2014

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

where available

Special Locality Report 122

City of Norfolk

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

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 City of Norfolk

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Military Highway	City of Norfolk	WCL Virginia I 0.85 44000	Beach G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.641	47000	G
13 Military Highway	City of Nortolk		G	90%	076	170	076	0%	0%	C	0.101	Г	0.041	47000	G
13 Military Highway	City of Norfolk	0.95 44000	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.600	47000	G
		US 58 Virginia Be	ach Blyd												
13 Military Highway	City of Norfolk	1.23 41000	G	97%	1%	1%	0%	1%	0%	С	0.077	F	0.555	43000	G
<u> </u>	To: From:	SR 165, SR 166 Prince		Rd											
13 (165)(166) Northampton Blvd	City of Norfolk	SR 165; SR 1 0.26 31000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	33000	G
\bigcirc	To From:	SR 165 Kempsy	ille Rd												
(13) (166) Northampton Blvd	City of Norfolk	0.62 33000	G	96%	0%	1%	0%	2%	0%	F	0.092	F	0.602	35000	G
	From	I-64													
13 166 Northampton Blvd	City of Norfolk	0.20 80000 WCL Virginia I	G	96%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	G
· ·	From:	US 13-N045A US 13-S04		M DT 1											
13 Ramp	City of Norfolk (Maint: 64)	0.12 24000	G	VI KI I							0.095	F		24000	G
	To:	I-64-E FROM I	RT 13												
North	From:	US 13 TO I-64	WEST												
(13) Ramp	City of Norfolk (Maint: 64)	0.22 NA US 13-S045A US 13- 45	A EDOM	I DT 1							NA			NA	
North	From:	US 13 TO ROUTE 264 E													
13 Ramp	City of Norfolk (Maint: 64)	0.19 8900	G	LL KD							0.114	F		8900	G
	To:	I-264-E013X FROM RT 13 NO	ORTH-M	ILITARY	Н										
North	From:	US 13 TO ROUTE 264 W		LL RD											_
(13) Ramp	City of Norfolk (Maint: 64)	0.10 2800 I-264-W013X FROM ROUTE 1	G 12 NOP7	TIOO MII	IT	_					0.128	F		2800	G
Cauth	From:	US 13 TO I-		HOU- MIII	11	_									
South 13 Ramp	City of Norfolk (Maint: 64)	0.08 29000	G								0.086	F		29000	G
\bigcirc	To	US 13-S045B TO RT 64 F	EAST &	WEST?											
South 13 Ramp	City of Norfolk (Maint: 64)	0.35 NA									NA			NA	
(13) Hamp	To:	US 13-N045A US 13- 45	A FROM	1 RT 1											
South	From:	US 13-S045A TO I-64 E	AST &	WEST											
(13) Ramp	City of Norfolk (Maint: 64)	0.19 NA									NA			NA	
~	Tot	I-64-W FROM RT 1													
South (13) Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 E 0.11 9500	AST CO	LL RD							0.086	F		9500	G
(13)		I-264-E013X FROM RT 13 SC		<u>ILITAR</u> Y	Н						0.000				<u> </u>
South	From:	US 13 TO ROUTE 264 W	EST CC	LL RD											
(13) Ramp	City of Norfolk (Maint: 64)	0.19 7500	G								0.096	F		7500	G
~	To:	I-264-W013X FROM ROUTE	13 SOUT	'H00- MIL	IT										

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		Portsmouth												
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 3	32000 A	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	F
~	To:		Brambleton Ave												
~~	From:		SR 337							_		_			
337 Brambleton Ave	City of Norfolk	0.26 2	26000 G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	30000	(
~	To: From:	Co	olley Ave												
337 Brambleton Ave	City of Norfolk	0.83 3	32000 G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	37000	(
30) 601)	To:	Е	SR 337												
	From:	E SR 337	Brambleton Ave												
Duke St	City of Norfolk	0.17	8800 G	95%	1%	1%	1%	1%	0%	F	0.083	F	0.754	9400	(
	To	0	N D. J												
58 Virginia Beach Blvd	City of Norfolk		1ney Rd 5800 G	95%	1%	1%	1%	1%	0%	F	0.086	F	0.674	6200	(
Virginia Beach Blvd	City of Nortoik	0.07	5800 G	95%	1 70	1 70	1 70	1 70	0%	F	0.000	Г	0.674	0200	,
	To: From:	Воц	ush Street												
58 Virginia Beach Blvd	City of Norfolk	0.24	5300 G	95%	1%	1%	1%	1%	0%	F	0.089	F	0.532	5700	(
~	To:	US 460 Montice	ello Ave; St Pauls	s Blvd											
~	From:		ticello Ave												
58 \ Virginia Beach Blvd	City of Norfolk	0.70 1	14000 G	95%	1%	1%	1%	1%	0%	F	0.092	F	0.591	15000	
~ [_]	To	SD 168	Tidewater Dr												
Virginia Beach Blvd	City of Norfolk		15000 G	95%	1%	1%	1%	1%	0%	С	0.099	F	0.522	16000	
Virginia Beach Biva	Oity of Norioik	0.50	13000 G	33 76	1 /0	1 /0	1 /0	1 /0	0 70	O	0.000		0.522	10000	
~	To: From:	Pa	ark Ave												
Virginia Beach Blvd	City of Norfolk	0.96 1	16000 G	95%	2%	1%	1%	1%	0%	С	0.09	F	0.516	18000	(
~	To:	SR 405 I	Ballentine Blvd												
SS Virginia Beach Blvd	City of Norfolk		29000 G	95%	2%	1%	1%	1%	0%	F	0.086	F	0.552	31000	
00)	only of themen			0070		. , ,	. , 0	. , ,	0,0	•	0.000		0.002	0.000	
~	From:		a Garden Rd									_			
Virginia Beach Blvd	City of Norfolk	1.35 2	28000 G	95%	2%	1%	1%	1%	0%	F	0.098	F	0.635	30000	(
~	To:	US 13 1	Military Hwy												
Secondary Virginia Beach Blvd	City of Norfolk		26000 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	28000	(
99	- 4														
~	From:		Kempsville Rd					221		_		_			
Virginia Beach Blvd	City of Norfolk		27000 G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.539	29000	(
~	To:	WCL Va Be	each; Newtown F	Rd											
	From:		I-64												
60 (60) Ramp	City of Norfolk (Maint: 64)	0.13	6100 G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	(
	To:	I-64-E FROM RTS 60	0 & 143SETTLE	ERS LAND)										
	From:		L Hampton												
60 (64) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09		Se	ee I-64	for direc	tional tr	affic vo	lume es	timat	es for this	segi	ment.		
	Estimates for 2 Parallel Roadways	on this Route: 8	36000 A	97%	1%	1%	0%	2%	0%	С	NA	_		88000	
							-			-					
~ —	From		ayville St												
60) (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74		Se					lume es		es for this	_			
Combined Traffic	Estimates for 2 Parallel Roadways	on this Route: 8	36000 F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	- 1
	To:	4th	n View St												

