%	1% 0%	0%	С	0.095	F	0.612	1400	G	2014
122		To				30th	Bay Street								
		From	1			Ver	sailles Ave								
8767) Norway Place	0.76	1100	G	97%	1%	1%	1% 0%	0%	F	0.149	F	0.508	1200	G	2014
Norway Place		To					w Wood Dr								
		From					ow Creek Rd								_
(8768) Dominion Ave	1.49	1300	G	97%	1%	1%	1% 0%	0%	F	0.115	F	0.531	1400	G	2014
(8768) Dominion Ave		To	Ť	2. 70	. ,0		alters Dr	- 70	•		•			_	
		From								1					
(8770) Alsace Ave	0.16	980	G	97%	1%	1%	nore Place 1% 0%	0%	F	0.171	F	0.689	1000	G	2014
(8770) Alsace Ave	0.10	900 To	-	31 /0	1 /0		ewater Dr	U /o	- 1"	0.1/1	1.	0.009	1000	G	2014
		-								_					
Lindanward Ava	0.50	From	<u> </u>	079/	10/		26Th St	00/		0.007	_	0.500	2000	C	2014
(8780) Lindenwood Ave	0.52	3700 To	G	97%	1%	1%	1% 0%	0%	С	0.087	F	0.528	3900	G	2014
		To	1			Tid	ewater Dr								

					140	noik Maintenance Area	4							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk														
Muskagaa Aya	0.20	1500		079/	10/	Tappahannock Dr	09/	F	0 11	F	0.664	1600	C	2014
Muskogee Ave	0.29	1500	G	97%	1%	2% 0% 0%	0%	Г	0.11	Г	0.664	1600	G	2014
Ohile ette Del	0.00	From		070/	10/	Tidewater Dr	00/		0.000		0.001	1000		0014
Philpotts Rd	0.80	1800 _{то}	<u>G</u>	97%	1%	2% 0% 0% Sewells Point Rd	0%	С	0.099	F	0.621	1900	G	2014
		From							_					
Curlew Dr	1.61	3600	G	98%	1%	Huntsman Rd 1% 1% 0%	0%	F	0.121	F	0.542	3800	G	2014
Curlew Dr	1.01	To	, T	0070	1 /0	Newtown Rd	070		7	•	0.042	0000	ŭ	2014
		Fron	1:			Hampton Blvd								
3791) 35th St	0.22	1600	G	98%	1%	1% 1% 0%	0%	F	0.101	F	0.505	1700	G	2014
35th St		To												
3791) 35th St	0.18	2100 From	G	98%	1%	Killam Ave 1% 1% 0%	0%	F	0.098	F	0.58	2300	G	2014
35th St	0.10	2100		0070	1 /0		070		0.000	•	0.00	2000	ŭ	2017
OFth Ct	0.47	From		98%	1%	Colley Ave 1% 0%	0%	С	0.092	F	0.579	2000	G	2014
35th St	0.47	3600	G	90%	1 70	176 176 076	0%	C	0.092	Г	0.579	3800	G	2014
O		Fron	1			Debree Ave								
35th St	0.08	4000	G	98%	1%	1% 1% 0%	0%	F	0.085	F	0.55	4200	G	2014
		Fron	1:			Llewellyn Ave								
9791 35th St	0.16	3600	G	98%	1%	1% 1% 0%	0%	F	0.077	F	0.681	3800	G	2014
		To	00			Granby St								
<u> </u>		Fron				Olney Rd W								
Mowbray Arch	0.66	520	G	98%	1%	1% 1% 0%	0%	F	0.107	F	0.516	550	G	2014
<u> </u>		17	7			Olney Rd E								
<u> </u>		Fron				Ballentine Blvd				_			_	
Tait Terrace	0.09	2200	G	98%	1%	1% 1% 0%	0%	F	0.090	F	0.521	2400	G	2014
			1			Ingleside Rd								
O View A	0.44	From	<u> </u>	000/	10/	21St Street	00/					000	_	0014
Ocean View Ave	0.44	270	, G	98%	1%	1% 1% 0%	0%	F	NA —			300	G	2014
		E				28Th Street			<u> </u>					
Rugby St	0.33	1000	G	98%	1%	Tidewater Dr 1% 1% 0%	0%	F	0.102	F	0.508	1100	G	2014
Rugby St	0.33	1000	<u> </u>	30 /6	1 /0	Maltby Ave	0 /6	- 1	0.102	'	0.506	1100	G	2014
		Fron												
8838) Poplar Hall Dr	0.41	7800	G	99%	0%	122-8644 Glenrock Rd 0% 0% 0%	0%	С	0.11	F	0.600	8400	G	2014
Poplar Hall Dr	0.41	7 000 To		33 /6	0 /6	US 58 Va Beach Blvd	0 /6		-0.11	'	0.000	0400	u	2014
		Fron							1					
Atlantic St	0.07	3400	G	97%	1%	A1SR 337 Waterside Dr 1% 1% 0%	0%	F	NA			3700	G	2014
Atlantic St	0.07	3400	_	01 /0	1 /0	122-8585 Main Street	070	•	—			0700	ŭ	2014
		Fron	1:	T.	64 E272	A BAYVILLE STREET FRO	M & T							
09001)Ramp	0.03	640	G	1-	0 4 =E2721	A DAT VILLE STREET TRO	NI & I		0.122	F		640	G	2014
19001). 14	0.00	To			I-64-I	E FROM BAYVILLE STRE	ET			•		0.0	O .	
		Fron	n:			New Gate Rd								
9002 Ramp	0.13	1200	G			New Gate Ru			0.152	F		1200	G	2014
122		To	0:			I-64 E								
		From	1.			SR 337	-							
99017 Ramp	0.10	1800	G	93%	0%	1% 3% 2%	0%	F	0.22	F		1900	G	2014
122		Tr	n.			I-464 South								
		Fron	1:			ROBIN HOOD ROAD								
9026)Ramp	0.06	NA				-			NA			NA		
122/		To):	SI	R 165-N(34A FROM ROBIN HOOD	ROAD							
City of Portsmouth					-									
		Fron				Mt Vernon Ave								
1 Bayview Blvd	0.21	350	G	96%	2%	2% 0% 0%	0%	С	0.104	F	0.643	370	G	2014
		To	0:			Chautauqua Ave								
		Fron				124-8525 River Shore Rd								
3516) Cedar Lane	0.42	680	G						0.152	F	0 626	720	C	2014
8516 Cedar Lane	0					Dead End			0.152	1	0.636	720	G	2014

					No	rfolk Mai	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
8520 Towne Point Rd	0.71	9100	G	98%	0%	1%	Suffolk 0%	0%	0%	F	0.094	F	0.566	9700	G	2014
(8520) Towne Point Rd	0.13	20000	G	98%	0%	Twin	Pines Rd 0%	0%	0%	F	0.082	F	0.519	21000	G	2014
(8520) Towne Point Rd	0.31	20000	G	98%	0%	SR 164	Western F	wy 0%	0%	С	0.085	F	0.521	22000	G	2014
124		To				NCL (Chesapeak	e								
		From	1			El	m Ave									
8522 Portsmouth Blvd	0.34	5600 _{то}	G	99%	0%	1%	0%	0%	0%	F	0.146	F	0.759	5900	G	2014
8522 Portsmouth Blvd	0.55	3900 From	G	99%	0%	1%	ngham St 0% enter Pkwy	0%	0%	С	0.142	F	0.808	4200	G	2014
		From									1					
8523 124 Twin Pines Rd	0.90	8600	G	99%	1%	0%	1 Point Rd 0%	0%	0%	С	0.091	F	0.567	9100	G	2014
8523 Twin Pines Rd	0.51	3300 From	G	99%	1%	Swar 0%	nnanoa Dr 0%	0%	0%	F	0.096	F	0.561	3500	G	2014
<u> </u>	0.12	3300 From	N	99%	1%	Twin	Pines Rd	0%	0%	N	0.096	N	0.561	3500	N	2014
Twin Pines Rd		To					Pines Rd									
8523 Hedgerow Ln	0.28	1300 From	G	99%	1%	0%	0% Shore Rd	0%	0%	F	0.129	F	0.554	1400	G	2014
		From					Chesapeak	3								
8524 Churchland Blvd	0.09	12000 _{To}	G	99%	1%	0%	0% Norfolk Ro	0%	0%	F	0.097	F	0.557	13000	G	2014
8524) W Norfolk Rd	0.11	2900	G	99%	1%		hland Blvd		0%	F	0.089	F	0.536	3100	G	2014
(8524) W Norfolk Rd	• • • • • • • • • • • • • • • • • • • •	To														
8524 W Norfolk Rd	1.05	5800 From	G	99%	1%	0%	Neck Rd 0%	0%	0%	С	0.094	F	0.594	6200	G	2014
(8524) W Norfolk Rd	1.47	4400	G	99%	1%	0%	dar Lane 0%	0%	0%	F	0.129	F	0.754	4700	G	2014
(8524) W Norfolk Rd	1.47	7700		0070	1 /0				0 70	•	0.120	•	0.704	4700	u	2014
8524 W Norfolk Rd	0.46	530 From	G	99%	1%	SR 164	Western F	wy 0%	0%	F	0.136	F	0.672	560	G	2014
(8524) W Norfolk Rd	0.40	To		33 /6	1 /0		adway St	0 /6	0 /6	-	0.130	'	0.072	300	u	2014
		From					list Drive				1					
8525 Sterling Point Rd	0.38	1500	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.534	1600	G	2014
124/		_ То	1			H	ligh St									
8525 Cedar Lane	1.18	10000	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.528	11000	G	2014
174		To		_	_		Norfolk Ro	1								
(8525) Cedar Ln	0.23	14000	L	98%	1%	<u>W N</u> 1%	orfolk Rd 0%	0%	0%	F	0.126	F	0.694	15000	G	2014
8525 Cedar Ln	0.20	17000		JU /0					U /0	'	0.120	'	0.034	10000	u	2014
(8525) Cedar Ln	0.47	9300 From	G	98%	1%	SR 164 W	estern Free	eway 0%	0%	F	0.103	F	0.518	9900	G	2014
(8525) Cedar Ln	0.47	To	<u> </u>	JU /0	1 /0		Shore Rd	U /0	U /0		0.103	'	0.510	3300	u	ZV14
		From				Ceo	dar Lane									
River Shore Rd	0.11	7200	G	98%	1%	1% Oak	0% thurst Rd	0%	0%	F	0.091	F	0.585	7700	G	2014
8525 River Shore Rd	0.85	3200 From	G	98%	1%	1%	0% erow Lane	0%	0%	F	0.084	F	0.543	3400	G	2014
		From									<u> </u>					
8526 Chautauqua Ave	0.58	1100	G	98%	1%	1%	ıl-d-Sac 0%	0%	0%	F	0.099	F	0.688	1200	G	2014
8526 Chautauqua Ave	0.12	1800	G	98%	1%	Clev 1%	veland St 0%	0%	0%	С	0.087	F	0.58	1900	G	2014
	0.14	950 From	G	98%	1%	De 1%	etroit St	0%	0%	F	0.095	F	0.5	1000	G	2014
(8526) Chautauqua Ave		To		/ •	. , ,		esley St	, . u	•			-				

					No	rfolk Mai	ntenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle	• • •	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				117	nelav: C±				1					
(8526) Chaltauqua Ave	0.26	1100	G	98%	1%	1%	esley St 0%	0%	0%	F	0.078	F	0.684	1100	G	2014
124		To				Bayv	iew Blvd									
O 01 11 1-7 1		From	ب				Norfolk Rd			_						
(8528) Churchland Blvd	0.13	8300	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.502	8800	G	2014
Churchland Dlud	0.07	From:		000/	00/		Neck Rd	00/	00/			F	0.501	0400		2014
(8528) Churchland Blvd	0.27	8900 To:	G	98%	0%	1% High	0% St US 17	0%	0%	С	0.099	Г	0.501	9400	G	2014
		From					Chesapeake	:			1					
(8532) Tyre Neck Rd	0.24	10000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.608	11000	G	2014
124)		To:				Н	ligh St									
Neck Rd	0.18	5000	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.522	5400	G	2014
<u> </u>		To: From:				Churc	hland Blvd				\exists					
(8532) Tyre Neck Rd	0.09	3100	G	99%	0%	0%	0%	0%	0%	F	NA			3300	G	2014
		To:	<u> </u>				orfolk Rd									
(8534) Hatton Pt Rd	0.56	2500	G	99%	0%	0%	lar Lane 0%	0%	0%	F	0.1	F	0.628	2700	G	2014
(8534) Hatton Pt Rd	3.50	2300 To:	Ŭ		3 70		off St	2 /3	3,0				3.320	_, 50		_017
		From:				Н	ligh St									
Western Branch Blvd	0.58	5000	G	97%	2%	1%	0%	0%	0%	F	0.094	F	0.578	5300	G	2014
		To: From:					ligh St				_					
8536 Hartford St	1.00	2900	G	97%	2%	1%	0%	0%	0%	С	0.093	F	0.529	3100	G	2014
		From:					ernon Ave									
8537) Elmhurst Ln	1.41	3300	G	97%	3%	Vict 1%	ory Blvd 0%	0%	0%	F	0.085	F	0.547	3500	G	2014
8537 Elmhurst Ln	1.71		<u> </u>	01/0	3 /0			U / U	3 /0	•			5.0-₹1			_017
(8537) Elmhurst Ln	0.18	3200 From:	G	97%	3%	1%	vood Ave 0%	0%	0%	F	0.094	F	0.658	3400	G	2014
8537 Elmnurst Ln		To					ine Blvd									
8537 Elmhurst Ln	0.71	6400 From:	G	97%	3%	1%	0%	0%	0%	С	0.095	F	0.506	6800	G	2014
124		To				Cher	rokee Rd									
8537 Elmhurst Ln	0.31	6100 From:	G	97%	3%	1%	0%	0%	0%	F	0.097	F	0.561	6500	G	2014
124		To:				Portsn	nouth Blvd				\neg —					
8537 Elmhurst Ln	0.89	4700	G	97%	3%	1%	0%	0%	0%	F	0.096	F	0.52	5000	G	2014
		To					ore Dr									
Charake - Dd	0.07	From		070/	20/		s Ferry Rd		00/	Г	0.005	г	0.500	2000		0014
(8538) Cherokee Rd	0.67	3500 To	G	97%	3%	1% City	0% Park Ave	0%	0%	F	0.095	F	0.508	3800	G	2014
		From					itution Ave									
(8539) County St	0.40	4600	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.616	4900	G	2014
124		To				Penir	nsula Ave									
(8539) County St	0.31	5100 From:	G	96%	1%	1%	1%	1%	0%	С	0.091	F	0.564	5500	G	2014
124/		To				El	m Ave									
8539 County St	0.33	4500	G	97%	2%	1%	0%	0%	0%	F	NA			4800	G	2014
		From:				Effir	ngham St									
8539 County St	0.34	3900	G	97%	2%	1%	0%	0%	0%	С	NA			4200	G	2014
		To: From:					ourt St				\exists —					
(8539) County St	0.16	3300 To:	G	97%	2%	1%	0%	0%	0%	F	NA			3500	G	2014
			<u> </u>				wford St	227								
(8540) Hodges Ferry Rd	0.28	6400	G	99%	0%	Portsmout 0%	h Blvd SR 0%	337 0%	0%	F	0.091	F	0.55	6800	G	2014
Hodges Ferry Rd	5.20		<u> </u>	00 /0	3 /0			U / U	J /0	•			3.55	3000		_017
(8540) Hodges Ferry Rd	0.26	5500 From:	G	99%	0%	Lc	ogan St 0%	0%	0%	F	0.088	F	0.506	5900	G	2014
(8540) Hodges Ferry Rd		To:					rokee Rd									