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

Route	Jurisdiction	Length AADT	QA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	. OV
riodic	Uditadiction			71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
60 (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO 4TH	VIEW ST	9	00 64	for dire	ectional ti	offic vo	dumo oc	timate	oc for this		mont		
60 (64) Hamp	To:	I-64 W			CC 1-04	ioi dire	otionai ti	anic ve	nume es	umau	55 IOI (III)	s seg	ment.		
	From:	I-64													
60 4th View St	City of Norfolk (Maint: 64)	0.25 1200 0	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.628	13000	(
~	To:	Ocean View A													
Occasi Viena Ana Feet	City of Novfolk	4th View		000/	00/	10/	00/	00/	00/	_	0.10	_	0.505	1 1000	,
Ocean View Ave East	City of Norfolk	0.95 1300 0	G	98%	0%	1%	0%	0%	0%	С	0.12	F	0.525	14000	C
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	US 460 Grai	_												—
Ocean View Ave East	City of Norfolk	0.47 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.598	18000	C
~	To: From:	SR 194 Chesape	ake Blvd												
60 Ocean View Ave East	City of Norfolk	1.41 <b>1300</b> 0	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.587	14000	G
<i>→</i>	To	122-8618 Cape	View Ave												
60 Ocean View Ave East	City of Norfolk	1.67 <b>15000</b>		98%	0%	1%	0%	0%	0%	F	0.088	F	0.53	16000	
30)	To														
60 Shore Dr	City of Norfolk	0.88 <b>21000</b>		98%	1%	1%	0%	0%	0%	С	0.091	F	0.525	23000	(
60) Shore Dr	Oity of Norioik			30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.031	'	0.525	23000	•
~~~	To: From:	SR 170 Little C			221										_
Shore Dr	City of Norfolk	0.97 31000		99%	0%	0%	0%	0%	0%	F	0.09	F	0.729	33000	(
	10.	WCL Virginia													
~~ <u>-</u>	From:	US 60 Settlers L								_		_			
60) Ramp	City of Norfolk (Maint: 64)	0.13 6100	G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	(
<u> </u>	10.	I-64 Eas													_
	From:	I-64-E273A US 60 FR		IS 64							0.40	_		0500	_
60 Ramp	City of Norfolk (Maint: 64)	0.17 2500	G	T. 60							0.12	F		2500	C
·		I-64-E FROM 4TH V													
~~~ B	From:	US 60 I-64-W273A FR		IS 64							0.400	_		0000	,
Ramp	City of Norfolk (Maint: 64)	0.18 <b>6800</b> I-64-W FROM 4TH VIE	G	TDT (0							0.136	F		6800	(
<u> </u>	-														
		64-W FROM OCEAN VIEV		PARALL	EL						0.104	_		070	,
60 (60) Ramp	City of Norfolk (Maint: 64)	0.03 970	G								0.124	F		970	C
<u> </u>	To: From:	I-64 W													
Ocean View Ave	City of Norfolk	1.96 <b>6000</b>	G	98%	1%	1%	0%	0%	0%	С	0.124	F	0.876	6400	(
<del>``</del>	To:	4th View	St												
~	From:	2US 60-P I-64-W272A		TEW A											
₆₀ ) Ramp	City of Norfolk (Maint: 64)	0.03 970	G								0.124	F		970	(
~	To: I-6	64-W FROM OCEAN VIEW	V AVE60	PARALL	EL	I									
ast	From:	ECL Ham													
64) (60) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09 <b>4300</b> 0		96%	1%	1%	0%	2%	0%	С	0.084	Α		45000	F
Combined Traff	ic Estimates for 2 Parallel Roadways	on this Route: 86000	<b>A</b>	97%	1%	1%	0%	2%	0%	С	NA			88000	P
	To:	Bayville	St												

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

-			.,					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		Bayville St													
64 (60) Hampton Road	· · · · · · · · · · · · · · · · · · ·	,	43000	F	96%	1%	1%	0%	2%	0%	F	0.087	F		45000	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	86000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	F
Fast	T _{CC} From:		4th View St													
East 64	City of Norfolk (Maint:	(64) 1.30	41000	F	96%	1%	1%	0%	2%	0%	F	0.086	F		42000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	81000	F	96%	1%	1%	0%	2%	0%	F	0.08	F	0.539	82000	F
Foot	T _{cc} From:		Bay Ave													
East 64	City of Norfolk (Maint:	: 64) 1.09	46000	F	96%	1%	1%	0%	2%	0%	F	0.089	F		48000	F
04)	Combined Traffic Estimates for 2 Parallel Road	,	89000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.56	91000	F
	Τα		New Gate Ro	1												
East 64	City of Norfolk (Maint:		51000	F	96%	1%	1%	0%	2%	0%	F	0.094	F		53000	F
64	Combined Traffic Estimates for 2 Parallel Road	,		G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	92000	G
	To		US 460 Gra						_,,	*,*						
East 64	City of Novfolk (Moint				000/	00/	10/	10/	00/	00/	0	0.11	^		E0000	۸
64)	City of Norfolk (Maint: Combined Traffic Estimates for 3 Parallel Road	,	55000	A G	96% 98%	0% 0%	1% 1%	1% 0%	2% 1%	0% 0%	C F	0.11 NA	Α		59000 134000	A G
	Combined Trainic Estimates for 3 Faraner Road	<u> </u>			<b>30</b> /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	INA			134000	G
East	From:		68 Tidewate													
East 64	City of Norfolk (Maint:		86000	F	97%	0%	1%	0%	2%	0%	F -	0.1	F		92000	F -
<b>O</b>	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	161000	F	98%	0%	0%	0%	1%	0%	F	NA			173000	F
East	To: From:	SR 194	1 Chesapeak	e Blvd												
East 64)	City of Norfolk (Maint:	•	60000	F	97%	0%	1%	0%	2%	0%	F	0.097	F		62000	F
$\smile$	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	141000	F	98%	0%	0%	0%	1%	0%	F	NA			151000	F
Fast	To: From:	SR 2	47 Norview	Ave												
East 64	City of Norfolk (Maint:	(64) 1.26	68000	F	97%	0%	1%	0%	2%	0%	F	0.085	F		71000	F
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA			164000	F
	To:	SR 1	65 Military l	Hwy			$\Box$ $\vdash$									
East 64	City of Norfolk (Maint:	: 64) 1.19	58000	F	97%	0%	1%	0%	2%	0%	F	0.096	F		60000	F
(04)	Combined Traffic Estimates for 3 Parallel Road	,		F	97%	0%	0%	0%	1%	0%	F	NA	•		153000	F
	Tα		166 Northan	nnton R	lvd											
East 64	City of Norfolk (Maint:	-	71000	G G	97%	0%	1%	0%	2%	0%	_	0.084	F		77000	G
64)	City of Noriolk (Maint: Combined Traffic Estimates for 3 Parallel Road	,		G	97% 97%	0% 0%	1% 0%	0% 0%	2% 1%	0% 0%	F	0.084 NA	Г		184000	G
		aways on this noute.		<u> </u>	JI /0	0 /0	0 /0	U /0	1 /0	U /0	'	INA			104000	u
East	To: From:		I-264													
East 64	City of Norfolk (Maint:		70000	Α	97%	0%	1%	0%	2%	0%	С	0.107	Α		76000	Α
~	Combined Traffic Estimates for 2 Parallel Road			<u>A</u>	97%	0%	1%	1%	2%	0%	С	0.087	Α	0.616	149000	Α
	To:	WCI	L Virginia B	each												

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

		Only of Morroll										
Route	Jurisdiction	Length AADT QA 4Tire		:Tru :le 3+Axle			QC	K Factor	QK F	Dir actor A	AWDT	QW
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO BAYVILLE STREET  0.03 <b>1600 G</b> 98%	1% 1%		0%	0%	F	0.133	F		1700	G
	To:	122-99001- A BAYVILLE STREET FROM &										
East 60 Ramp	City of Norfolk (Maint: 64)	I-64-E TO 4TH VIEW ST 0.17 <b>5500 G</b>						0.13	F		5500	G
(64) (60)	To:	US 60 US 60- 281A FROM & TO I-64							•			
East	City of Norfolk (Maint: 64)	I-64-E TO US 460-GRANDBY ST & RT 564 N 0.14 <b>14000 G</b>						0.1	F		14000	G
64 Ramp	City of Nortolk (Maint. 64)	I-64-E276B TO RT 460 GRANDBY ST						0.1	Г		14000	<u> </u>
East (64) Ramp	City of Norfolk (Maint: 64)	0.15 <b>8300 G</b>						0.109	F		8300	G
	To:	I-564-N FROM RT 64 EAST						0.100	•			
East	Prom:	I-64-E276A TO US 460 GRANDBY ST						NIA			NIA	
64 Ramp	City of Norfolk (Maint: 64)	0.06 <b>NA</b> US 460 FROM I-64 EAST						NA			NA	
East	From:	I-64-E TO H.O.V. LANE	I									
64 Ramp	City of Norfolk (Maint: 64)	0.04 <b>6300 G</b> I-64-R I-64-R000A FROM 64 EAST						0.282	F		6300	G
East	From:	I-64-E RAMP TO RT 168 TO RT 16800- T	J									
East 64 Ramp	City of Norfolk (Maint: 64)	0.35 <b>8000 G</b> SR 168 FROM I-64 EAST						0.117	F		8000	G
East	From:	I-64-E TO RT 168 NORTH-TIDEWATER DRIVE	<u></u>									
East 64 Ramp	City of Norfolk (Maint: 64)	0.13 <b>1800 G</b>						0.090	F		1800	G
East	From: I	SR 168 FROM I-64 EAST -64-E TO RT 194 SOUTH-CHESAPEAKE BLVD										
East (64) Ramp	City of Norfolk (Maint: 64)	0.18 <b>2900 G</b>						0.094	F		2900	G
	То	SR 194 FROM I-64 EAST										
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 247 EAST-NORVIEW AVENUE  0.17 <b>3500 G</b> 98%	0% 1%	6 0%	1%	0%	С	0.082	F		3500	G
	To:	SR 247 FROM I-64 EAST										
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOOD ROAD 0.16 <b>2800 G</b>						0.115	F		2800	G
64) Hamp	To:	122-8636 ALMEDA AVE FROM RT 64 EAST						0.113	'		2000	
East	From.	I-64-E TO RT 16500- MILITARY HIGHWAY						0.000			7700	
64 Ramp	City of Norfolk (Maint: 64)	0.17 <b>7700 G</b> SR 165 FROM RT 64 EAST						0.086	F		7700	G
East	From	I-64-E TO RT 13 NORTH										
64 Ramp	City of Norfolk (Maint: 64)	0.19 <b>11000 G</b> US 13 FROM I-64 EAST						0.094	F		11000	G
East	From:	I-64-E TO I-264	<u>_</u>									
(64) Ramp	City of Norfolk (Maint: 64)	0.16 <b>38000 G</b>						0.073	F	;	38000	G
	To:	I-64-E284C TO RT 264 EAST264 WESTR										