					No	rtolk Ma	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
Hodges Ferry Rd	0.76	5900	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.517	6300	G	2014
Croonwood Dr	0.57	15000	G	99%	0%	Aiı 0%	line Blvd 0%	0%	0%	F	0.082	F	0.504	16000	G	2014
(8540) Greenwood Dr	0.57	15000		99%	0%			076	076	Г	0.062	Г	0.594	16000	G	2014
(8540) Greenwood Dr	0.80	14000	G	98%	1%	1%	I-264 0%	0%	0%	F	0.087	F	0.55	15000	G	2014
8540 Greenwood Dr	0.63	9100 From	G	98%	1%	1%	alier Blvd 0%	0%	0%	F	0.085	F	0.541	9700	G	2014
8540 Greenwood Dr	1.05	3700 From	G	98%	1%	Vic 1%	tory Blvd 0%	0%	0%	С	0.1	F	0.534	4000	G	2014
<u> </u>		To From				Indep	endence S	St								
Greenwood Dr	0.36	3700	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.523	3900	G	2014
$\widehat{}$		From				Deep	Creek Blv	ď								
Greenwood Dr	0.50	3000	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.532	3200	G	2014
		From	1				/ashington									
East 8540) Ramp	0.19	NA	<u> </u>			124-854	0 TO RT	264			 NA			NA		
8540 Ramp	0.10	To	c		I-264-V	V FROM (GREENW	OOD DR	IVE		— <u>`</u> ``			1471		
West		From	d			124-854	10 TO RT	264								
8540 Ramp	0.21	1900	G								0.112	F		1900	G	2014
124		То	c		I-264-V	V FROM (GREENW	OOD DR	IVE							
		From				Chand	er Harper	Dr								
8542 Snead Fairway	0.30	590	G	97%	2%	0%	0%	0%	0%	С	0.107	F	0.714	630	G	2014
<u> </u>		To	C				es Ferry R									
City Bark Ava	0.70	1700	G	000/	10/		Airline Bl		00/	F		F	0.577	1000	G	2014
6543 City Park Ave	0.79	1700		98%	1%	0%	0%	0%	0%	Г	0.1	Г	0.577	1900	G	2014
City Park Ava	0.58	4700		98%	1%	SR 337 P	ortsmouth		00/	F	0.103	F	0.520	4000	G	2014
S543 City Park Ave	0.58	4700 To	G	96%	170		0% ifford St	0%	0%	Г	0.103	Г	0.530	4900	G	2014
_		From					Park Ave									
8543 Clifford St	0.53	7300	G	98%	1%	0%	0%	0%	0%	С	0.102	F	0.56	7800	G	2014
124		To					hatan Ave ifford St									
8543) Powhatan Ave	0.26	5900	G	98%	1%	0%	0%	0%	0%	F	0.099	F	0.568	6300	G	2014
Powhatan Ave		To					King St									_
O 1/1 0:		From		2221			hatan Ave					_				
8543 King St	0.79	6200 To	G	98%	1%	0%	0% lman Ave	0%	0%	F	0.096	F	0.583	6600	G	2014
		From						D11								
8544) Rodman Ave	0.58	7000	G	98%	1%	1%	ortsmouth 0%	0%	0%	F	0.086	F	0.516	7500	G	2014
Rodman Ave	0.00	To	Ť	0070	. , 0		oline Ave	0,0	0,0	•		•	0.0.0		<u>.</u>	
O		From					lman Ave								_	
8544 Caroline Ave	0.19	370	G	98%	1%	1%	0%	0%	0%	F	0.124	F	0.533	400	G	2014
		To From					Airline Bl									
8544 Caroline Ave	1.05	2400 To	G	98%	1%	1%	0%	0%	0%	С	0.105	F	0.557	2500	G	2014
		From					nandoah St									
8545) Rodman Ave	0.61	6100	G			US 58	Airline Bl	vd			0.091	F	0.544	6400	G	2014
Rodman Ave	0.01	To]	High St				0.031	•	0.044	J+00	u	2014
		From	:				cLean St									
8546) Elliott Ave	1.60	2700	G			.,,					0.106	F	0.508	2900	G	2014
(8546) Elliott Ave		To	c			Frederic	k Blvd US	S 17								
		From				N CL	Chesapeal									
8547 Deep Creek Blvd	0.21	5600	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.618	5900	G	2014
		To	1			M	litary Rd									

					INO	rfolk Maintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
8547 Deep Creek Blvd	0.91	6300	G	97%	1%	Victory Blvd 1% 0%	0%	0%	F	0.088	F	0.567	6700	G	2014
8547 Deep Creek Blvd	0.27	7800	G	97%	1%	Greenwood D 1% 0%	0%	0%	F	0.09	F	0.554	8200	G	2014
8547 Deep Creek Blvd	0.46	7800	G	97%	1%	Wright Ave	0%	0%	С	0.087	F	0.577	8300	G	2014
8547 Deep Creek Blvd	0.16	8300 From	G	97%	1%	Portsmouth Blv 1% 0%	vd 0%	0%	F	0.079	F	0.542	8800	G	2014
8547 Deep Creek Blvd	0.78	4500 From	G	97%	1%	Frederick Blv 1% 0%	0%	0%	F	0.102	F	0.535	4800	G	2014
		From				Des Moines A									
8548 Wesley St	0.21	420	G	89%	1%	Mt Vernon Av 2% 3%	4%	0%	F	0.113	F	0.523	450	G	2014
8548 Wesley St	0.12	340 From	G	97%	1%	Chautauqua Av 1% 0% Lee Ave	0%	0%	F	0.105	F	0.632	370	G	2014
		From				High St									
Mt Vernon Ave	0.14	2200 _{то}	G	97%	1%	2% 0% London Blvd	1%	0%	F	0.094	F	0.599	2400	G	2014
8549 Mt Vernon Ave	1.21	2300 From To	G	97%	1%	2% 0% Bay View Blv	1%	0%	С	0.09	F	0.524	2500	G	2014
		From	1			Mt Vernon Av	ve								
8550) Cleveland St	0.21	1700	G	97%	1%	0% 1% Chautauqua A	1%	0%	F	0.088	F	0.552	1800	G	2014
8550 Cleveland St	0.16	4000 From	G	97%	1%	0% 1% SR 168 ML King	1%	0%	С	0.088	F	0.519	4300	G	2014
		From	:			Effingham St									
London St	0.49	6600 _{To}	G	97%	1%	0% 1% Crawford St	1%	0%	F	0.094	F	0.568	7000	G	2014
		From				County St									
Peninsula Ave	0.10	650 T.	G	97%	1%	0% 1% High St	1%	0%	F	0.116	F	0.553	700	G	2014
8553) Peninsula Ave	0.16	2200 From	G	97%	1%	0% 1%	1%	0%	F	0.105	F	0.552	2400	G	2014
8553) Peninsula Ave	0.33	2200 To	G	97%	1%	SR 141 London I 0% 1% Leckie St	1%	0%	F	0.090	F	0.583	2300	G	2014
		From	1			County St									
8554 Constitution Ave	0.10	910	G	98%	1%	1% 0%	0%	0%	F	0.091	F	0.665	970	G	2014
8554 Constitution Ave	0.19	1000 From	G	98%	1%	High St 1% 0%	0%	0%	F	0.102	F	0.534	1100	G	2014
8554 Constitution Ave	0.37	2200 From	G	98%	1%	SR 141 London I 1% 0% Leckie St	0%	0%	F	0.094	F	0.574	2300	G	2014
$\widehat{}$		From				Constitution A									
8554 Leckie St	0.06	70	G	98%	1%	1% 0% Dead End	0%	0%	F	0.138	F	0.654	80	G	2014
8554 Leckie St	0.74	630	G	98%	1%	1% 0% Fort Lane	0%	0%	F	0.108	F	0.58	670	G	2014
	2 2=	From	<u> </u>	0001	401	Leckie St	251	201			_	0.045	1 165		60
R554 Fort Lane	0.07	1300 To	G	98%	1%	1% 0% Crawford Pkw Fort Lane	0% /y	0%	F	0.203	F	0.848	1400	G	2014
8554 124 Crawford Pkwy	0.06	2600	G	98%	1%	1% 0%	0%	0%	F	0.132	F	0.757	2700	G	2014
124/		To				Effingham St	t								

						ntenand									
Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
										•					
0.28	3200	G	98%	1%	1%	ngham St 0%	0%	0%	F	0.13	F	0.784	3400	G	2014
0.35	2500 From	G	98%	1%	1%	ourt St 0%	0%	0%	F	NA			2700	G	2014
0.10	4800 From	G	98%	1%	Lon 1%	don Blvd 0%	0%	0%	F	0.113	F	0.847	5100	G	2014
0.11	4800 From	G	98%	1%	1%	ligh St 0%	0%	0%	F	0.1	F	0.699	5200	G	2014
0.12	5100 From	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.655	5400	G	2014
		<u> </u>			W	ythe St									
0.57	880 To	G	98%	1%	1%	0%	0%	0%	F	0.115	F	0.592	940	G	2014
							<u></u>			1					
0.09	15000	G	99%	0%	0%	0%	0%	0%	F	0.078	F	0.718	16000	G	2014
0.20	14000 From	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.816	15000	G	2014
0.09	15000 From	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.896	16000	G	2014
	From														
0.76	7200	G	98%	1%	0%	0%	0%	0%	С	0.114	F	0.624	7700	G	2014
0.03	9300 From	G	98%	1%	0%	0%	0%	0%	F	0.114	N	0.624	10000	G	2014
0.19	10000 From	G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.682	11000	G	2014
0.10	9300 From	G	98%	1%	0%	0%	0%	0%	F	0.109	F	0.517	9900	G	2014
0.11	6100	G	98%	1%	0%	ligh St 0%	0%	0%	F	0.114	F	0.519	6500	G	2014
0.38	3600 From	G	98%	1%	0%	0%	0%	0%	F	0.137	F	0.833	3800	G	2014
	From						1								
0.59	1100 To	G	97%	2%	1%	0%	0%	0%	F	0.105	F	0.595	1200	G	2014
0.07	6500 From	G	97%	2%	1%	0%	0%	0%	С	0.100	F	0.520	6900	G	2014
0.05	8000 From	G	97%	2%	1%	0%	0%	0%	F	0.100	N	0.520	8800	G	2014
	From						e			i					
0.68	9600	G	98%	1%	0%	0%	0%	0%	С	0.097	F	0.667	10000	G	2014
0.83	3200 From	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.89	3400	G	2014
0.70	5700 To	G	98%	1%	NCL 0	Chesapeak 0%	e 0%	0%	F	0.086	F	0.578	6100	G	2014
	From			Geo			vy US 17								
0.28	2400 _{то}	G	98%	1%	0%	0% et Pkwy G	0%	0%	F	0.116	F	0.703	2500	G	2014
	0.28 0.35 0.10 0.11 0.12 0.57 0.09 0.20 0.09 0.76 0.03 0.19 0.10 0.11 0.38 0.59 0.07 0.05 0.68 0.83	0.35 2500 0.10 4800 0.11 4800 0.11 4800 0.12 5100 0.57 880 0.09 15000 0.20 14000 0.09 15000 0.70 7200 0.10 9300 0.11 6100 0.38 3600 0.38 3600 0.59 1100 0.59 1100 0.68 9600 0.83 3200 0.70 5700 0.70 5700 0.70 5700 0.70 5700 0.70 5700 0.70 5700	0.28 3200 G 0.35 2500 G 0.10 4800 G 0.11 4800 G 0.12 5100 G 10 10 From 0.57 880 G 10 10 From 0.09 15000 G 0.20 14000 G 0.20 14000 G 0.76 7200 G 0.76 7200 G 0.19 10000 G 0.10 9300 G 0.11 6100 G 0.11 6100 G 0.38 3600 G 0.38 3600 G 0.39 100 G 0.59 1100 G 0.59 1100 G 0.68 9600 G 0.83 3200 G 0.84 From 0.85 From 0.86 From 0.87 From 0.88 From 0.89 From 0	0.28 3200 G 98% 0.35 2500 G 98% 0.10 4800 G 98% 0.11 4800 G 98% 0.12 5100 G 98% 1	0.28 3200 G 98% 1% 0.35 2500 G 98% 1% 0.10 4800 G 98% 1% 0.11 4800 G 98% 1% 0.12 5100 G 98% 1% 10 170	Carawara Carawara	Company Comp		Carrier	Care Care	Care	Care	Carrier Carr	Carrier Carr	Company Comp

					INO	rtolk Mai	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
Aften Dlaur	0.51	1500	<u> </u>	000/		124-3; Gap			00/			_	0.740	1600	_	2014
Afton Pkwy	0.51	1500	G	98%	1%	0% Victor	0% y Blvd 239	0%	0%	F	0.141	F	0.742	1600	G	2014
		From					Norfolk Ro				_					
8755) Coast Guard Blvd	0.97	2800	G	91%	1%	1%	1%	5%	1%	F	0.147	F	0.885	3000	G	2014
(8755) Coast Guard Blvd	0.07	To	Ť	0170	1 /0		in Gate	0 / 0	1 70	•	0.147	•	0.000	0000	u	2014
		From	d				nwood Dr				-					
8756) Garwood Ave	0.17	2800	G	91%	1%	1%	1%	5%	1%	С	0.113	F	0.788	3000	G	2014
Garwood Ave		To					urst Lane									
		From				US 17 Fr	ederick B	lvd								
8758) High St	0.12	12000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.586	13000	G	2014
124		To	c			US 58 A	Airline Bly	⁄d								
O 111 1 21		From					ine Blvd					_				
8758 High St	0.22	10000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.552	11000	G	2014
		From				Mt V	ernon Ave									
8758 High St	0.47	11000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.509	12000	G	2014
		To				ML k	King Frwy				<u> </u>					
8758 High St	0.79	14000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.682	15000	G	2014
124		To				FI	m Ave									
8758 High St	0.32	9900 From	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.781	11000	G	2014
8758 High St		те			-			-	-		— <u> </u>					
8758) High St	0.51	7300 From	G	98%	1%	1%	ngham St 0%	0%	0%	F	0.087	F	0.511	7800	G	2014
(8758) High St	0.51	7 300 To		30 /6	1 /0		wford St	0 /6	0 /6	-	0.007	'	0.511	7000	ч	2014
		From									_					
8759 McLean St	0.92	7400	G	98%	1%	1%	nwood Dr 0%	0%	0%	F	0.087	F	0.574	7900	G	2014
McLean St	0.52	7 400	<u> </u>	30 78	1 /0		ine Blvd	0 70	0 70	'	0.007	'	0.574	7300	ď	2014
		From						1			_					
8760 Lincoln St	0.83	1600	G	98%	0%	1%	Creek Blvo	0%	0%	F	0.094	F	0.705	1700	G	2014
(8760) Lincoln St	0.00				0 70			070		-		•	01.00		<u> </u>	_0
Lincoln St	0.66	From	G	98%	0%	Effir 1%	ngham St	0%	00/	F	0.162	F	0.050	2100	G	2014
Encoln St Lincoln St	0.66	2900 _{то}		90%	076		0% irst St	076	0%	F	0.162	Г	0.959	3100	G	2014
		From														
8761) Port Centre Pkwy	0.67	8300	L	98%	0%	Portsn 1%	nouth Blvd 0%	0%	0%	С	NA			8900	G	2014
(8761) Port Centre Pkwy	0.07	6300		3 0 /6	0 /6	1 /0	0 /6	0 /0	0 /6					0900	G	2014
<u> </u>		From					St Near I-				<u> </u>					
8761 Court St	0.21	7700	G	97%	1%	1%	0%	0%	0%	F	NA			8200	G	2014
		From					unty St									
8761 Court St	0.11	7300	G	97%	1%	1%	0%	0%	0%	С	NA			7800	G	2014
		To Erom				Н	igh St									
8761 124 Court St	0.11	3300	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.528	3500	G	2014
124		Te				Lo	ndon St									
8761) Court St	0.23	1300 From	G	97%	1%	1%	0%	0%	0%	F	0.118	F	0.791	1400	G	2014
8761 Court St		To	c				ford Pkwy									
		From	1				bus Avenu									
8762 124 South St	0.10	3000	G	97%	1%	1%	0%	0%	0%	F	0.127	F	0.970	3200	G	2014
124		To	·				on Parkwa									
<u> </u>		From					son Pkwy									
8762) South St	0.09	3400	G	97%	1%	1%	0%	0%	0%	F	0.122	F	0.934	3600	G	2014
		To				Des M	Ioines Ave	:			\supset —					
8762 South St	0.38	7300	G	97%	1%	1%	0%	0%	0%	С	0.098	F	0.557	7800	G	2014
124		To	-			JE1	m Ave									
8762 South St	0.34	2500 From	G	97%	1%	1%	0%	0%	0%	F	0.075	F	0.521	2700	G	2014
124	3.0 1	To	<u> </u>	J. 70	. /0		ngham St	0 /0	- 70	•		•	J.JL.	_, 00	~	_0.7
West		From		CD	AMEOD.	D STREET		HTE 26	4 WEST		<u> </u>					
	0.21	2800	G	CK	TWIOK	USINEEL	11 10 KC	7U 115 Z0	- WEST		0.183	F		2800	G	2014
99024 Ramp	Ų. <u> </u>	т	Ť	I-264.	W FRO	M CRAWF	ORD STR	REET N	& BART 9	S		•		_000	~	
				1-204	,, 1 KO		2KD 311	THE IN	~ D/11(1)	-						

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:				GI 11 17									
1 Towne Point Rd	0.07	20000	F	97%	1%	Churchland B 1% 1%	0%	0%	F	0.092	F	0.508	22000	F	2014
131) TOWNET OINT TIE	0.07	To:	•	31 /6		8520 JB-131 NCL				0.032	•	0.500	22000	'	2017
		From:	_			North Carolina Sta				1					
2 131 Backwoods Rd	0.73	1600	F	99%	0%	0% 0%	0%	0%	С	0.123	F	0.785	1700	F	2014
131		To:				131-8796 Ballaha	ck Rd								
		From			US	17 George Washi	ngton Hwy								
3 Douglas Rd	2.95	390	F	97%	1%	1% 1%	0%	0%	С	0.111	F	0.568	420	F	2014
131/		To:				Benefit Rd									
		From:			Е	Bus US 168 Battlef	eld Blvd								
(4) Indian Creek Rd	5.92	2600	F	96%	1%	1% 1%	1%	0%	С	0.109	F	0.532	2700	F	2014
		To:	<u> </u>			WCL Virginia E	each								
0 0		From:	<u> </u>	000/	00/	Volvo Pkwy		00/			_	0.045	10000	_	004
5 Crossways Blvd	0.32	12000	F	99%	0%	0% 0%	0%	0%	С	0.094	F	0.615	13000	F	2014
			<u> </u>			Eden Way No									
Woodlaka Dr	0.00	From:		97%	1%	Greenbriar Pk	wy 1%	∩ 0/	С	0.08	F	0.765	22000	F	201
(6) Woodlake Dr	0.23	21000 To:		J1 70	1 70	1% 0% Old Greenbriar		0%		0.06	ı-	0.765	22000	į.	2014
		From:	=												
7 Old Greenbriar Rd	0.43	11000	F	98%	1%	Woodlake D 1% 1%	0%	0%	С	0.087	F	0.538	12000	F	2014
131	0.10	То:	Ė	3070	1 /0	US 13 Military		370	<u> </u>		•	2.000	. 2000	•	_0,-
_		From:				Military Hw									
7 Old Greenbriar	0.46	4400	F	98%	1%	1% 0%	0%	0%	F	0.093	F	0.561	4700	F	2014
		To	<u> </u>			Providence F	ld								
$\widehat{}$		From:				Ballahack R	d								
Bunch Walnuts Rd	3.01	1500	F	99%	0%	0% 0%	0%	0%	С	0.097	F	0.537	1600	F	2014
<u> </u>		To:	<u> </u>			Benefit Rd									
<u> </u>		From	<u> </u>	000/	40/	WCL Va Bea		00/			_	0.547	4000	_	004
g Paramont Ave	1.11	3800	F	98%	1%	1% 0%	0%	0%	С	0.103	F	0.517	4000	F	2014
						US 13 Military	HWY								
10 Sign Pine Rd	2.43	3200	F	98%	1%	Benefit Rd	0%	0%	С	0.094	F	0.658	3400	F	2014
10 Sign Pine Rd	2.43	3200 To:		30 /6		Bus SR 168 Battlef		0 /6		0.094	'	0.036	3400	'	2014
		From:													
11) Campostella Rd	0.44	11000		96%	0%	1% 1%	2%	0%	F	0.088	F	0.533	12000	F	2014
Campostella Rd	0.11		•	0070				0 / 0		0.000	•	0.000			_0.
11 Campostella Rd		and the same of	$\overline{}$							_				•	
(11) Campostella Rd	1 2/	From:		96%		131-8640 Provide		O°/-		0.092	F	0 55g			201/
····	1.34	To:	F	96%	0%	131-8640 Provide 1% 1%	2%	0%	F	0.092	F	0.558	12000	F	2014
	1.34	To:	F	96%	0% SI	131-8640 Provide 1% 1% R 246 Liberty St; E	2% Sorder Rd	0%	F	0.092	F	0.558			2014
		To: From:			0% SI	131-8640 Provide 1% 1% R 246 Liberty St; F SR 165 Moses Gra	2% Sorder Rd andy Rd				F	0.558	12000	F	
12 Cedar Rd	3.05	To:	F G	96%	0% SI	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0%	2% Border Rd andy Rd 0%	0%	F C	0.092 NA	F	0.558			
		From:			0% SI	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra	2% Border Rd andy Rd 0%				F	0.558	12000	F	
12 Cedar Rd		From: 6100 To:			0% SI	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0%	2% Border Rd andy Rd 0%				F	0.558	12000	F	2014
Cedar Rd	3.05	From: 6100 From:	G		0% SI	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra	2% Border Rd andy Rd 0%			NA			12000	F G	2014
12 Cedar Rd	3.05	From: 6100 To: From: 140	G		0% SI	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17	2% Gorder Rd andy Rd 0% andy Rd			NA			12000	F G	2014
Cedar Rd	3.05	From 6100 To From 140	G		0% SI	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End	2% Gorder Rd andy Rd 0% andy Rd			NA			12000	F G	2014
Cedar Rd	3.05	From: 6100 To: From: 140 From:	G F	99%	0% SI 1%	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0%	2% Gorder Rd Indy Rd 0% Indy Rd 0% Indy Rd 0%	0%	С	NA	F	0.5	12000 6400 140	F G F	2014
Cedar Rd 13 13 13 13 6524 Churchland Blvd	3.05	From 6100 To: From 6000 To: From 6000	G F	99%	0% SI 1%	131-8640 Provide 1% 1% 18 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point	2% Gorder Rd Indy Rd 0% Indy Rd 0% Indy Rd 0%	0%	С	NA	F	0.5	12000 6400 140 6400	F G F	2014
Cedar Rd 13 13 13 13 Churchland Blvd	3.05 0.34 0.57	From: 6100 To: From: 140 From:	G F F F	99%	0% SI 1%	131-8640 Provide 1% 1% 18 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point	2% Gorder Rd O%	0%	C	NA	F	0.5	12000 6400 140	F G F	2016
Cedar Rd 13 13 13 13 Churchland Blvd	3.05 0.34 0.57	From 6100 To: From 6000 To: From 6000	G F F F	99%	0% SI 1%	131-8640 Provide 1% 1% 18 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point 0% 0% WCL Portsmo	2% Gorder Rd O%	0%	C	NA	F	0.5	12000 6400 140 6400	F G F	2016
Cedar Rd 13 13 6524 Churchland Blvd 6524 Churchland Blvd	3.05 0.34 0.57	From 140 To: From 6000 From 140 To: From 140 To: From 140 To: From 140 To:	G F F F	99%	0% SI 1%	131-8640 Provide 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point 0% 0%	2% Gorder Rd own Nd Nd own Nd Nd own	0%	C	NA	F	0.5	12000 6400 140 6400	F G F	2014 2014 2014 2014
Cedar Rd 13 13 8524 Churchland Blvd 8524 Churchland Blvd	3.05 0.34 0.57 0.09	From 6100 To: From 1440 To: From 1400 To: From 5200 To:	G F G G	99%	0% SI 1% 0%	131-8640 Provide 1% 1% 1% 1% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point 0% 0% WCL Portsmo SR 191 Jolliff 0% 0%	2% Gorder Rd own Rd 0% Mandy R	0%	C C	NA 0.117 0.084 0.097	F F N	0.5 0.543 0.557	12000 6400 140 6400 12000	F F G	2014 2014 2014 2014
Cedar Rd 13 8524 Churchland Blvd 8524 Churchland Blvd 8527 Dock Landing Rd	3.05 0.34 0.57 0.09	From 6100 To: From 6100 To: From 6000 To: From 5200	G F F	99%	0% SI 1% 0% 0%	131-8640 Provide 1% 1% 18 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point 0% 0% WCL Portsmo SR 191 Jolliff 0% 0% I-664	2% forder Rd own	0%	C C F	NA 0.117 0.084 0.097 0.085	F F N	0.5 0.543 0.557 0.509	12000 6400 140 6400 12000	F G F	201- 201- 201- 201-
Cedar Rd 13 8524 Churchland Blvd 8524 Churchland Blvd 8527 Dock Landing Rd	3.05 0.34 0.57 0.09	From 6100 To: From 1440 To: From 1400 To: From 5200 To:	G F G G	99%	0% SI 1% 0%	131-8640 Provide 1% 1% 18 14% R 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point 0% 0% WCL Portsmo SR 191 Jolliff 0% 0% I-664 0% 0%	2% Gorder Rd O% O% O% O% O%	0%	C C	NA 0.117 0.084 0.097	F F N	0.5 0.543 0.557	12000 6400 140 6400 12000	F F G	2014 2014 2014 2014
Cedar Rd 13 8524 Churchland Blvd 8524 Churchland Blvd 8527 Dock Landing Rd	3.05 0.34 0.57 0.09	From 6100 To: From 6100 To: From 6000 To: From 5200	G F F	99%	0% SI 1% 0% 0%	131-8640 Provide 1% 1% 18 246 Liberty St; E SR 165 Moses Gra 0% 0% SR 165 Moses Gra Dead End Bus US 17 Western Branch 0% 0% Towne Point 0% 0% WCL Portsmo SR 191 Jolliff 0% 0% I-664	2% Gorder Rd O% O% O% O% O%	0%	C C F	NA 0.117 0.084 0.097 0.085	F F N	0.5 0.543 0.557 0.509	12000 6400 140 6400 12000	F G F	2014 2014 2014 2014 2014 2014