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

				114 01 14011	OIIX				Т.,	ol.			V		Div		
Route	Jurisdio	tion	Length	AADT	QA	4Tire	Bus		-	-		QC		QK		AAWDT	QW
East		rom:	L64_F284C TC	RT 264 FA	AST264	WESTR		ZAXI	3+AXIE	THAII	ZIIali		i actor		i actor		
	City of Norfolk	(Maint: 64)				WESTK							0.097	F		4500	G
(04)	Section   Factor																
East		From:	I-64-F	TO I-264 F	EAST44												
Ramp	Bank																
		To:	I-264-E01	3X FROM	I-64 EA	ST											
East		From:	I-64-E284A T	O RT 264 E	AST264	WEST											
	May   May																
$\overline{}$		To:	I-264-	E From RT	64 East												
Rev		From:	Begin Re	versible Lar	ne At I-5	64											
Rev 64	City of Norfolk	(Maint: 64)	5.99	19000	Α	100%	0%	0%	0%	0%	0%	С	0.213	Α		22000	Α
$\smile$	Combined Traffic Estimates for 3 Paral	lel Roadwa	ys on this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA			164000	F
D																	
Rev 64	City of Norfolk	(Maint: 64)				100%	0%	<u></u>	0%	0%	0%	F	NΑ			21000	G
64		,										, E					
	Combined Traine Estimates for 61 arai	To:	•				0 70	70	0 70	1 /0	0 70	•	INA			104000	u
Rev		From:	•					<u> </u>									
	City of Norfolk	(Maint: 64)				A31							0.301	F		3300	G
(04)	,	To:				PM											-
Rev		From:	I-64-	R TO IS 64	EAST												
	City of Norfolk	(Maint: 64)											0.193	F		2100	G
		To:	I-64-E	FROM HO	V LANE	Ĭ.											
Rev	Part																
	City of Norfolk	(Maint: 64)	0.12	6300	G								0.259	F		6300	G
$\overline{}$		To:	I-64-E FROM	M H.O.V.LA	ANEME	DIAN											
West																	
(64) (60) Hampton R	oads Bridge Tunnel City of Norfolk	(Maint: 64)	0.17	42000	Α	97%	0%	1%	0%	2%	0%	С	0.079	Α		43000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Paral	el Roadwa	ys on this Route:	86000	Α	97%	1%	1%	0%	2%	0%	С	NA			88000	Α
\\/+	South   Sout																
West 60 Hampton R	oads Beltway City of Norfolk	(Maint: 64)	2.00	42000	F	95%	1%	1%	1%	3%	0%	F	0.082	F		43000	F
60) Hampton H					-							F		•	0.525		F
	Combined Traine Estimates for 21 arai	T	, o on this riodle.			00/0	1 /0	1 /0	J /0	_ /0	0 /0	•	0.077	•	0.020	00000	•
West		From:		4th View S													
<del>64</del>					F	95%		1%	1%	3%	0%	F	0.082	•		40000	F
$\smile$	Combined Traffic Estimates for 2 Paral	el Roadwa	ys on this Route:	81000	F	96%	1%	1%	0%	2%	0%	F	0.08	F	0.539	82000	F
NA		To:		Bay Ave				<b>—</b>									
West	City of Norfolk	(Maint: 64)	0.90		F	95%	1%	19/-	1%	3%	0%	F	0 079	F		43000	F
64												F		•	0.56		, E
	Combined Trainic Estimates for 2 Paral	To: NOAUWA				90%	I 70	1 70	U 70	∠ 70	U-76	Г	0.077	Г	0.56	91000	Г
				new Gate R	.u												

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

			y OI NOIT	JII.				Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	N	ew Gate R	d			ZAXIC	UTANIC	TTTAII	ZIIdii		1 actor		1 actor		
<del>64</del>	City of Norfolk (Maint: 64)		39000	G	95%	1%	1%	1%	3%	0%	F	0.078	F		39000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	90000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	92000	G
)A/ +	T _G	I-564, U	JS 460 Gra	inby St			$\neg$ $\vdash$									
West 64	City of Norfolk (Maint: 64)	0.92	50000	G	99%	0%	0%	0%	0%	0%	F	0.114	F		53000	G
04)	Combined Traffic Estimates for 3 Parallel Roadways on			G	98%	0%	1%	0%	1%	0%	F	NA			134000	G
-	То	SR 16	68 Tidewat	er Dr												
West	City of Norfolk (Maint: 64)	0.98	55000	A	99%	0%	0%	0%	0%	0%	С	0.111	Α		59000	Α
64	Combined Traffic Estimates for 3 Parallel Roadways on			F	98%	0%	0%	0%	1%	0%	F	NA	А		173000	F
	Combined Trailic Estimates for 31 arailer floadways of				30 /6	0 76	U /0	0 /6	1 /0	0 /6	•	INA			173000	
West	From:		Chesapeak													_
64	City of Norfolk (Maint: 64)		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: Front	SR 24	17 Norview	Ave												
<del>64</del>	City of Norfolk (Maint: 64)	1.24	67000	F	97%	0%	1%	1%	1%	0%	F	0.09	F		70000	F
$\circ$	Combined Traffic Estimates for 3 Parallel Roadways on	this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA			164000	F
West	To: From:	SR 16	55 Military	Hwy												
64	City of Norfolk (Maint: 64)	1.07	67000	F	97%	0%	1%	1%	1%	0%	F	0.091	F		70000	F
04)	Combined Traffic Estimates for 3 Parallel Roadways on	this Route:	144000	F	97%	0%	0%	0%	1%	0%	F	NA			153000	F
	Τα	US 13, SR 1	66 Northa	mpton B	lvd											
West 64	City of Norfolk (Maint: 64)	2.20	81000	F	97%	0%	1%	1%	1%	0%	F	0.094	F		86000	F
64)	Combined Traffic Estimates for 3 Parallel Roadways on			G	97%	0%	0%	0%	1%	0%	F	NA	•		184000	G
	To		I-264		0.70			0,0	. , 0	0,0	•				.0.000	
West	Prom:	0.00			070/	00/	40/	40/	40/	00/	•	0.005			70000	
64	City of Norfolk (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on	0.83	69000	A	97% 97%	0% 0%	1% 1%	1% 1%	1% 2%	0% 0%	C	0.095 NA	Α		73000 149000	A
	Total Trailer Estimates for 2 Parallel Roadways on		Virginia B	A each	97%	0%	1%	170	270	0%	C	INA			149000	Α
West	From: 1-64-V	V TO OCEAN			PARALI	F										
(64) Ramp	City of Norfolk (Maint: 64)	0.03	490	G	, i i ii ii ii ii ii	<u></u>						0.102	F		490	G
	Тα. 2	US 60-P; 2US	60-P004A	OCEAN	VIEW											
West		I-64-W TO 4T			RT 60											
64 Ramp	City of Norfolk (Maint: 64)	0.18	1800	G								0.081	F		1800	G
	To:	US 60 US 60-			I-64											
West	City of Norfolk (Maint: 64)	I-64-W T 0.15	O BAY A	VENUE								NA			NΙΛ	
64 Ramp	City of Noriok (Maint: 64)		NA FROM I-6	4 WEST	,							NA			NA	
Woot	From	I-64-W TO US					<u> </u>									
West (64) Ramp	City of Norfolk (Maint: 64)	0.11	3900	KANDB G	1 91							0.153	F		3900	G
<u></u>	тα		FROM I-64	_												
	<u> </u>															

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

Route	Jurisdiction	Length AADT QA	<b>4</b> 4Tire	e Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>23000 G</b> SR 165 Little Creek Rd								0.078	F		23000	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 168 SOUTH-TIDEW 0.11 <b>4600 G</b> SR 168 FROM I-64 WE:		RIVE						0.109	F		4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 168 NORTH-TIDEW 0.21 <b>4500 G</b> SR 168 FROM I-64 WE:	i	RIVE						0.133	F		4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	-W TO RT 194 NORTH-CHESA 0.25 <b>8800 G</b> SR 194 FROM I-64 WE		LVD						0.115	F		8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 247 WEST00- NOI 0.18 <b>3700 G</b> SR 247 FROM I-64 WEST	98%		1%	0%	0%	0%	С	0.130	F		3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	94-W TO RT 247 WEST-NORVII 0.13 <b>4900 G</b> SR 247 FROM I-64 WES	99%		0%	0%	0%	0%	С	0.087	F		4900	G
West 64 Ramp	From I-6 City of Norfolk (Maint: 64)  Tα	64-W TO RT 165MILITARY HG 0.20 <b>9000 G</b> ROBIN HOOD ROAL	i	RO						0.087	F		9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13 0.11 <b>24000 G</b> I-64-W282B TO RT 13 SO								0.091	F		24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b> US 13 FROM RT 64 WE								NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SO 0.03 NA WCL Virginia Beach	UTH							NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LAN 0.09 <b>3100 G</b> I-64-R FROM I-64 WES								0.185	F		3100	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WES' 0.13 <b>8700 G</b> I-264-W013X FROM I-64 V								0.097	F		8700	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST- 0.23 <b>26000 G</b> I-264-E013X FROM I-64 V	i							0.08	F		26000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEME 0.12 <b>3900 G</b> I-64-R I-64-R008A TO & FRO								0.334	F		3900	G

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC		QK		AAWDT	Q'
	From:	WCI Virginia Reach SR 4	03 Newto	wn Rd		ZAXIE	STAXIE	TITALI	ZIIali		i actor		i actor		
Kempsville Rd	City of Norfolk				1%	1%	0%	0%	0%	С	0.095	F	0.641	20000	(
163)	only of Horion			0070	1 /0	. 70	0 70	0 / 0	070	Ū	0.000	•	0.011	20000	•
	From:						221					_			
165 Kempsville Rd	City of Norfolk			98%	1%	1%	0%	0%	0%	F	0.097	F	0.538	12000	(
<u> </u>	To: From:														
Northampton Blvd	City of Norfolk	•		079/	10/	10/	00/	10/	09/	_	0.097	_	0.597	33000	
165) 13 (166) Northampton Blvd	City of Norioik			9776	1 70	1 70	0%	1 70	0%	Г	0.067	Г	0.567	33000	
	Second   S														
165 Military Hwy North		•				1%	0%	0%	0%	F	0.080	F	0.502	44000	
165)	eny er menem			0.70	. , ,		0,0	0,70	0 / 0	•	0.000	•	0.002		
	From:						221					_			
165 Military Hwy North	City of Norfolk	0.60 <b>12000</b>	G	9/%	1%	1%	0%	0%	0%	F	0.081	F	0.622	13000	
<u> </u>	To: From:	SR 192 Azalea Ga	rden Rd												
165 Military Hwy North	City of Norfolk	0.39 <b>23000</b>	G	97%	1%	1%	0%	0%	0%	С	0.082	F	0.547	24000	
	To	OD 247 N													
Military Hyay North	Second Residence   Length   Abot   Clay of Norfolk   1.00   19000   Residence   Residenc														
165 Williary Hwy North	Sursidiction   Surging														
	To: From:	SR 170 Little Cre	eek Rd												
165)Little Creek Rd	City of Norfolk	0.12 <b>34000</b>	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.507	38000	
$\smile$	To	SR 194 Chesaneal	ke Blvd												
165 Little Creek Bd	City of Norfolk			97%	1%	1%	1%	1%	0%	F	0.079	F	0.545	27000	
103)= 6.66%	only or more				. , 0	.,,	. 70	. 70	0 / 0	•	0.07.0	•	0.0.0		
	11011.											_			
165 Little Creek Rd	City of Norfolk			9/%	1%	1%	1%	1%	0%	F	0.094	F	0.674	23000	
<u> </u>	To:		ge												
ittle Creek Dd	City of Norfalls			070/	10/	10/	10/	10/	00/	_	0.070	_	0.505	00000	
165 Little Greek Rd	City of Norioik	0.36 21000	G	9/%	170	170	170	170	0%	Г	0.079	Г	0.525	23000	
	To: From:	US 460 Granb													
165)Little Creek Rd	City of Norfolk	1.19 <b>16000</b>	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	17000	
$\smile$	To:	Diven St													
165 Little Creek Bd	City of Norfolk		G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.501	12000	
163)211110 010011110	Use Selection   Length   AADT   QA   4Tire   Bus   2AAde 3-AAde 1 Trail   2Trail														
	Route   Jurisdicilon   Length   AADT   QA   4Thre   Bus   AADT   QA   4Thre   Call														
Down.	City of Novicella (Mainty C4)	March   Marc													
165 / Hamp	City of Noriolk (Maint: 64)			~							0.077	Г		5700	
				JUTH											
Rempelle   Surisdiction   Length   AADT   OA   4Th   Bus   2Ads   31-Able   1Trial   2Trial   OF   ABDT   OA   OA   OA   OA   OA   OA   OA   O															
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
<u> </u>	To	122-99026- A RROM ROBI	IN HOOD	ROAD		$\neg$ $\vdash$									
North	Oite of Nie of the (NA that Oct)										0.000	_		0000	
165 Ramp											0.090	۲		9300	
<u> </u>	To:	-64-W FROM RT 16500- MIL	JTARY H	IIGHWA	Y										
	From:	NCL Chesape	ake												
166)(460)Wilson Rd	City of Norfolk	0.65 <b>7800</b>	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.739	8300	
/ \ /															

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	<b>A</b> 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Wilson Rd												
166 460 168 Campostella Rd	City of Norfolk	0.73 <b>34000 G</b>	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	36000	G
	To: From:	Kimball Terr												
166 460 168 Brambleton Ave	City of Norfolk	0.30 <b>40000 G</b>	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	43000	(
	To: From:	US 460 Brambleton Av												
166) Park Ave	City of Norfolk	0.45 <b>14000 G</b>	i 98%	1%	1%	1%	0%	0%	С	0.09	F	0.573	16000	(
<u> </u>	To: From:	US 58 Va Beach Blvd												
166)Park Ave	City of Norfolk	0.14 <b>12000 G</b>	i 98%	1%	1%	1%	0%	0%	F	0.087	F	0.503	13000	(
<u> </u>	To:	Princess Anne Rd												
166)Princess Anne Rd	City of Norfolk	Park Ave 0.65 <b>16000</b> G	i 97%	1%	1%	1%	1%	0%	F	0.092	F	0.518	17000	(
166 Fillicess Affile Nu	City of Norioik		31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.092	•	0.516	17000	,
	From:	Merrimac Ave												
Princess Anne Rd	City of Norfolk	0.30 <b>16000 G</b>	i 97%	1%	1%	1%	1%	0%	F	0.092	F	0.527	18000	(
	To: From:	Ballentine Blvd												
Princess Anne Rd	City of Norfolk	0.95 <b>20000 A</b>	97%	1%	1%	1%	1%	0%	С	0.097	Α	0.527	22000	
	To: From:	Azalea Garden Rd			$\neg$ $\vdash$									
66) Princess Anne Rd	City of Norfolk	1.46 <b>20000 G</b>	i 97%	1%	1%	1%	1%	0%	F	0.082	F	0.549	22000	
<u> </u>	To	US 13 Military Hwy												
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>31000</b> G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	33000	
	To:	SR 165 Princess Anne I	Rd											
	From:	SR 165 Military Hwy												
166) (13) Northampton Blvd	City of Norfolk	0.62 <b>33000 G</b>	i 96%	0%	1%	0%	2%	0%	F	0.092	F	0.602	35000	
<u> </u>	To: From:	I-64												
166) 13 Northampton Blvd	City of Norfolk	0.20 <b>80000</b> G	i 96%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	(
	To:	CL Virginia Beach												
	From:	SCL Norfolk												
168)Campostella Rd	City of Norfolk	0.52 <b>18000 G</b>	i 96%	1%	1%	1%	2%	0%	F	0.099	F	0.681	19000	(
<u> </u>	Tœ	SR 407 Indian River R	d		$\neg$ $\vdash$									
Campostella Rd	City of Norfolk	0.26 <b>24000</b> G		1%	1%	1%	2%	0%	F	0.104	F	0.703	26000	
	To:	US 460 Wilson Rd												
	From:	Wilson Rd												
168)(460)(166)Campostella Rd	City of Norfolk	0.73 <b>34000 G</b>	i 95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	36000	
	To: From:	Kimball Terr												
68)(460)(166)Brambleton Ave	City of Norfolk	0.30 <b>40000</b> G	i 95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	43000	
	To:	Park Ave			—									
68)(460) Brambleton Ave	City of Norfolk	0.40 <b>29000</b> G	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	31000	
	To				—									
168)Tidewater Dr	City of Norfolk	0.31 <b>31000 G</b>	i 97%	0%	1%	0%	1%	0%	F	0.086	F	0.562	33000	(
100 Hocward Di	To To	US 58 Va Beach Blvd		J /6	1 /0	0 /0	1 /0	0 /0	'	0.000	'	0.002	55000	`