					Noi	rfolk Mainte	nance Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
B527) Dock Landing Rd	2.23	5600		98%	2%	Devon	Dr % 0%	0%	С	0.110	F	0.508	6000	F	2014
B527 Dock Landing Rd	2.23	3000 To	-	90%		SR 337 Portsr		076	U	0.110	Г	0.506	6000	Г	2014
		From	1			31-8527-S000A				i					
Ramp	0.27	NA			1.3	51-6327-3000 <i>E</i>	K FROM DO			NA			NA		
Ramp	0.27	To	•		I-664-E	FROM DOCK	LANDING I	ROAD							
		From	1		13	31-8527-N000I	B FROM DO								
8527) Ramp	0.28	NA								NA			NA		
131)		To			I-664-W	FROM DOCK	LANDING	ROAD							
North		From			131-852	7 TO ROUTE	664 EASTSO	UTH							
8527 Ramp	0.06	NA								NA			NA		
(31)		To	1		13	31-8527-S000A	FROM DO								
North		From			131	1-8527 TO & I	ROM DOCK								
8527 Ramp	0.03	NA								<u>N</u> A			NA		
		То	1			7-S000B; 131-									
South	0.05	From	<u> </u>		13	1-8527 TO & I	ROM ROUT	•					N.1.0		
8527 Ramp	0.05	NA To			121 0527	7-N000A; 131-	0527 A ED C	M DC		NA			NA		
			1												
South	0.05	NA From	<u> </u>		131-852	7 TO ROUTE	664 WESTN	ORTH		NA			NA		
8527 Ramp	0.03	INA To			13	31-8527-N000I	R FROM DO						INA		
		From	1			59 Pughsville		oll _z							
Pughsville Rd	0.85	9800	F	92%	0%		% 5%	0%	С	0.094	F	0.606	10000	F	2014
Pughsville Rd	0.00			0270				070		— · · · · ·	•	0.000	10000	•	2011
Pughsville Rd	0.16	23000 From		98%	1%	1% C	1 1% 1%	0%	С	0.095	F	0.575	24000	F	2014
Pughsville Rd	0.10	23000	ė	30 /6	1 /0	131-8530; T		0 78		0.033	'	0.575	24000	'	2014
		From				Pughsvil									
R529 Taylor Rd	1.65	14000	F	98%	1%	1% 0	% 1%	0%	F	0.088	F	0.559	15000	F	2014
		To	1		U	IS 17 Western	Branch Blvd								
O -		From			13	31-8529-S000	A TO ROUT]					
8529 Ramp	0.09	NA								NA			NA		
		To	1			E FROM PUG									
North	0.07	From			131-852	9 TO ROUTE	664 EASTSO	UTH		ᆜ					
8529 Ramp	0.07	NA To			1.0	21 0520 0000	TO DOUT			NA			NA		
						31-8529-S000				<u> </u>					
North 8529 Ramp	0.19	NA From	L		131-8529	9 TO ROUTE	664 WESTN	JRTH		NA			NA		
8529 Ramp	0.13	To			I-664-V	W FROM PUG	HSVILLER	DAD					INA		
Courth		From				1-8529 TO & I				- 					
South South Ramp	0.05	NA			15.	1-0329 IU & I	KUWI KUU I			NA			NA		
8529 Ramp	3.00	To	-		131-8529	9-N000A; 131-	8529- A TO	ROUT		–					
South		From	1			9 TO ROUTE				Ī					
8529 Ramp	0.29	NA			002					NA			NA		
1317		To			I-664-V	W FROM PUG	HSVILLE R	DAD							
		From	L			SR 337 Portsr	nouth Blvd								-
8530 Taylor Rd	1.70	20000	F	99%	0%		% 0%	0%	С	0.091	F	0.516	22000	F	2014
131/			1			Bruce	Rd			— —					
8530 Taylor Rd	0.29	22000	F	99%	0%		% 0%	0%	F	0.094	F	0.585	23000	F	2014
131/		To				131-8529 Pug									
		From	L			Taylor	Rd								_
8531 Dunedin Dr	0.99	1600	F	99%	0%		% 0%	0%	С	0.095	F	0.659	1700	F	2014
131/		To			U	JS 17 Western	Branch Blvd		_						
		From				Taylor	Rd								
8532 131 Bruce Rd	1.54	11000	F	99%	0%		% 0%	0%	С	0.096	F	0.539	11000	F	2014
<u> </u>		To				Tyre Nec	k Rd								

						mont ivia	intenance	, , ii ca								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			1													
8532) Tyre Neck Rd	1.26	8900		100%	0%	0%	ruce St 0%	0%	0%	С	0.094	F	0.595	9400	F	2014
131 Tyre Neck Rd	1.20	0900 To	· -	100 /6	0 /6		Portsmouth	0 /6	0 /6		0.094	'	0.595	3400	ı	2014
		From	4				ıst Lane				<u> </u>					
8547) Deep Creek Blvd	0.60	4300	F	98%	0%	1%	0%	0%	0%	С	0.099	F	0.631	4600	F	2014
Deep Creek Blvd		To				SCL 1	Portsmouth									
		From	·			US 4	60 22nd St									
8591 Liberty St	0.40	4600	F	89%	1%	1%	3%	6%	0%	F	0.093	F	0.564	4900	F	2014
1017		To	1			SCI	_ Norfolk									
O		From					L Norfolk								_	
8592 Berkley Ave	0.39	1700	F	98%	0%	1%	1%	0%	0%	С	0.093	F	0.606	1800	F	2014
			1				gfield Ave									
Rosemont Ave	0.13	740		85%	1%	2%	nk Street 1%	11%	0%	F	0.127	F	0.877	790	F	2014
8596 Rosemont Ave	0.13	7 40 To	<u> </u>	05 /6	1 /0		11 Street	11/0	0 /6		0.127	'	0.077	790	ı	2014
_		From					Hill St									
Rosemont Ave	0.37	1300	F	85%	1%	2%	1%	11%	0%	С	0.105	F	0.812	1400	F	2014
<u> </u>		To					Bainbridge B									
		From					Bainbridge B					_			_	
Chesapeake Dr	0.45	2100 To	F	97%	1%	1%	0%	0%	0%	С	0.098	F	0.544	2300	F	2014
			1				apeake Ave									
Frooman Ava	0.65	4300		61%	10/		Buell St 8%	28%	0%	С	0.083	F	0.655	4500	F	2014
Freeman Ave	0.65	4300		01%	1%	3%		20%	0%	C	0.063	Г	0.655	4500	Г	2014
А	0.05	From	<u> </u>	010/	10/		I-464	000/	00/	F	0.000		0.004	0000		0014
Freeman Ave	0.25	9200 To	F	61%	1%	3%	8% Sainbridge B	28%	0%	Г	0.080	F	0.604	9800	F	2014
		From			121 9509		03A TO AN		MI							
8598 Ramp	0.13	4300	G		131-8396	5 1-404-50	USA TO AN	ND FKU	IVI 1-		0.101	F		4300	G	2014
8598) Ramp	• • • • • • • • • • • • • • • • • • • •	Te			I-40	64-S FRO	M FREEMA	N Ave								
		From	:	1	31-8598	I-464-N00	3A FROM	AND T	ORT							
8598 Ramp	0.13	3700	G								0.12	F		3700	G	2014
131/		To	c		I-46	4-N FRO	M FREEMA	AN Ave								
		From				JS 13 & 4	60 Military	Hwy								
8599 Cavalier Blvd	1.24	10000	F	89%	1%	1%	3%	6%	0%	С	0.099	F	0.513	11000	F	2014
		To	1				Portsmouth									
Door Oracle Bleet	0.04	From		000/			60 Military		00/			_	0.770	0000	_	001
Beep Creek Blvd	0.94	2800 To	F	98%	1%	0%	0% ast Lane	0%	0%	С	0.09	F	0.776	3000	F	2014
		From					Creek Blvd									
Gust Lane	0.44	5200	F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.521	5600	F	2014
131/		To				SCL	Portsmouth									
\sim		From	:				alahad Dr									
8602 Camelot Blvd	0.59	6800	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.559	7300	F	2014
		To From					Creek Blvd									
8602 Camelot Blvd	0.32	4100	F	89%	1%	1%	3%	6%	0%	F	0.085	F	0.596	4400	F	2014
		To					e Washingto									
0.4%	2 ::	From	L_	0001			0 Military H		607		0.155	_	0.000	0100	_	2001
Galberry Rd	2.41	1900	F	98%	1%	1%	1%	0%	0%	С	0.168	F	0.692	2100	F	2014
		From					rge Washing									
8604 Shell Rd	0.87	5000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.53	5300	F	2014
_		From				Fi	rman St									
8604 Shell Rd	0.81	4000	F	99%	1%	1%	0%	0%	0%	С	0.106	F	0.613	4200	F	2014
		To From				С	anal Dr									
8604 Shell Rd	1.12	2400	F	99%	0%	0%	0%	0%	0%	F	0.115	F	0.659	2500	F	2014
131/		To			U	IS 13, US ⁴	460 Military	Hwy								

Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	ı			CI II D I				1					
0.51		F	99%	0%		0%	0%	С	0.092	F	0 639	4600	F	2014
0.0.	To	<u> </u>	0070				0,0			•	0.000	.000	•	
	From			US	460, SR 166 Bainb	ridge Blvd								
0.89	6400	F	97%	0%	2% 0%	0%	0%	С	0.104	F	0.651	6900	F	2014
	To				Campostella R	d								
	From													
0.06	3500	F	99%	0%	1% 0%	0%	0%	F	0.142	F	0.514	3700	F	2014
	To: From:				Longdale Cresc	ent								
0.18	1400	F	99%	0%	1% 0%	0%	0%	С	0.087	F	0.646	1500	F	2014
	To:				Crown Cresce	nt								
0.16	610	F	99%	0%	1% 0%	0%	0%	F	0.093	F	0.64	650	F	2014
	To				Longdale Cresc	ent								
	From				Campostella R	d								
1.55	14000	F	99%	0%	0% 0%	0%	0%	F	0.100	F	0.544	15000	F	2014
	To:				Angora Dr									
0.99	14000	F	99%	0%	0% 0%	0%	0%	С	0.101	F	0.560	15000	F	2014
	To				WCL Virginia Be	each								
	From					,								
0.23	4800	F	98%	0%	1% 0%	0%	0%	F	0.091	F	0.580	5200	F	2014
	To: From:				Providence Ro	1								
0.84	8400	G	98%	0%	1% 0%	0%	0%	С	NA			8900	G	2014
	To				Indian River R	d								
0.57	3300	F	98%	0%	1% 0%	0%	0%	F	0.108	F	0.606	3500	F	2014
	To				Little Beaver R	:d								
0.28	1500	F	98%	0%	1% 0%	0%	0%	F	0.108	F	0.575	1600	F	2014
	To				Goldcrest Dr									
	From				SR 168 Campostel	la Rd								
0.47	4200	F	98%	1%	1% 0%	0%	0%	С	0.086	F	0.542	4500	F	2014
	To					9								
0.08		F	98%	1%		0%	0%	F	0.092	F	0 522	2300	F	2014
0.00	2100		30 78	1 /0			0 70	'	0.032	'	0.522	2000		2014
0.40	From		000/	Λο/			00/		0.004	_	0.527	2600	Е	2014
0.46			90%	076			076	U	0.094	Г	0.527	2000	Г	2014
	From													
0.34	3400	F	99%	0%	0% 0%	0%	0%	С	0.09	F	0.571	3700	F	2014
	To				SR 407 Indian Riv	er Rd								
	From			Е	one CD 160 Dettlefic	1d Dlod								
	11011				ous SK 100 Dattierie	iu bivu								
1.19	4800	F	99%	0%	0% 0%	0%	0%	С	0.131	F	0.905	5100	F	2014
1.19		F	99%				0%	С	0.131	F	0.905	5100	Г	2014
	4800 To:			0%	0% 0% Cedar Rd Mt Pleasant	0%								
0.28	4800 _{To:}	F	99%		0% 0% Cedar Rd Mt Pleasant 1% 0%	0%	0%	C	0.131 0.105	F F	0.905	940	F	
	4800 To:			0%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Da Da	0%								
0.28	4800 From: 880	F	98%	1%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Dr Walnut Ave	0%	0%	С	0.105	F	0.5	940	F	2014
	4800 To:			0%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Di Walnut Ave 0% 0%	0%								2014
0.28	4800 To From 880 To From 680	F	98%	1%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Di Walnut Ave 0% 0% Oleander Ave	0%	0%	C	0.105	F	0.5	940	F	2014
0.28	4800 To From 880 To From 680	F	98%	1%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak D Walnut Ave 0% 0% Oleander Ave 0% 0% 0%	0%	0%	С	0.105	F	0.5	940	F	2014
0.28	4800 To From 880 To From 680 To From 940 To	F	98%	1%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Dr Walnut Ave 0% 0% Oleander Ave 0% 0% Sparrow Rd	0%	0%	C	0.105	F	0.5	940	F	2014
0.28 0.14 0.60	## A ##	F	98%	1% 1%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Dr Walnut Ave 0% 0% Oleander Ave 0% 0% Sparrow Rd Douglas Rd	0%	0%	C C	0.105 0.115 0.118	F F	0.5 0.627 0.581	940 720 1000	F F	2014 2014 2014
0.28	4800 To From 880 To From 680 To From 940 To	F	98%	1%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Do Walnut Ave 0% 0% Oleander Ave 0% 0% Sparrow Rd Douglas Rd 0% 1%	0%	0%	C	0.105	F	0.5	940	F	2014 2014 2014
0.28 0.14 0.60	## A ##	F	98%	1% 1%	0% 0% Cedar Rd Mt Pleasant 1% 0% Royal Oak Dr Walnut Ave 0% 0% Oleander Ave 0% 0% Sparrow Rd Douglas Rd	0%	0%	C C	0.105 0.115 0.118	F F	0.5 0.627 0.581	940 720 1000	F F	2014
	0.51 0.89 0.06 0.18 0.16 1.55 0.99 0.23 0.84 0.57 0.28 0.47 0.08 0.48	0.89 6400 To 0.06 3500 0.18 1400 0.16 610 To 1.55 14000 To 1.55 14000 To 1.55 14000 To 1.57 3300 0.23 4800 0.24 4800 To To To To To To To To To T	0.51 4300 F To From: 0.89 6400 F 0.06 3500 F 0.18 1400 F 0.16 610 F To From: 1.55 14000 F 0.99 14000 F 0.23 4800 F 0.23 4800 F 0.23 4800 F 0.47 4200 F To From: 0.47 4200 F 0.47 4200 F 0.48 2400 F	0.51 4300 F 99%	0.51 4300 F 99% 0% From US	Campostella Radio	Campostella Rd		Carpostellar Carp	Campostella Rd	Comparison Com	Carry Carr	Campostella Rd Camp	Campase Camp

					110	mont ivial	menance A	ca							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Chillolagh Dd	6.06	700		97%	10/		nefit Rd 1% 1%	/ 00/		0 11	F	0.500	750	F	2014
Shillelagh Rd	6.96	700 To	_	9770	1%	1%	ominion Blvd	<u>6 0%</u>	С	0.11	Г	0.582	750	Г	2014
		From	1												
Panafit Dd	1.00		<u> </u>	079/			Battlefield Blv			0 111	_	0.504	1400	_	2014
8656 Benefit Rd	1.96	1300	F	97%	1%	2%	1% 0%	% 0%	С	0.111	F	0.524	1400	F	2014
<u> </u>		From				Sign	Pine Rd					-			
Benefit Rd	1.92	2600	F	97%	1%	2%	1% 0%	6 0%	F	0.096	F	0.612	2700	F	2014
1317		To	$\overline{}$			John	stown Rd			\neg —					
8656) Benefit Rd	3.16	1200	F	98%	0%	1%	1% 09	6 0%	С	0.110	F	0.643	1300	F	2014
8656 Benefit Rd		To				Dot	ıglas Rd								
		From				SR 168	Atlantic Ave								
Old Atlantic Ave	0.07	8000	F	98%	0%	1%	1% 0%	6 0%	F	0.104	F	0.632	8600	F	2014
8657 Old Atlantic Ave	0.07	0000		0070	0,0		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				•	0.002	0000	•	
O 01 1 A11 11 A	2.24	From	<u> </u>	000/	201		rk Ave					0.504	4700		0011
Old Atlantic Ave	0.24	4500	F	98%	0%	1%	1% 0%	% 0%	F	0.094	F	0.534	4700	F	2014
_		From				SR 246	6 Liberty St								
8657 Cascade Blvd	0.41	1000	F	98%	0%	1%	1% 0%	6 0%	F	0.139	F	0.575	1100	F	2014
131/		To				Space	dina Ave								
		From				SR 166 B	ainbridge Blvd								
8658 Booker St	0.58	710	F	99%	0%	1%	0% 0%	6 0%	С	0.153	F	0.696	760	F	2014
131		To				SR 190 Gr	eat Bridge Blvd								
		From	1		F	3us SR 168	Battlefield Blv	d							
8661) Centerville Tpke	3.76	5500	F	98%	0%	1%	1% 0%		С	0.096	F	0.54	5900	F	2014
8661 Centerville Tpke	0.70	_			0 70						•	0.0.	0000	•	
O 0	4.00	From	<u> </u>	000/	201		e Manor Blvd					0.054	0000		0011
8661 Centerville Tpke	1.03	8300	F	98%	0%	1%	1% 0%	6 0%	F	0.099	F	0.651	8800	F	2014
<u> </u>		To From				Fen	tress Rd								
8661 Centerville Tpke	1.14	8600	G	98%	1%	1%	1% 0%	6 0%	С	NA			9400	G	2014
131)		To				SR 165 N	It Pleasant Rd								
8661 Centerville Tpke	1.25	16000	F	98%	0%	1%	1% 0%	6 0%	F	0.102	F	0.683	17000	F	2014
Refer Centerville Tpke	0	To	Ė	0070			Butts Station Rd				•	0.000		•	
		From					Station Rd								
8661 Centerville Tpke	0.46	10000	F	98%	0%	1%	1% 0%	6 0%	С	0.101	F	0.669	11000	F	2014
131		To				131-880	5 Elbow Rd								
		From					oow Rd								
661 Centerville Tpke	1.76	7000	G	98%	0%	1%	1% 0%	6 0%	F	NA			7600	G	2014
1317		To				ECL	Va Beach								
		From				SR 190 K	Kempsville Rd								
8662) Green Tree Rd	0.73	6800	G	99%	0%	0%	0% 0%	6 0%	С	NA			7200	G	2014
131/		To					Grove Rd								
<u> </u>		From					Battlefield Blv							_	
8662 Oak Grove Rd	0.86	8600	F	99%	0%	0%	0% 0%	6 0%	С	0.091	F	0.606	9200	F	2014
<u> </u>		To	<u> </u>			Green	n Tree Rd								
		From					nefit Rd					_	_		
8663 Johnstown Rd	5.94	3300	F	98%	0%	1%	1% 0%		С	0.101	F	0.578	3500	F	2014
<u> </u>		To	1		В	sus US 168	Battlefield Blv	d							
		From				John	stown Rd								
8664 Woodbridge Dr	0.19	880	F	99%	0%	1%	0% 0%	6 0%	С	0.114	F	0.651	940	F	2014
131/		To				Bria	rfield Dr								
<u> </u>		From	<u> </u>				lbridge Dr				_			_	_
8664 Briarfield Dr	0.68	2700	F	99%	0%	0%	0% 0%	6 0%	С	0.127	F	0.503	2900	F	2014
		To	1			Sr 165	Cedar Rd								
		From				Provi	idence Rd								-
8665 Dunbarton Rd	0.65	5100	F	98%	1%	1%	0% 0%	6 0%	С	0.134	F	0.528	5500	F	2014
(101)		To				IIC 12 N	Ailitary Hww								
8665 Greenbrier Pkwy	0.28	29000	<u> </u>	98%	0%	US 13 N 0%	Military Hwy 0% 0%	6 0%	F	0.098	F	0.502	31000	F	2014

								ice Area								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake																
Greenbrier Pkwy	0.22	53000	F	98%	0%	0%	oodlake Di 0%	0%	0%	F	0.082	F	0.572	57000	F	2014
8665) Greenbrier Pkwy	0.22	33000		30 /6	0 78	0 70		0 78	0 78		0.002	•	0.572	37000	'	2014
Croambrian Dlaur	0.04	From	ᆫ	000/	00/	00/	I-64	00/	00/				0 E10	92000	F	201.4
8665 Greenbrier Pkwy	0.94	78000	F	98%	0%	0%	0%	0%	0%	F	0.085	F	0.518	83000	Г	2014
O O O O O O O O O O O O O O O O O O O	0.40	From	ᆫ	000/	00/		den Way	00/	00/				0.505	45000	_	004.4
Greenbrier Pkwy	0.42	42000	F	98%	0%	0%	0%	0%	0%	F	0.083	F	0.525	45000	F	2014
<u> </u>		To From					olvo Pkwy									
Greenbrier Pkwy	1.78	27000	F	98%	0%	0%	0%	0%	0%	С	0.095	F	0.631	28000	F	2014
<u> </u>		From				SR 190	Kempsvill	le Rd								
Butts Station Rd	2.08	14000	F	98%	0%	0%	0%	0%	0%	F	0.107	F	0.661	15000	F	2014
		To				131-8661	Centervill	e Tpke								
East		From]	131-8665	TO RT 64	EAST								
8665 Ramp	0.35	6900	G								0.096	F		6900	G	2014
<u> </u>		10		I-64-I	E289X F	ROM GR	EENBRIE	ER PARK	WAY EAS	3						
East	0 : 0	From	ــــــــــــــــــــــــــــــــــــــ		1	31-8665	TO RT 64	WEST	-			_		4600		
8665 Ramp	0.19	4800	G		4 ****	, ED. 0	an en	DIED = : -	******		0.116	F		4800	G	2014
		То	1	I-64			GREENB!		KKWAY							
West		From	تيا		1	131-8665	TO RT 64	EAST				_		40000	_	
8665 Ramp	0.20	10000	G	1 (4 *	20037 27	DOM CE	EEMDDY	D D & D I Z	V 4 37 33757	,	0.08	F		10000	G	2014
		10	<u> </u>	I-64-E			EENBRIE		VAY WES	5						
Vest	0.00	From	<u> </u>		1	31-8665	TO RT 64	WEST				_		45000	_	004
8665 Ramp	0.38	15000	G	Y 64 Y	1200X/ E	DOL (CD		- D . D . D . C	*****	<u> </u>	0.091	F		15000	G	2014
				1-64-V	7289X F		EENBRIE		WAY WE	S						
	0.00	From	<u> </u>	0.40/	00/		L Va Beac		00/	_		_	0.750	0000	_	004
Blackwater Rd	2.62	2600 To	F	94%	0%	1%	3%	2%	0%	С	0.095	F	0.756	2800	F	2014
		From					ss Airfield ckwater R									
Fentress Airfield Rd	0.15	3900	F	94%	1%	1%	2%	1%	0%	С	0.103	F	0.708	4200	F	2014
B667 Fentress Airfield Rd		To				SR 165	Mt Pleasa	nt Rd								
		From			F	Rus SR 16	8 Battlefie	eld Blvd								
8668 Hickory Rd East	0.81	3200	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.558	3400	F	2014
8668 Hickory Rd East		To	_			Cont	:11. T-1				_					
Read Of River Rd	4.89	1900 From	F	97%	0%	0%	erville Tpl 2%	0%	0%	С	0.114	F	0.686	2100	F	2014
Head Of River Rd	4.00	To	Ė	01 /0	0 /0		Virginia Be		0 70		<u> </u>	•	0.000	2100	•	201
		From			г											
8674 Ashley Rd	0.42	3300	G	99%	0%	0%	8 Battlefie 0%	0%	0%	С	NA			3500	G	2014
8674) 7101110) 110	0.12	То	Ĕ	0070	0 70		Mt Pleasa		0 70		— <u>`</u> ``			0000	G	
		From					postella R				i					
8695) Lindale Dr	0.67	3300	F	98%	1%	1%	100stella K 0%	0%	0%	С	0.158	F	0.812	3600	F	2014
8695 Lindale Dr	0.07	To	Ė	20/0	. 70		Baun Ave		3,0			•	0.012	3000	•	_0
<u> </u>		From					indale Dr									
8695 DeBaun Ave	0.49	3900	F	99%	0%	0%	0%	0%	0%	С	0.134	F	0.718	4200	F	2014
		To				SR 168	Battlefield	Blvd	-							
		From				Crysta	alwood Cir									
8717 Volvo Pkwy	0.30	680	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.580	730	F	2014
<u></u>		To]	Byron St				\neg					
Nolvo Pkwy	0.26	9100	F	99%	0%	0%	0%	0%	0%	С	0.114	F	0.924	9700	F	2014
8717 Volvo Pkwy		To				Indan	endence Pl	zwv								
8717) Volvo Pkwy	0.25	20000 From	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.774	21000	F	2014
Volvo Pkwy	5.20		_							•		•	J	000	•	_0.7
Volve Plant	1 20	From	ᄂ	000/			8 Battlefie		00/		0.000		0.510	26000		201
8717 Volvo Pkwy	1.38	24000	F	98%	0%	1%	0%	1%	0%	С	0.089	F	0.513	26000	F	2014
		To From				Gree	nbrier Pkv									
8717 Volvo Pkwy	0.45	23000	F	98%	0%	1%	0%	1%	0%	F	0.103	F	0.633	25000	F	2014
· · ·		To	1			F	den Way				1					