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

		City of Norioik				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	US 58 Va Beach Bl												
Tidewater Dr	City of Norfolk	0.89 <b>29000</b>	<b>G</b> 97%	0%	1%	0%	1%	0%	F	0.083	F	0.526	31000	C
	To: From:	Lindenwood Ave												
168 Tidewater Dr	City of Norfolk	0.81 <b>26000</b>	<b>G</b> 97%	0%	1%	0%	1%	0%	F	0.080	F	0.502	28000	C
	To: From:	Cromwell Dr												
Tidewater Dr	City of Norfolk	1.03 <b>37000</b>	<b>A</b> 97%	0%	1%	0%	1%	0%	С	0.095	Α	0.550	40000	/
	From:	Norview Ave			<del> </del>									
168 Tidewater Dr	City of Norfolk	1.11 <b>34000</b>	<b>G</b> 97%	0%	1%	0%	1%	0%	F	0.085	F	0.549	36000	(
	From:	I-64			<u> </u>									
168 Tidewater Dr	City of Norfolk	0.60 <b>29000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.086	F	0.631	31000	•
	To: From:	SR 165 Little Creek												
168 Tidewater Dr	City of Norfolk	1.29 <b>17000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.093	F	0.581	18000	(
Tidous Do	To From:	Bay View Blvd	0 000/	00/		00/	00/	00/		0.000		0.500	10000	
168 Tidewater Dr	City of Norfolk	1.01 <b>12000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.099	F	0.586	13000	(
T:1	To: From:	US 460 Granby St		00/		00/	00/	00/	F	0.400	F	0.050	0000	
168 Tidewater Dr	City of Norfolk	0.75 <b>7700</b> US 60 Ocean View A	G 99%	0%	1%	0%	0%	0%	F	0.102	F	0.659	8300	•
North	From:	SR 168 TO I-64 WE												
168)Ramp	City of Norfolk (Maint: 64)		G							0.107	F		5100	
		4-W FROM RT 168 NORTH-TI	IDEWATER 1	DRI										
North	From:	SR 168; 122-8626 TO I-64 EA	ST @ THOL											
168)Ramp	City of Norfolk (Maint: 64)		G							0.105	F		5200	
<u> </u>	10: I-64	4-E FROMRT 168 NORTH-TID		RIV										
South	City of Norfolk (Maint: 64)	SR 168 TO I-64 EA 0.17 <b>3500</b>	ST <b>G</b>							0.090	F		3500	
168 Ramp		4-E FROM RT 168 SOUTH-TI		ORI						0.090	Г		3300	
South	From:	SR 168 TO I-64 WE												
168)Ramp	City of Norfolk (Maint: 64)		G							0.102	F		3100	
	To: I-6	4-W FROM RT 168 SOUTH-TI	DEWATER I	ORI										
	From:	SR 165 N Military H												
170 Little Creek Rd	City of Norfolk	1.08 <b>24000</b>	<b>G</b> 97%	0%	1%	0%	1%	0%	F	0.083	F	0.533	26000	
	To: From:	Halprin Drive												
170 Little Creek Rd	City of Norfolk	0.48 <b>23000</b>	<b>G</b> 97%	0%	1%	0%	1%	0%	F	0.087	F	0.503	24000	
	To: From	SR 192 Azalea Garder												
170 Little Creek Rd	City of Norfolk		<b>G</b> 97%	0%	1%	0%	1%	0%	F	0.093	F	0.530	21000	(
<u> </u>	Iσ	US 60 Shore Drive												
Azaloa Gardon Pd	City of Norfolk	SR 165 Military Hw		1%	1%	10/	10/	00/	F	0.098	F	0.581	11000	
192) Azalea Garden Rd	City of Norioik	2.02 <b>11000</b> SR 170 Little Cree		170	170	1%	1%	0%	Г	0.098	Г	0.561	11000	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 166	Princess Ann	ne Rd												
194) Sewells Point Rd	City of Norfolk	k 1.63	12000	G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.802	12000	G
$\smile$	To:		esapeake Blvo	d												
194)Chesapeake Blvd	City of Norfolk		lorview Ave	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.539	17000	G
194 Onesapeake Biva	only of Norion	0.07		<u> </u>	31 /0	1 /0	1 /0	1 /0	1 /0	0 70	'	0.004	•	0.000	17000	
Changage Blyd	City of Norfolk	k 0.85	I-64 <b>25000</b>	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.593	27000	G
194 Chesapeake Blvd	City of Norion				90%	1 70	1 70	076	076	0%	Г	0.062	Г	0.595	27000	C
Ola la - Dhail	To: From:		5 Little Creek		000/	40/		00/	00/	00/	_	0.000	F	0.500	0.4000	
194 Chesapeake Blvd	City of Norfolk	k 1.31	23000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.588	24000	(
	To: From:		ay View Blvd				<del> </del>									
194 Chesapeake Blvd	City of Norfolk	k 0.61	11000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.586	12000	(
	To:		hesapeake St													
194)Chesapeake Blvd	City of Norfolk		6800	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.532	7300	(
<u> </u>	Τα	US 60	Ocean View	Ave												
North	From:		4 TO I-64 WI													
194)Ramp	City of Norfolk (Mai		1600	G								0.103	F		1600	(
	10.	I-64-W FROM RT 19			PEAKE E	3L										
South	From:		4 TO I-64 EA									0.440	_		0700	
194)Ramp	City of Norfolk (Mair	int: 64) 0.13 I-64-E FROM RT 19	8700	G	DEAVE D	Ť						0.112	F		8700	(
	From				EAKE D	L										
247)26th St	City of Norfolk		37 Hampton B 4100	G	97%	1%	1%	1%	1%	0%	F	0.109	F		4400	(
247 /2011 01	Combined Traffic Estimates for 2 Parallel Ro			G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	(
	Table 11 draine 25 dimeters for 21 drainer 110				01 70	1 /0		1 70	1 /0	0 70	•	0.001	•	0.000	10000	`
₂₄₇ )26th St	From: City of Norfolk		20lonial Ave 8700	G	97%	1%	1%	1%	1%	0%	F	0.110	F		9200	(
24/ /2011 31	Combined Traffic Estimates for 2 Parallel Ro			G	97%	1%	1%	1%	1%	0%	F	0.110	F	0.618	18000	(
	Combined Trainic Estimates for 2 Paramer Ac				31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.000	1	0.010	10000	
004 04	From:		lewellyn Ave		070/	10/		10/	10/	00/		0.100			0700	
247 26th St	City of Norfolk		9100	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.000	9700	(
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Houte:	18000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	19000	(
	From:		onticello Ave		.=./											
247)26th St	City of Norfolk		8700	G	97%	1%	1%	1%	1%	0%	С	0.109	F		9200	(
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	18000	G	97%	1%	1%	1%	1%	0%	F	NA			19000	(
	To: From:		Church St													
247)26th St	City of Norfolk		8000	G	97%	1%	1%	1%	1%	0%	F	0.107	F		8500	(
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	(
	To: From:		27th St													
₂₄₇ )Lafayette Blvd	City of Norfolk	k 1.07	14000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.613	15000	(
$\smile$	To	SR 10	68 Tidewater	Dr			<u> </u>									
₂₄₇ )Lafayette Blvd	City of Norfolk		16000	G	97%	1%	1%	0%	0%	0%	С	0.088	F	0.556	17000	
	Tα	Che	esapeake Blvo	d												