					INC	orfolk Maintena	ince Area	l							
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Value Plans	1 40	OF OOO	F	000/		306 Eden Way; 87				0.100	F	0.667	07000	_	2014
Nolvo Pkwy	1.49	25000 To		98%	0%	1% 0% Dead End		0%	F	0.102	Г	0.667	27000	F	2014
		From	_							1					
R757) Coffman Blvd	0.70	1600	F	99%	1%	Docklanding 0% 0%		0%	С	0.1	F	0.529	1700	F	2014
Coffman Blvd	0.70	To	Ė	33 /o	1 /0	SR 337 Portsmou		0 /6	U	0.1	'	0.525	1700	'	2012
		From	<u>. </u>							_					
R ₈₇₆₃ Campostella Rd	1.34	5900	F	98%	0%	SR 190 Great Brid 1% 0%		0%	С	0.111	F	0.697	6200	F	2014
Campostella Rd	1.04	3900		30 /6	0 76	176 076	0 76	0 /6		0.111	•	0.037	0200	ı	201-
<u> </u>		From	<u> </u>			US 13 Military					_				
Campostella Rd	1.06	14000	F	98%	0%	1% 0%	0%	0%	F	0.098	F	0.621	15000	F	2014
<u> </u>		10	1			SR 168 Battlefie	ld Blvd								
<u> </u>		From				US 460 Bainbrid					_			_	
Virginia Ave	0.50	1200	F	99%	1%	0% 0%		0%	С	0.108	F	0.570	1300	F	2014
<u> </u>		To	1			Chesapeake A									
Chesapeake Ave	1.12	2300	F	98%	1%	Virginia Av		0%	С	0.111	F	0.632	2400	F	2014
Chesapeake Ave	1.12	2000		0070	. 70			0 /0			•	0.002	_ 100	•	_01-
Obs	0.44	From	<u> </u>	0001	401	Park Ave		001				0.010	0000		
Chesapeake Ave	0.41	1900	<u>_F</u>	98%	1%	1% 0%		0%	F	0.111	F	0.612	2000	F	2014
		To	<u> </u>			SR 246 Poinder				<u> </u>					
		From	<u> </u>	0==:	4-1	US 460 Bainbrid	~	051	-		_		1600	_	
Park Ave	0.37	1100	F	97%	1%	1% 1%	0%	0%	С	0.111	F	0.677	1200	F	2014
		To From				Chesapeake A	Ave								
Park Ave	0.35	3500	F	97%	1%	1% 1%	0%	0%	F	0.109	F	0.672	3800	F	2014
1317		To				Old Atlantic	Ave								
		From				Dead End									
Barnes Rd	0.45	1100	F	65%	0%	2% 1%	31%	0%	С	0.140	F	0.699	1100	F	2014
131/		To				US 460 Bainbrid	ge Blvd								
		From			US	S 17 George Wash	ington Hwy								
Ballahack Rd	11.72	940	F	97%	1%	1% 1%	0%	0%	С	0.123	F	0.730	1000	F	2014
131/		To	_			Old Battlefield	Blvd								
Ballahack Rd	0.10	5100 From	G	97%	1%	1% 1%		0%	F	0.123	Ν	0.730	5500	G	2014
Ballahack Rd	• • • • • • • • • • • • • • • • • • • •	To	Ť			SR 168 Battlefie								-	
		From	1		1	US 17 Western Bra				i					
8797) Poplar Hill Rd	0.23	11000	F	99%	0%	0% 0%		0%	С	0.095	F	0.550	12000	F	2014
Poplar Hill Rd		To	Ė			Churchland E								-	
		From				SR 165 W, Ced	lar Dd			i					
Bells Mill Rd	2.38	1600	F	98%	0%	1% 1%		0%	С	0.101	F	0.615	1700	F	2014
Bells Mill Rd	2.00	To	Ė	0070	0 70	SR 165 E, Ced		0,0			•	0.0.0		-	_0.
		From				Washington									
Waters Rd	0.36	8300	F	99%	0%	0% 0%		0%	С	0.091	F	0.531	8900	F	2014
Waters Rd	0.00	To	Ė	00 /0	0 70	SR 165 Cedar		0 70		0.001	•	0.001	0000	•	201
		From								1					
8800) Millville Rd	0.69	1700	F	99%	0%	Cedar Rd 0% 1%		0%	С	0.114	F	0.701	1800	F	2014
Millville Rd	0.09	1700		33 /o	0 /6	0 /6 1 /6	0 /6	0 /6		0.114	•	0.701	1000	'	2014
		From	<u> </u>			SR 165 Moses Gra					_				
Millville Rd	0.42	2800	F	99%	0%	0% 1%	0%	0%	F	0.09	F	0.659	3000	F	2014
		From				Burson Di	r								
Millville Rd	0.65	1100	F	99%	0%	0% 1%	0%	0%	F	0.098	F	0.668	1200	F	2014
131/		To				Shipyard R	d								
		From				SR 165 Cedar	r Rd								
Shipyard Rd	0.99	1000	F	96%	1%	1% 1%		0%	С	0.163	F	0.717	1100	F	2014
131/		To	_			Burson Di									
Shipyard Rd	1.28	270 From	F	96%	1%	1% 1%		0%	F	0.121	F	0.606	280	F	2014
Shipyard Rd	1.20	210		JU /0	1 /0	Millville R		0 /0		7.121	•	0.000	200	'	2012
		From	1							<u> </u>					
8802) Hanbury Rd	1.00	8900	F	99%	0%	Johnstown I 0% 0%		0%	С	0.099	F	0.571	9500	F	2014
Hanbury Rd	1.00	U JUU To	Ė	JJ /0		Bus SR 168 Battle		0 /0	0	0.038	•	0.571	3300	'	2012
		10				Dus SK 108 Battle	neid Ka								

					INC	ittoik ivia	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
8802 Hanbury Rd	0.51	16000 To	F	99%	0%	Bus SR 16 0%	8 Battlefie 0% lwell Rd	ld Rd 0%	0%	С	0.093	F	0.548	17000	F	2014
		From:	l		1	Bus SR 168		d Blvd			1					
Hillwell Rd	2.36	3000	F	99%	0%	1%	0% Mt Pleasant	0%	0%	С	0.095	F	0.579	3200	F	2014
		From				SR 165 N	Mt Pleasant	t Rd								
Fentress Rd	1.80	3000	F	99%	0%	0%	0%	0%	0%	С	0.102	F	0.552	3200	F	2014
131/		To				Cente	rville Tpke	2								
$\widehat{}$		From					Station Rd									
Elbow Rd	0.87	4700	F	100%	0%	0%	0%	0%	0%	F	0.119	F	0.606	5000	F	2014
		To From:				Cente	rville Tpke									
Elbow Rd	3.05	8400	F	100%	0%	0%	0%	0%	0%	С	0.113	F	0.506	8900	F	2014
		To				WCL V	irginia Bea	ach								
<u> </u>		From					vo Pkwy					_			_	
Eden Way N	0.49	11000	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.555	11000	F	2014
		To:				White 0	Oak Crossi	ng								
Eden Way N	0.68	12000	F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.593	13000	F	2014
		To:				Green	brier Pkwy	у			\supset					
Eden Way N	0.85	14000 To	F	99%	0%	0% Cross	0% sways Blvd	0% I	0%	F	0.099	F	0.625	15000	F	2014
itv of Norfolk		From	ı			Ocean	ı View Ave	9								
16th Bay St		400	G			Ocean	I VIEW AV				0.091	F	0.566	430	G	2014
. o 2a, o.		To	<u> </u>			Plea	asant Ave					•	0.000	.00	<u>.</u>	_0
		From:				Llew	ellyn Ave									
24th St		400	G								0.124	F	0.676	420	G	2014
		To				Omol	nundro Ave	9								
		From				Kil	lam Ave									
36th St		430	G								0.089	F	0.537	460	G	2014
		To				Co	lley Ave									
		From				Co	lley Ave									
45th St		2400	G								0.107	F	0.531	2500	G	2014
		To				Ham	pton Blvd									
		From				Gle	n Oak Dr					_				
Albert Ave		110	G								0.129	F	0.559	120	G	2014
		10.					ugh St									
Alma a da Avia		From	<u> </u>			Robii	n Hood Rd					_	0.500	0700	_	0014
Almeda Ave		3400 To	G			Han	neman Dr				0.099	F	0.589	3700	G	2014
		From:	l													
Arlington Ave		170	G			Camp	oostella Rd				0.094	F	0.846	190	G	2014
Annigion Ave		To:				Oal	cwood St				0.054	•	0.040	130	u	2017
		From:					okville Rd									
Berry Hill Rd		320	G			Біос	okvilic Ku				0.099	F	0.564	340	G	2014
20,		To:	<u> </u>			Popl	ar Hall Dr					•	0.00	0.0	<u>.</u>	
		From					Ierrit St								_	_
Brentwood Dr		1100	G			241					0.087	F	0.555	1200	G	2014
		To				G	lade Rd									
		From		-		Barn	Hollow Rd	1								
Brookville Rd		220	G								0.125	F	0.559	230	G	2014
		To				Bay	berry Dr									
		From:				Old Oc	ean View I	Rd								
Burksdale Rd		610	G								0.088	F	0.686	650	G	2014
		To				С	olin Dr									
			_					_		_		_	·	·	_	_

Note Trail 2 Trail Factor F					INO	mork Maintenand	e Area								
Camella Rid Add G	Route	Length AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Yea
Camella Rid	tv of Norfolk	From	1			Didoofield Da									
Part	Camelia Rd		G			Ridgelield Di				0.09	F	0.539	470	G	2014
Carriele Way			1			Faber Rd									
Catherine St															
Catherine St 120 G	Carlisle Way		G	98%	0%		0%	0%	С	NA			290	G	2014
Catherine St 120															
Section Sect	Catherine St		G			Oak Grove Rd				0.163	F	0.756	130	G	2014
Chambers St 190 G	Gallonilo Gl					Sinclair St					•	0.700	100	ŭ	201
Prize Priz		From				Wellman St									
Commodore Dr 340 G	Chambers St									0.124	F	0.585	200	G	2014
Commodore Dr		To	1			Frizzell Ave									
Redman Rd	0 1 0					Swanson Rd					_	0.540	200		001
Cornick Rd	Commodore Dr	340	G			Padman Pd				0.1	F	0.513	360	G	2014
Cornick Rd		From	1							<u> </u>					
Mary Ave	Cornick Rd		G			Kempsville Ku				0.125	F	0.511	160	G	201
Dean Dr		To				Mary Ave									
Millard St		From	1			Beatty St									
Decker St 60 G Springfield Ave Springf	Dean Dr	120	G							0.1	F	0.556	130	G	201
Decker St 60 G		To				Millard St									
Dixie Dr Simple Signator	D 1 0:					Springfield Ave					_	0.50	70		001
Dixie Dr 360 G	Decker St	6 U	G			Whasling Ava				0.170	F	0.56	70	G	201
Dixie Dr 360 G		Eron													
Dunway St Dunw	Dixie Dr		G			Galveston Bivd				0.107	F	0.565	390	G	201
Dunway St 90 G	DIMO DI					Glen Rd					•	0.000	000	ŭ	201
Herbert St		From	1			Beamon Rd									
Herbert St	Dunway St	90	G							0.148	F	0.677	100	G	201
Elmhurst Ave		To				Kennebeck Ave									
Thomas St						Herbert St								_	
Evans St 540 G	Elmhurst Ave					TEI C.				0.108	F	0.615	720	G	201
Evans St S40 G Stratford St Stratford St			1												
Faulk Rd 210 G	Evans St		G			Haven Dr				0 144	F	0 714	580	G	201
Faulk Rd 210 G	244.10 00					Stratford St				<u> </u>	•	0.7 1 1	000	ŭ	
Faulk Rd 210 G		From	1												
Finney St 120 G	Faulk Rd	210	G			21.0				0.113	F	0.621	230	G	201
Finney St 120 G		To				McClure Rd									
Frank St 140 G						Wellman St									
Frank St 140 G	Finney St		G							0.150	F	0.519	130	G	201
Frank St 140 G			1												
September Sept	Eronk Ct		<u></u>			Pythian Ave				0 1 4 2	_	0.702	150	G	201
Gabriel Dr 190 G	Train St					Onincy St				0.143	•	0.763	130	G	201
Gabriel Dr 190 G		From	1												
Roslyn Dr	Gabriel Dr	190	G			River Oaks Di				0.121	F	0.607	200	G	201
George St 700 G 99% 0% 1% 0% 0% 0% C NA 700 G 201						Roslyn Dr						-	-		
Banning Rd		From				Springmeadow Bl	vd								
George St 1000 G Hudson Ave 0.092 F 0.646 1100 G 201 To Cabot Ave	Gardner Dr	700	G	99%	0%	1% 0%	0%	0%	С	NA			700	G	201
George St 1000 G 0.092 F 0.646 1100 G 201 From Keene Rd Glen Rd 550 G 0.091 F 0.518 580 G 201		To				Banning Rd									
To Cabot Ave From: Keene Rd Glen Rd 550 G 0.091 F 0.518 580 G 201						Hudson Ave				2.622	_	0.615	4400		
Keene Rd	George St		G			Cata A				0.092	F	0.646	1100	G	201
Glen Rd 550 G 0.091 F 0.518 580 G 201			1							<u> </u>					
	Glen Rd		<u>۔</u>			Keene Rd				0.001	F	<u>0 51Ω</u>	580	G	201
	CICITIU					Bee Pl				0.031	'	0.010	500	u	201