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

			ty of Nortoli					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From	ı I	afayette Blvd													
247)Chesapeake Blvd	City of Nort	f <u>olk</u> 1.34	16000	G	97%	1%	1%	0%	0%	0%	F	0.082	F	0.508	17000	(
<u> </u>	To		4 Sewells Poin													
Norview Ave	City of Nort		nesapeake Blvd 20000	G G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.537	21000	
247 Norview Ave	Oity of Non	10IK 0.29		<u>u</u>	31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.003	'	0.557	21000	
NI	To From		I-64		000/	00/		00/	00/	00/	_	0.004	F	0.500	05000	
Norview Ave	City of Nort		23000	G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.538	25000	
			65 Military Hy													
East	From		47 TO I-64 EA		99%	10/	00/	00/	00/	00/	_	0.001	F		10000	
Ramp	City of Norfolk (N	I-64-E FROM RT 2	12000	G		1%	0%	0%	0%	0%	С	0.081	г		12000	
					V AVENU	E										
Vest Pomp	City of Norfolk (N		47 TO I-64 EA	G G	99%	0%	0%	0%	0%	0%	С	0.077	F		6900	
Ramp	City of Noriolk (N	I-64-E FROM RT 24	6900				0%	0%	076	0%	C	0.077	Г		6900	
	From					)E										
Vest Ramp	City of Norfolk (N	SR 247 JOHN Maint: 64) 0.21	4100	) <u>1-64</u> <b>G</b>	99%	0%	1%	0%	0%	0%	С	0.071	F		4100	
Ramp	City of Norion (N	I-64-W FROM RT 2		-			1 /0	0 /6	0 /6	0 /6	C	0.071	'		4100	
	From				WAVEIN	JE										
27th St	City of Nort	,—————————————————————————————————————	37 Hampton B 8100	G	97%	1%	1%	1%	1%	0%	С	0.092	F		8600	
247)27th St	,										F	0.092	F	0.500		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	97%	1%	1%	1%	1%	0%	г	0.081	г	0.566	13000	
	To From		lewellyn Ave													
247)27th St	City of North		8900	G	97%	1%	1%	1%	1%	0%	F	0.086	F		9500	
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	19000	
	10		R 247 26Th St													
	From	IS-00264-E008A(L)/I		8A(U).	/TO BERI	(LE										
337 Ramp	City of Norfolk (N	Maint: 64) 0.18 1SR-00337-P(L)/12:	NA	AT DATE	O DT 464	C						NA			NA	
						3										
	From		A I-264-W014	А ТО	I-64							NIA			NIA	
Ramp	City of Norfolk (N		NA M I-264 EAST	r 0 <b>33</b> 7	FOT		_					NA			NA	
	-	•														
	Other of Nierfelle (A		C I-264-W0140	СТО	I-64							NIA			NI A	
Ramp	City of Norfolk (N		<b>NA</b> <i>I</i> I-264 EAST	0 337	CCT-4.4							NA			NA	
				& WI	23144											
East ALT	Downtown Tunnel City of Norfolk (N		WCL Norfolk	^	96%	0%	10/	10/	20/	00/	F	0.111	Α		36000	
Elizabeth River		, , , , , , , , , , , , , , , , , , ,	31000	A			1%	1%	2%	0%	•	-	А		36000	
-	Combined Traffic Estimates for 2 Parallel	noadways on this Houte:	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	
East ALT	To From	I	-464, SR 337													
264) 460 (337) Berkley B	Bridge City of Norfolk (N	Maint: 64) 0.41	53000	G	96%	0%	1%	1%	2%	0%	F	NA			57000	
	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	F	NA			106000	
					/-	- / -	. , •	. , •	_, -	- / -	-					

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Lenç	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From	E	ALT US 46	50												
264 (337)	City of Norfolk (M	Maint: 64) 0.2	6 <b>49000</b>	N	96%	0%	1%	1%	2%	0%	Ν	NA			53000	Ν
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>91000</b>	N	96%	0%	1%	1%	2%	0%	Ν	NA			100000	Ν
Foot ALT	To From		R 337 Tidewa	ter Dr												
East ALT (264) (460) (337)	City of Norfolk (N	Maint: 64) 0.6	5 <b>49000</b>	G	96%	0%	1%	1%	2%	0%	F	NA			53000	G
204/(400)(001)	Combined Traffic Estimates for 2 Parallel	•		G	96%	0%	1%	1%	2%	0%	F	NA			102000	G
	Te	- Us	5 460 Bramblet	on Ave												
East (264)	City of Norfolk (N	•		F	96%	0%	1%	1%	2%	0%	F	0.105	F		63000	F
(264)	Combined Traffic Estimates for 2 Parallel	•			96%	0%	1%	1%	2%	0%	F	0.086	F	0.590	126000	F
	Traine Estimates for 2 1 drainer				0070	0 /0		170	270	0 70	•	0.000	•	0.000	120000	•
East (264)	From		R 405 Ballentin										_			
264	City of Norfolk (N	,		F	96%	0%	1%	1%	2%	0%	F	0.11	F		62000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>114000</b>	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	F
East	Te From		US 13 Military	Hwy												
264)	City of Norfolk (M	Maint: 64) 1.0	5 <b>38000</b>	F	98%	0%	1%	1%	1%	0%	F	0.115	F		42000	F
$\bigcirc$	Combined Traffic Estimates for Parallel	Roadways on this Rou	te: NA									NA			NA	
East		I-64	Hampton Road	s Beltwa	y											
East Virginia Beach Norfolk	Expwy City of Norfolk (N	Maint: 75) 0.7	4 88000	N	96%	0%	1%	1%	2%	0%	Ν	NA			94000	Ν
204)	Combined Traffic Estimates for 2 Parallel	,	te: <b>103000</b>	N	96%	0%	1%	1%	2%	0%	Ν	NA			111000	Ν
	То	·	VCL Virginia I	Beach												
East	From		E(L)/TO ROUT	TE 464 S	OUTH											
Ramp	City of Norfolk (N											NA			NA	
	10	IS-00264-W008A														
East (264) Ramp	City of Norfolk (N	I-264-E TO ROU Maint: 64) 0.2		<u>100- BR</u> <b>G</b>	AMBLETO	ON						0.186	F		1600	G
264) Hamp	To T	US 460 RAMP		-	ROUTE 2	26						0.100			1000	ч
East	From	I-264-E TO RO														
(264)Ramp	City of Norfolk (N			G								0.102	F		6400	G
	То	S	R 405; 122-86	37 Ga												
East	From	1-204-E013X 1	O RT 13 SOUT	ΓH-MILI	TARY HI	G										
Ramp	City of Norfolk (N			G								0.172	F		3300	G
	То		1 ROUTE 264													
East	City of Norfolk (N	I-264-E013X To		<u>rh-mili</u> <b>G</b>	TARY HI	G						0.115	F		6100	G
Ramp	CITY OF INOMOTIA (IN		4 <b>6100</b> 4 ROUTE 364		OIT BD							0.115	Г		0100	G
East	Fron	I-264-E BEGIN				3										
Ramp	City of Norfolk (N			/ K13 13	, u+ & 40.	J						NA			NA	
(=0-7)	7 (	I-264-E013A TO														

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

Route	Jurisdiction	Length AADT	QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail	$\sim$	K Factor	QK Dir Factor	AAWDT	QW
East 264 Ramp	City of Norfolk (Maint: 64)	4-E013A TO RT 13 SOUTH- 0.07 <b>18000</b>	G			0.088	F	18000	G
East 264 Ramp	City of Norfolk (Maint: 64)	-S047A FROM RT 13 SOUTI 0.11 <b>NA</b>				NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	4-E013B TO RT 13 NORTH- 0.09 <b>20000</b> N047A FROM RT 13 NORT	G			0.09	F	20000	G
East 264 Collector Road at I-64	City of Norfolk (Maint: 64)	US 13 Military Hv 0.42 <b>26000</b> I-64 Hampton Roads E	wy <b>F</b> 98% 0%	1% 1% 1%	0% F	0.093	F	28000	F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014A TO RT 6- 0.18 <b>NA</b>	4 EAST			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-E284B FROM RT (				NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)		G			NA		24000	G
East 264 Ramp	City of Norfolk (Maint: 64)	0.23 <b>51000</b>				NA		51000	G
East 264 Ramp	City of Norfolk (Maint: 64)	4-E015A TO RT 403 SOUTH 0.15 <b>NA</b>				NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>	TH-NEWTOWN RD			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	4-E015B TO RT 403 NORTH  0.17 <b>37000</b> 4-E END COLL RD FROM I	<b>F</b> 97% 0%	0% 2% 1%	0% F	0.087	F	39000	F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 0.16 <b>8300</b> I-264-W014A I-264- 14A	EAST <b>G</b>			0.137	F	8300	G
East 264 Ramp	From: City of Norfolk (Maint: 64)	I-264-E013X TO I-64 0.12 <b>3700</b> I-64-W FROM I-264	WEST G			0.09	F	3700	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E TO I-64 W 0.25 <b>NA</b> I-264-W014C I-264- 14C	EST			NA		NA	
Rev 264 Ramp	City of Norfolk (Maint: 64)	I-264-R I-264-W013C RAM 0.01 NA -264-E FROM I-64 REVERS	IPS TO & FR			NA		NA	

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

				.,					Tru	ıck			K		Dir		
Route	Jurisdicti	ion	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West ALT	Fro	m:	V	VCL Norfoll	k				017.00				· doto.		. acto.		
264 460 Elizabeth River D	owntown Tunnel City of Norfolk (	Maint: 64)	0.56	34000	Α	95%	0%	1%	1%	3%	0%	F	0.099	Α		38000	Α
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on t	his Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	Α
West ALT	n Fro	Fo: m:	I-	464, SR 33	7			⊒⊢									
(264) (460) (337) Berkley Brid	dge City of Norfolk (	Maint: 64)	0.78	46000	G	95%	0%	1%	1%	3%	0%	F	NA			49000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on t	his Route:	98000	G	96%	0%	1%	1%	2%	0%	F	NA			106000	G
Wast	1 Pro	For	Tie	dewater Dri	ve												
West (264)(337)	City of Norfolk (	Maint: 64)	0.84	42000	F	95%	0%	1%	1%	3%	0%	F	0.105	F		47000	F
204) (337)	Combined Traffic Estimates for 2 Paralle	,			N	96%	0%	1%	1%	2%	0%	Ν	NA			100000	Ν
			S 460, SR 16		ramblete	on Ave											
West (264)	City of Norfolk (	HII. 1	0.87	58000	F	95%	0%	1%	1%	3%	0%	F	0.101	F		63000	F
264)	Combined Traffic Estimates for 2 Paralle	,			F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.590	126000	F
				5 Ballentine		0070	0,0		. , 0		0,70	•	0.000	•	0.000		•
West	Fro	Marianta O.A.				050/	00/	40/	40/	00/	00/	_	0.007	_		0.4000	_
264	City of Norfolk ( Combined Traffic Estimates for 2 Paralle	,	2.01	58000	F	95%	0% 0%	1%	1%	3% 2%	0%	F	0.097	F F	0.575	64000	F
	Combined Trainc Estimates for 2 Paralle	Hoadways on t			F	96%	0%	1%	1%	2%	0%	Г	0.086	Г	0.575	125000	Г
West	Fro	m:		13 Military I													
264	City of Norfolk (	,	1.08	26000	F	97%	0%	1%	1%	1%	0%	F	0.116	F		29000	F
	Combined Traffic Estimates for Paralle	el Roadways on t	his Route:	NA									NA			NA	
West	Tro	For m:	I-64 Han	pton Roads	Beltway	/											
Virginia Beach Norfolk I		,	0.30	15000	F	99%	0%	0%	0%	0%	0%	F	0.289	F		17000	F
	Combined Traffic Estimates for 2 Paralle	l Roadways on t			N	96%	0%	1%	1%	2%	0%	N	NA			111000	N
		10.		_ Virginia B													
West (264) (337) Ramp	City of Norfolk (		I-264-W I-464 0.22	4-S; 464-W NA	IN MEI	DIAN							NA			NA	
264 337 Ramp	Only of Norton (	Fo:		008A TO B	ERKLE								1471			1471	
West	Fro	m: IS-00264-V	W(B)/INSPEC	CTION STA	ROAD	(RESTRIC	CTED										
Ramp	City of Norfolk (		0.06	NA									NA			NA	
	1	IS-00	)464-S(B)/FR	OM INSPE	CTION	STATION											
West	Fro	Maint C4)	0.10	I-264 WB									NIA			NIA	
Ramp From I-264 WB t	o City Hall Ave City of Norfolk (	Maint: 64)	0.19	NA y Hall Ave V	M/B								NA			NA	
West	Fro	m: IC	-00264-W(B)	4		DRIVE		1									
Ramp	City of Norfolk (		0.44	NA	KUIDE !	DICI VE							NA			NA	
<u> </u>	1		0337(U)/A1S	R-00337-S0	03A(L)/	Gap Term	inu										
West	Fro	<u> </u>	TO ROUTE			BLETON .	AV										
Ramp	City of Norfolk (		0.06	6200	G								0.119	F		6200	G
<u> </u>	1	I-2	264-W011C T	O CLAIBO	RNE AV	/ENUE											

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

		City of Nortolk						
Route	Jurisdiction	Length AADT Q	A 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Tra	$\cap$	QK Dir Factor	AAWDT	QW
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011C TO CLAIBORNE 0.09 NA US 460 FROM ROUTE 264			NA		NA	
West 264 Ramp	From I-26 City of Norfolk (Maint: 64)	64-W TO ROUTE 460 EAST-BRA 0.12 <b>9400 C</b> US 460 FROM ROUTE 264	AMBLETON AV		0.081	F	9400	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE 0.07 NA CLAIBORNE AVENU	E AVENUE	<u></u>	NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	264-W TO ROUTE 405-MERRIM 0.15 <b>5600 G</b> SR 405 TO & FROM RO	AAC AVENUE		0.076	F	5600	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.12 6500 G US 13 FROM ROUTE 264 WES	MILITARY HIG		0.102	F	6500	G
West 264 Ramp	City of Norfolk (Maint: 64)	64-W013X O ROUTE 13 NORTH 0.15 <b>9200 G</b> US 13 FROM ROUTE 264 WES'	3		0.078	F	9200	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.06 <b>15000 F</b> I-264-R I-264-R000A RAMPS	•		0.289	F	17000	F
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.09 <b>47000 G</b> SR 403 N000B			F NA		51000	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.27 <b>NA</b>			NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.45 <b>67000 G</b>	3	<u> </u>	NA		67000	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>			NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.17 <b>37000</b> G	3		0.092	F	37000	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.13 NA			NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	I-64-E284A FROM RT 64  0.42 <b>40000 G</b> 64-W013B O ROUTE 13 NORTH	3		0.083	F	40000	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b> 13-N047B FROM ROUTE 13 NO			NA		NA	