				INO	noik Maintenand	e Area								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk	From				X7				1					
Gosnold Avenue	690	G	98%	0%	Virginia Ave	0%	0%	С	NA			690	G	2014
	Te				Maryland Ave									
	From	1:			New St									
Hammet Ave	190	G							0.124	F	0.615	200	G	2014
	To):			Dune St									
	From	1.			Granby Ave									
Hanbury St	580	G			•				0.104	F	0.561	620	G	2014
	To):			Ballentine Blvd									
	From	1:			Raby Rd									
Harmony Rd	1000	G							0.127	F	0.545	1100	G	2014
	To):			Quail Rd									
	From	1:			Military Hwy									
Hilton St	1400	G							0.087	F	0.519	1500	G	2014
	To):			Caribou Ave									
	From	1:			Gondola Rd									
Inventors Rd	380	G							0.196	F	0.757	410	G	2014
	To):			Production Rd									
	From	1:			Thurston St									
Iowa Ave	560	G							0.097	F	0.667	600	G	2014
	To):			Besse St									
	From				Nottoway St									
Jersey Ave	420	G							0.107	F	0.712	450	G	201
	To):			Amherst St									
	From	1.			Sewells Point Re	i								
Kennebec Avenue	1300	G	98%	0%	2% 0%	0%	0%	С	NA			1300	G	2014
	Te	n.			Humboldt St									
	From	n:			Village Ave									
Kingwood Ave	1800	G							0.092	F	0.550	1900	G	2014
	To):			Va Beach Blvd									
	From	n:			Liberty St									
Lancaster St	650	G							0.112	F	0.594	690	G	2014
	To):			Walker Ave									
	From	1:			Eagle Ave									
Lion Ave	390	G							0.164	F	0.726	420	G	2014
	To):			Little Creek Rd									
	From	1:			Carlllo Ave									
Magnolia Ave	1700	G							0.105	F	0.530	1800	G	2014
	To):			Upper Brandon F	1.								
	From	1:			Olney Rd									
Marshall Ave	1200	G							0.121	F	0.557	1300	G	2014
	To):			Brambleton Ave	;								
	From	1:			Whitney Blvd									
McGuinnis Cir	220	G							0.121	F	0.533	240	G	201
	Te	٠.			Faulk Ave									
	From	1:			Colony Pt Rd									
Millbrook Rd	160	G							0.106	F	0.619	170	G	2014
	To):	_	•	Ruthven Rd	_	_							
	From	1.			Azalea Garden R	.d								
Miller Store Rd	2000	G							0.11	F	0.748	2200	G	2014
	Te	n-			Wise St									
	From	1:			Elaine Ave									
Mona Avenue	2000	G	99%	0%	0% 0%	1%	0%	С	NA			2000	G	2014
	To):			Calvin Ave									
	From	1:	_	_	Tarpon Pl	_	_	•					_	_
Murry Ave	150	G			1 ai pOii 1 i				0.128	F	0.558	160	G	2014
, / 110	To				Azalea Garden R	d			<u> </u>	•	2.000		~	_0
		•			Ourdell I	_								

				140	rfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Norfolk	E	г			N							
New York Ave	210	G			Newport Ave		0.118	F	0.679	220	G	2014
NOW TOTAL TOTAL	To	Ť			Colonial Ave			•	0.070	220	u	2014
	From				Tidewater Dr							
Norman Ave	720	G					0.092	F	0.599	770	G	2014
	To				Old Ocean View Rd							
	From				Colonial Ave							
Oxford St	1800	G					0.108	F	0.682	1900	G	2014
	To				Granby St							
Dateldon Ot	From:	<u> </u>			Winward Rd			_	0.700	1000	_	001
Patridge St	1100 _{то:}	G			Dalam D.d		0.209	F	0.783	1200	G	2014
	From	l			Palem Rd							
Pinedale St	150	G			Euwanee Pl		0.113	F	0.865	160	G	2014
i illedale St	130 To:				E Chester St		0.113	'	0.000	100	u	2015
	From:	I			Hatton St		i					
Selden Ave	310	G			Timeon or		0.124	F	0.683	330	G	201
	To				Cass St							
	From				Woodbine Rd							
Shorewood Dr	300	G					0.087	F	0.629	320	G	201
	To				Levine Ct							
	From				Dixie Dr							
Simons Dr	940	G					0.094	F	0.636	1000	G	201
	To				Marchant Rd							
	From				West Ave							
Summit Ave	120	G					0.211	F	0.5	130	G	201
	10	<u> </u>			Middle Ave							
Toit Torroop	1600	<u> </u>			Arkansas Ave		0.118	F	0.519	1800	G	201
Tait Terrace	1600 _{то:}	G			Wyoming Ave		0.118	'	0.519	1000	G	201
	From	l			Wakefield Ave		_					
Tennessee Ave	160	G			wakeneid Ave		0.135	F	0.633	170	G	201
	To	r <u> </u>			Ingleside Rd			•	0.000		<u>.</u>	_0.
	From:				Workwood Rd							
Tifton Dr	150	G			Workwood Ped		0.11	F	0.641	160	G	201
	To				Lasser Dr							
	From:				George St							
Tuttle Ave	120	G					0.129	F	0.529	120	G	201
	To				Dead End							
	From				Tifton St							
University Dr	310	G					0.115	F	0.622	330	G	201
	To				Workwood Rd							
V Ot	From:	<u> </u>			Old Ocean View Rd		0.000	_	0.007	500	_	004
Vero St	540	G			Chesapeake Blvd		0.096	F	0.627	580	G	201
	From	l										
Welaka Rd	45	G			Huntsman Rd		0.192	F	0.526	48	G	201
vvciana Nu	45 To:	<u> </u>			Kimberly Lane		0.192	'	0.520	+0	u	201
	From				Texas Ave							
Wellington St	240	G			TUAGS AVE		0.138	F	0.579	260	G	201
	To	ΓŤ			Windermere Ave			•	2.3.0	_00	-	
ty of Portsmouth												
	From				Clover Hill Dr							
Amherst Dr	80	G					0.137	F	0.615	90	G	201
	To				Ferguson Dr							

Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC I	K actor	QK	Dir Factor	AAWDT	QW	Yea
v of Portsmouth	From	-			Willie	amsburg Av	'e								
Bain St	100	G			** IIIIc	unsoung 71v).127	F	0.556	100	G	201
	Te				Pen	insula Ave									
Dalahada Assa	From				Fu	ulton Ave]	_	0.544	470		004
Baldwin Ave	160	G			Deer	Creek Blvd	1).132 7	F	0.511	170	G	201
	From					eather Rd									
Brookmere Lane	140	G								0.123	F	0.512	150	G	201
	To				Sun	nmerset Dr									
Drupovide Dd	From	Ļ			Ch	numley Rd				110	_	0.600	600		201
Brunswick Rd	650	G			Т	atem Dr				D.113	F	0.629	690	G	201
	From					lasgow St									
Cambridge Avenue	170	G			0.	uogo (r ot				0.127	F	0.542	180	G	201
	To				N	North St									
Combada	From	Ĺ			Mid	lfield Pkwy]	_	0.040	050		001
Canterbury Dr	330 _{тс}	G			Te	emplar Dr				0.131	F	0.612	350	G	201
	From					lanor Ave				1					
Cardinal Lane	330	G			IVI	шог АУС				」 0.112	F	0.571	350	G	201
	To				Tho	ornwood St									
	From				Ha	tton Pt Rd									
Courtney Rd	90	G				No. 4 Fo. 4				0.148	F	0.594	100	G	201
	From	1				Dead End				1					
Cypress Rd	500	G			Bot	b White St				_ _).127	F	0.674	530	G	201
5) p. 555	To				Cy	press Cir						0.07			
	From				Col	umbus Ave									
Dale Dr	1100	G								0.096	F	0.562	1100	G	201
	To					shville Ave									
Darren Dr	1800	G			H	orne Ave				 NA			2000	G	201
Barron Br	To	Č			Gre	enwood Dr				i			2000	<u> </u>	201
	From				Ba	rdot Lane							200	_	001
Darren Dr	890 _{та}	G			Car	valier Blvd				NA			890	G	201
	From					amrock Dr									
Dominion Rd	100	G			5116	uniock Di).132	F	0.618	100	G	201
	To				Fa	airway Dr									
	From				Ricl	hmond Ave]					
Duke St	1000 _{тс}	G								0.075	F	0.6	1100	G	201
	From	<u> </u>				arker Ave				<u> </u>					
Forrest Hills Dr	150	G			Mer	rifield Blvd				 0.119	F	0.539	150	G	201
. 0.1.000 1 11110 D1	To				Bu	ırrland Rd				<u></u>					
	From				(Gills Rd									
Frailey Pl	450	G								0.194	F	0.744	480	G	201
	Te					Fiske St									
Cillio Dd	From	بِ	000/	00/		Washington 1		00/					600		001
Gillis Rd	620	G	99%	0%	0% A	0% ylwin Rd	0%	0%	С	NA T			620	G	201
	From					tomac Ave				1					
Glasgow St	1500	G			FUL	omat AVE				 0.088	F	0.568	1500	G	201
	To				Ve	rmont Ave									
	From				В	olling Rd									
Greenland Blvd	1400	G								0.103	F	0.613	1400	G	201
	To	1			Ports	smouth Blvd	<u>i</u>								

				No	rfolk Maintenai	nce Area	l							
Route	Length AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Portsmouth	From				Colombia C									
Halifax Ave	490	G			Columbia S	<u> </u>			0.115	F	0.511	520	G	2014
Tid.III da. 7 11 0	To	Ť			County St					•	0.0	020		
	From:				Twin Pines R	ld								
Hawthorne Lane	120	G							0.123	F	0.529	130	G	2014
	To	Щ			Heather Rd									
la de condense Ot	From	<u> </u>			Kirby St				0.004	_	0.545	0.40	0	004
Independence St	220	G			Appomattox A	I VA			0.204	F	0.515	240	G	201
	From	_			Elm Ave	·vc								
Jefferson St	1300	G			Eiiii Ave				0.093	F	0.55	1400	G	201
	To				Pearl St									
	From:		2221	221	Green Stree		221		<u> </u>					
Jefferson St	1000 _{To:}	G	99%	0%	0% 0%	0%	0%	С	NA —			1000	G	201
	From	<u> </u>			7th Street				<u> </u>					
King St	180	G			Yorktown Av	/e			0.148	F	0.82	190	G	201
y Ot	To				Williamsburg A	Ave				•	0.02	.00	J	_01
	From	$\overline{}$			Race St				Ì					
Lancaster Ave	50	G			-1.00 51				0.259	F	0.533	60	G	201
	To				Griffin St									
	From				Astor Ave									
Magnolia St	410	G							0.110	F	0.529	430	G	201
	To	<u> </u>			Killian Ave									
	From:				Florence Ro	I							_	
Mayflower Rd	550	G			**	7.1			0.179	F	0.704	580	G	201
		<u> </u>			Hodges Ferry	Rd								
McClean Sts	590	G			Lugar Ct				0.093	F	0.620	620	G	201
McGlean Sts	590 To:				Vickers Ct				0.093	•	0.020	020	G	201
	From	_			Broad St									
Meander Rd	230	G			Dioad St				0.127	F	0.521	240	G	201
	To				Chautauqua A	ve								
	From:				Wycliff Rd									
Morro Blvd	250	G							0.121	F	0.676	270	G	201
	To				Saxon Rd									
	From:				Afton Pkwy	ı								
Nicholson St	490	G							0.09	F	0.660	530	G	201
	To	<u> </u>			Harris Rd									
Nottingham Rd	From	<u> </u>			Snead Fairwa	ıy			0.100	F	0.504	000	_	201
Nottingriam nu	220	G			Yorkshire R	<u></u>			0.128	Г	0.594	230	G	201
	From				Marshall Av				<u></u>					
Oak St	1000	G			Marshan Av	<u> </u>			0.110	F	0.592	1100	G	201
oun or	To	<u> </u>			Wilcox Ave	;				•	0.002		<u>.</u>	_0.
	From	1			Kenny Lane									
Old Farm Rd	150	G							0.117	F	0.65	160	G	201
	To				Redbarn Rd	i								
	From:				Jackson St									
Progress Ave	20	G					-		0.346	F	0.632	30	G	201
	To				Monroe St									
	From:				Hedgerow La	ne							_	
River Shore Rd	2000	G			p				0.099	F	0.61	2100	G	201
		<u> </u>			Rivermill Ci									
Robin Rd	From:	<u></u>			Bob White S	t			0.159	F	0.598	200	G	201
HUDIII HU	180	G			Portsmouth Bl	lvd			0.109	r	0.598	∠00	G	201
					1 OLISHIOUUI B	vu								

				140	HOIK Walli	enance Are	a							
Route	Length AADT	QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Portsmouth	From				Beecho	Iola Dd								
Smithfield Rd	480	G			Decene	iaic Ku			0.106	F	0.703	510	G	2014
	To				Deep Cr	eek Blvd								
	From:				Palm	er St								
Staunton Ave	130	G							0.125	F	0.514	140	G	2014
	To				Jeffers	on St .								
	From				Eisenhow	er Circle								
Stratford St	1800	G							0.109	F	0.633	1900	G	201
	To				Trumar	n Circle								
0	From:	_			August	ine Cir				_	0.040	000	_	004
Sugar Creek Cir	360 _{то}	G			C-+	D.:			0.128	F	0.613	380	G	201
						ay Dr								
Tazewell St	From: 590	G			Greenw	ood Dr			0.108	F	0.601	630	G	201
razewen ot	390 To:	G			Freedo	m Ave			0.100	'	0.001	030	u	201
	From				Bridge				-					
Verne Ave	60	G			ышде	ω Aγ€			0.158	F	0.7	60	G	201
V01110 7 1 V 0	To	<u> </u>			Garne	r Ave				•	0.7	00	ŭ	
	From				Merrifie				1					
Weyanoke Dr	150	G			WICHIIR	au Divu			0.131	F	0.591	160	G	201
7	To				Burrla	nd Rd								
	From				River E	dge Dr			1					
Whaley Rd	20	G							0.315	F	0.529	30	G	201
,	To				Edwi	n Rd								
	From				Wes	t Rd								
Willett Dr	4200	G							0.107	F	0.823	4400	G	201
	To				Sycam	ore Rd								
	From:				Carolii									
Winchester Dr	1100	G	98%	0%		0% 0%	0%	С	NA_			1100	G	201
	To				Augus	ta Ave								
	From:				Mount Ve	ernon Ave			<u> </u>				_	
Woodrow St	500	G							NA			500	G	201
	To				Broa									
Weight Dal	From:	_			Capel	le Rd				_	0.550	000	^	004
Wright Rd	280 _{то}	G			N	11- D.1			0.105	F	0.552	290	G	201
					Norfo	IK KU								
v of Chesaneake	From:				US 460 Bair	hridge Blyd			1					
Anne Ave	450	G			CO 100 Buil	ioriage Biva			NA			450	G	201
	To				Arli	e St								
	From				Cana	al Dr								
Baywood Trail	370	G							NA			370	G	201
	To				Meig	gs Rd								
	From:				Centerville	Tpke South								
Beaver Dam Rd	500	G	98%	0%	1%	0% 0%	0%	С	NA			500	G	201
	To				Long R	idge Rd								
	From:				Willow	Oak Dr								
Beckley Lane	220	F							0.114	F	0.623	230	F	201
	To				Grantha									
	From				Brier Cl	iff Crest								
Birchleaf Rd	230	F							0.121	F	0.864	240	F	201
	To				Mill Po									
	From:				Shipya	ard Rd							_	
Burson Dr	800	G			_	15.			NA			800	G	201
	To				Orangev	vood Rd								

				INOI	folk Maintenan	Je Alea								
Route	Length AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Chesapeake	From				Denver Ave									
Chattanooga St	410	F			Deliver 71ve				0.106	F	0.552	440	F	2014
	To				Waters Rd									
	From:			В	us SR 168 Battlefie	ld Blvd								
Coastal Way	1400	F							0.087	F	0.753	1500	F	2014
	To				Sams Dr									
Congress Dr	From	F			SR 165 Cedar F	td			0141	F	0.57	1000	F	2014
Conquest Dr	1100				Shea Dr				0.141	Г	0.57	1200	Г	2014
	From			TIC	17 George Washing	oton Univ			+					
Conrad Ave	1400	F		0.5	17 George Washing	şton riwy			0.107	F	0.776	1500	F	201
	To				Butler St									
	From				Gibson Dr									
Cottonwood Lane	140	F							0.138	F	0.535	150	F	201
	To				Lenore Trail									
	From:				Wilson Rd									
Cypress St	840	G	97%	0%	2% 0%	0%	0%	С	NA			840	G	201
	To	<u> </u>			Isaac St				<u> </u>					
5	From:	<u> </u>			Vellen St					_			_	
Debbs Lane	200	F			D. II. G.				0.104	F	0.617	220	F	201
	10.				Rellen St									
Dove Dr	230	F			Warrick Rd				0.124	F	0.742	240	F	201
Dove Di	230	Ė			Butterfly Dr				0.124	1	0.742	240	ı	201
	From				Kalmar Dr				1					
Essex Dr	630	F			Kaimar Di				0.103	F	0.692	670	F	201
2000A 2.	To	<u> </u>			Kings Way Di					•	0.002	0.0	•	_0.
	From				Jule Dr									
Etheridge Manor Blvd	14000	F				-			0.095	F	0.616	14000	F	201
	To				Shifford Lane									
	From				Edenbridge D	r								
Etheridge Rd	2500	G	99%	0%	1% 0%	0%	0%	С	NA			2500	G	201
	To				Fentress Rd									
	From				Saul Dr								_	
Eva Blvd	570	G							NA			610	G	201
	To				Marge Dr									
Fairman Dr	From:	<u> </u>	000/	00/	Greenbrier Pkw	_	00/					0000	_	001
Fairway Dr	2000 _{To:}	G	99%	0%	0% 0%	0%	0%	С	NA			2000	G	201
	From				Cranston Dr				_					
Firman St	710	F			Shell Rd				0.111	F	0.619	760	F	201
i iiiiaii ot	To	Ė			Tuttle St					•	0.010	700	•	201
	From:				Cecilia Terrac	Α.			Ì					
Fleming Circle	350	G			Ceema Terraci				NA			350	G	201
0	To				SR 165 Cedar F	łd								
	From				Bramblewood (Ct								
Forest Cove Rd	320	F							0.109	F	0.649	320	F	201
	To				Winslow Ave									
	From				Johnstown Rd									
Frank Dr	930	F							0.134	F	0.569	990	F	201
	To			В	us SR 168 Battlefie	ld Blvd								
	From:				Country Rd									
Franklin St	2400	G	99%	0%	1% 0%	0%	0%	С	NA			2400	G	201
	To	<u> </u>			US 460 Bainbridge	Blvd								
	From:	L			Albert Ave				<u> </u>	_				
Gilmerton Rd	4600	F							0.107	F	0.582	5000	F	201
	To	1			Geneva Ave									

					noik Maintenan	oc moa								
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	Fro	m-			Collins Blvd									
Greendell Rd	290	F							0.102	F	0.6	310	F	2014
	Т	n-			Ashland Dr									
Commence Dr	Fro				Galahad Dr				0.000	_	0.505	0000	_	0014
Guenevere Dr	2400	F			Sean Dr				0.083	F	0.565	2600	F	2014
	Fro	m-			Barksdale Ro									
Hawksley Dr	320	F			Darksdare Re				0.134	F	0.564	340	F	2014
	Т	0:			Glenview Rd									
	Fro				Pinecliff Dr									
Holly Gate Lane	310	F			D: 15				0.109	F	0.622	330	F	2014
	Fro	1			Briarwood D									
Hunningdon Woods Bl		"L			Placid Way				0.106	F	0.58	960	F	2014
Hammigaon Woods Bi	T	0:			SR 190 Kempsvil	le Rd				•	0.00	000	•	201
	Fro	n:			Canal Rd									
Iowa St	610	F							0.109	F	0.585	650	F	2014
	Т	0:			Oklahoma Di									
	Fro				Gregg St									
Joyner Rd	300	F							0.147	F	0.531	320	F	201
	Fro	1			Grant St									
Keeling Dr	550	G			Parker Rd				NA			550	G	201
receiling Di	Т	· 🗀			Lobdell Ct				— "``			000	u	201
	Fro	n			SR 407 Indian Riv	er Rd								
Kemp Lane	310	F							0.101	F	0.546	330	F	201
	т	o.			Kemp Lane F	Į.								
	Fro				Cobb Ave								_	
Laurel Ave	500	F			D -11 A				0.106	F	0.535	540	F	201
	Fro				Rokeby Ave									
Lilac Ave	1300	"L	99%	0%	Cornick Ave	0%	0%	С	0.114	F	0.573	1300	F	201
	1	_	0070	0,0	Davis Ave	0 70	0,0		<u> </u>	•	0.07.0	.000	•	
	Fro	n:			Dunn St									
Lincoln Rd	170	G	92%	1%	2% 2%	3%	0%	С	NA			170	G	201
	Т	0:			Outlaw St									
	Fro	<u> </u>			Lindale Dr								_	
Lindsey Ave	240	G			W. C.11A				NA			240	G	201
	Fro				Waterfield Av									
Lofurno Rd	220	"L			Baugher Ave				0.133	F	0.625	240	F	201
201011101110	120	_			Bounds Ave					•	0.020	2.10	•	
	Fro	n:		F	Bus SR 168 Battlefie	eld Blvd								
Marion Dr	1200	G							NA			1200	G	201
	7	n'			Johnstown Ro	i								
	Fro				Culpeper Ave)								
Marlboro St	140	F							0.111	F	0.657	150	F	201
	T	1			Winslow Ave									
Masters Row Ct	Fro	"			Baff Loop Ct				0.000	Е	0 566	620	_	201
iviasters now Ct	590	r			Brassie Ct				0.099	F	0.566	630	F	201
	Fro	n:			Haledon Rd									
McCosh Dr	990	F			rialegon Kg				0.097	F	0.692	1100	F	201
· 	1	_			Duffield Pl									
	Fro	n:			Broadmoor Av	ve								
Michael Dr	90	F							0.129	F	0.522	90	F	201
	7	0:			Texas St									

				No	orfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
itv of Chesapeake	From	J			CI D							
Millwood Ave	1100	F			Clover Dr		0.117	F	0.546	1100	F	2014
WIII WOOD 7 WO	To	T.			E Royce Dr		<u> </u>	•	0.010	1100	•	
	From				Parker Rd							
Natchez Terrace	540	G					NA			540	G	2014
	To	c			Foxgate Quarter							
	From	·			Johnstown Rd							
Newberry Dr	650	F					0.112	F	0.588	700	F	2014
	10				Horse Run Dr							
Oak Dr	From				Woodcroft Lane		0.134	_	0.5	200	F	201
Oak Di	280 _{то}	F			Tyre Neck Rd		0.134	F	0.5	300	Г	201
	From	.1										
Old Dr	1300				Victoria Dr		0.131	F	0.635	1400	F	201
0.0 2.	To	Ė			Barlett Dr			•	0.000		•	
	From	i			Campostella Rd							
Omar St	490	F					0.124	F	0.636	530	F	201
	To				Faye St							
	From	13			English Ave							
Philadelphia St	60	F					0.186	F	0.818	60	F	201
	To	c			Miller Ave							
	From	12			Etheridge Rd							
Poplar Ridge Dr	270	G					NA			270	G	201
	10				Sandlewood Lane							
Delegable Land	From	<u> </u>			Erik Paul Dr					700	_	004
Priscilla Lane	790	G			Loretta Lane		NA			790	G	201
	From											
Queenswood Terrace	110	F			Greenway Dr		0.142	F	0.714	120	F	201
4400.1011004 1011400	To	Ė			Royal Grant Dr		<u> </u>	•	• • • • • • • • • • • • • • • • • • • •	0	•	_0.
	From	i:			Campostella Rd							
River Creek Rd	530	G					NA			530	G	201
	To	c			Booker St							
	From	i			SR 168 Battlefield Blvd							
Robert Hall Blvd	5900	F					0.161	F	0.818	6300	F	201
	To	c			US 13 Military Hwy							
	From				Shepherds Ct							
Shepherds Gate	250	F					0.132	F	0.62	270	F	201
	10	Î			Logans Mill Trail							
O's Maliat Da	From				Sir Meliot Ct			_	0.040	000	_	004
Sir Meliot Dr	240	F			Drawbridge Dr		0.135	F	0.643	260	F	201
	From				Saxon Ct							
Sir Meliot Dr	870	G					NA			870	G	201
	To	c			Parapet Rd							
	From				Cricket Ct							
Smokey Mountain Trail	1300	G	-				NA			1300	G	201
	То	1			Woodwind Way		<u> </u>					
	From	<u> </u>			Woodberry Dr					-		
Southfield Dr	80	F			D . 11.5		0.171	F	0.5	90	F	201
	То				Bartell Dr							
Otadious Do	From				Scarlett Dr			_	0.504	1000	_	00.
Stadium Dr	1700 _{то}	F			CD 165 Mt Dlaggart D.4		0.124	F	0.524	1800	F	201
	From	.r			SR 165 Mt Pleasant Rd							
Strafford Dr	350				Golden Hind Rd		0.125	F	0.560	380	F	201
טוומווטוע טו	JOU To	<u>г</u>			Harding Dr		0.120	1.	0.500	300	ı	201
		<u> </u>			Harding DI							

					110	rioik Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake													
T		From	<u> </u>			Goldcrest Dr		0.407	_	0.505	000	_	004
Tanglewood Trail		350 _{To}	F			Trilby Ct		0.137	F	0.535	380	F	201
		From	l			•							
Tatemstown Rd		2400	F			Fairview St		0.086	F	0.617	2600	F	201
ratemstown nu		2400 To				Peter Rd		0.000	Г	0.617	2000	F	201
		From						_					
Terry Dr		2100	F			Bruin Rd		0.208	F	0.653	2200	F	201
Tony Di		2100 To	Ė			Brittany Way		0.200	•	0.000	2200	•	201
		From				Bulldog Dr		_					
Tintern St		2700	F			Bulldog DI		0.088	F	0.612	2900	F	201
		To				Volvo Pkwy			•	0.0.2		•	_0.
		From				Campostella Rd		Ì					
Wadena Rd		840	G			сипромени на		NA			840	G	201
		To				Gratton St							
		From				SR 165 Cedar Rd							
Warrick Rd		830	F					0.088	F	0.572	880	F	201
		To				Butterfly Dr							
		From				Waters Rd							
Washington Dr		760	G					NA			760	G	201
		To				E St							
		From				Magnolia Ave							
Winslow Ave		200	F					0.146	F	0.619	220	F	201
		To		·		Marlboro St							
		From			US	17 George Washington Hwy							
Yadkin Rd		3100	F					0.103	F	0.601	3300	F	201
		To				I-64							