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۱
Nest 264 Ramp	City of Norfolk (Maint: 64	US 13-N047B FROM 0.11	1 ROUTE 1 33000	3 NORT <b>G</b>	H00- MIL	IT						0.089	F		33000	G
264) 1 141111	Oity of Norion (Maint: 04	,			T. D. 1111							0.000	•		33000	
/est	From	I-264-W013A TO R		IH-MILI	TARY HIC	j										
Ramp	City of Norfolk (Maint: 64	0.09	NA									NA			NA	
Vest	To: From:	US 13-S047B FROM	I ROUTE 1	3 SOUT	H00- MILI	Т										
Ramp	City of Norfolk (Maint: 64	,	32000	G								0.079	F		32000	(
	То:	I-264-W END COI	LL RD FRO	OM RTS	403, 64 &											
Vest	From:		W TO I-64									0.000	F		10000	
Ramp	City of Norfolk (Maint: 64	) 0.24 I-264-E014	18000	<b>G</b>	64							0.096	F		18000	(
/est	From:		013X TO I-													
Ramp	City of Norfolk (Maint: 64		10000	G								0.148	F		10000	
-01)	To:		ROM I-264	WEST4	1											
Vest	From:		13X TO I-	64 WES	Γ											
Ramp	City of Norfolk (Maint: 64	,	NA									NA			NA	
<u> </u>	To:	I-264-E014			64											
Daimbridge Dhad	From:		L Chesape		000/	10/	00/	00/	00/	00/	0	0.110	_	0.005	1500	
Bainbridge Blvd	City of Norfolk	0.28	Main St	G	93%	1%	2%	2%	3%	0%	С	0.113	F	0.835	1500	
_	From:	Ba	inbridge B	lvd												
Main St	City of Norfolk	0.21	8000	G	93%	1%	2%	2%	3%	0%	F	0.119	F	0.703	8600	
<u>~</u>	To: From:		Liberty St Main St													
Liberty St	City of Norfolk	0.11	3700	G	93%	1%	2%	2%	3%	0%	F	0.091	F	0.643	3900	
	To:		State St													
State St	City of Norfolk	0.05	Liberty St 3700	N	93%	1%	 2%	2%	3%	0%	N	0.091	N	0.643	3900	
33/ State St	City of Noriok  Combined Traffic Estimates for Parallel Roadwa		NA	IN	93%	1 70	270	270	3%	0%	IN	NA	IN	0.043	3900 NA	
	Tarille Estimates for Faranci Floative						_					IVA			INA	
37)State St	City of Norfolk	0.07	Berkley Ave 11000	e N	97%	1%	1%	1%	0%	0%	N	0.078	N	0.548	12000	
37 State of	To:	0.07	I-464		07 70	170		1 /0	0 70	0 70		0.070	.,	0.040	12000	
	From:		R 337 State	St												
337 Ramp	City of Norfolk (Maint: 64	) 0.12	<b>NA</b> I-464 NB				_					NA			NA	
	From:		State St													
37)(464)	City of Norfolk (Maint: 64	) 0.16			See	e I-464 f	or direc	tional tra	affic vo	lume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:		N	95%	0%	1%	1%	2%	0%	Ν	NA			52000	
ALT	To: Prom-		I-264		-	-										
ALT 337)(264)(460) Berkley Brid	dge City of Norfolk (Maint: 64	) 0.41	I-464		See	e I-264 f	or direc	tional tra	affic vo	lume es	timat	es for thi	s sea	ment.		
331 / 204 / 400 Bonney Bill	Combined Traffic Estimates for 2 Parallel Roadwa		98000	G	96%	0%	1%	1%	2%	0%	F	NA	e eeg		106000	
	To:	., c on the riodic.	EndLabel		0070	0 /0	i"	. 73	_ ,0	0 /0	•	/ ١			100000	

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

Route	Jurisdiction	Lenath	AADT	ΟΔ	4Tire	Rus		Trı	ıck		QC	K	QK	Dir	AAWDT	0)
ALT	From:	Longin	State St	- CA	71110		2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QIV	Factor	70,000	
37)(264)(460)	City of Norfolk (Main	t: 64) 0.65	State St		Se	e I-264	for dire	ctional	raffic vo	olume es	stimat	es for thi	s seg	ment.		
37/204/(400)	Combined Traffic Estimates for 2 Parallel Roa	,	94000	G	96%	0%	1%	1%	2%	0%	F	NA			102000	(
	To:		8 460 St Pau													
ALT	From:		I-264													
37)(460)	City of Norfolk (Maint		28000	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.757	30000	
	To:		idewater D													
	City of North II (Maint		S 460 St Pau	uls Blvd		- 1.004		-4:1			. 4: 4					
37 264	City of Norfolk (Maint											es for thi	s seg	ment.	100000	
	Combined Traffic Estimates for 2 Parallel Roa			N	96%	0%	1%	1%	2%	0%	N	NA			100000	
	From:		idewater D 460 St Pau													
Tidewater Dr	City of Norfolk	0.81	18000	G G	96%	0%	0%	1%	2%	0%	F	0.086	F	0.531	21000	
7) Huewater Di	Tro:	US 460 Bran				0 78		1 /0	2 /6	0 /6	•	0.000	•	0.551	21000	
	From:		Brambleton													
37)(460)Brambleton Ave	City of Norfolk	0.10	24000	G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.602	26000	
400)																
	From:		Church St		050/	40/		40/	00/	00/		0.000	_	0.504	10000	
Brambleton Ave	City of Norfolk	0.31	17000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	18000	
	From:		S 460 St Pau O Saint Paul													
Brambleton Ave	City of Norfolk	0.20	25000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.629	28000	
37 Diambieton Ave	Oity of Norioik	0.20	23000	G	30 /6	0 78	0 /6	1 /0	2 /6	0 /6	•	0.071	•	0.023	20000	
	To: From:		Boush St				<u> </u>									
37)Brambleton Ave	City of Norfolk	0.07	32000	N	96%	0%	0%	1%	2%	0%	N	0.072	Ν	0.638	37000	
	To:	SR 3	37 Par Duk	ce St			<u> </u>									
37) (58) Brambleton Ave	City of Norfolk	0.83	32000	G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	37000	
01) (00)	, T-1		G 11 .													
37) (58) Brambleton Ave	City of Norfolk	0.26	Colley Ave	G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	30000	
37 58 Brambleton Ave	City of Norioik	0.26	<b>26000</b> US 58	G	90%	0%	0%	1 70	270	0%	Г	0.075	Г	0.567	30000	
	From:		US 58 .													
37)Brambleton Ave	City of Norfolk	0.22	26000	N	96%	0%	0%	1%	2%	0%	N	0.075	Ν	0.567	30000	
37) 2. a	Combined Traffic Estimates for 2 Parallel Roa		26000	N	0070	0 / 0	0,70	. , 0	_,,	0,0		NA		0.00.	NA	
	To:		ampton Blv									14/-1			INA	
	From:		Brambleto													
37) Hampton Blvd	City of Norfolk	0.90	28000	G	96%	0%	0%	1%	2%	0%	F	0.069	F	0.580	32000	
Llamaton Dlvd	City of Norfalls		21st Street	_	069/	0%	00/	10/	2%	00/	F	0.071	F	0 E1E	37000	
Hampton Blvd	City of Norfolk	0.22	32000	G	96%	0%	0%	1%	2%	0%	Г	0.071	Г	0.515	37000	
	To: From:	SF	R 247, 26th	St												
37) Hampton Blvd	City of Norfolk	0.71	33000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.542	38000	
J	То	49th St, Ole	d Dominion	Univar	ity											
Hampton Blvd	City of Norfolk	2.07	32000	A	96%	0%	0%	1%	2%	0%	С	0.099	Α	0.533	36000	
37) Idinploit Biva	City of Norion				JU /0	0 /0	0 /0	1 /0	2/0	0 /0	J	0.000	$\sim$	0.000	00000	
	To: From:		5 Little Cre													
Hampton Blvd	City of Norfolk	0.18	32000	G	96%	0%	0%	1%	2%	0%	F	0.077	F	0.609	37000	
	Tα	SR 40	)6 Terminal	Blvd												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		R 406 Termina													
Hampton Blvd	City of Norfo			G	96%	0%	0%	1%	2%	0%	F	NA			26000	G
<u> </u>	From:		dmiral Taussig ton Blvd; Mar	4	re.											
337) Admiral Taussig Blvd	City of Norfo			G	96%	0%	0%	1%	2%	0%	F	0.096	F	0.867	26000	(
307)	To:		I-564													
	From:		SR 337 State	St												
(337)Ramp	City of Norfolk (Ma	aint: 64) 0.12										NA			NA	
	To:	,	I-464 NB													
West	From:	1SR-00337-I	P(B)/TO WAT	ERSIDE	DRIVE											
337)Ramp	City of Norfolk (Ma											NA			NA	
30.7	To:	IS-00264-W010I	B(B)/FROM TI	IDEWA'	ΓER DRIV	/E										
	From:	IS-00264-E008A(L	)/IS-00264-W	008A(U	/TO BERI	KLE										
337)(264)Ramp	City of Norfolk (Ma											NA			NA	
38.7	To:	1SR-00337-P(L)/	122-08592- 00	00A(U)/1	O RT 464	1 S										
	From:	IS-00264-W(B)/I		/464-W l												
337 264 Ramp	City of Norfolk (Ma						1 for dir	ectional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
	To: From:	IS-00264-E008A(	L)/IS-00264- 0 I-264 W	008A(U)	TO BERK	LE										
Ramp From Tidewater Dr	r to I-264 W City of Norfo	olk 0.13										NA			NA	
337 Hamp From Flacwater Di	To:	JIK 0.11	Tidewater D	)r								INA			INA	
	From:		Ramp to I-264													
337 Tidewater Dr	City of Norfo	olk 0.12	2 <b>NA</b>									NA			NA	
<u> </u>	Too		East City Hall	Ave												
337 Tidewater Dr	City of Norfo											NA			NA	
38.7	To:		Charlotte S	t												
ALT	From:	ALT US 4	60 Overpass; I	Berklev 1	Bridge											
337) Waterside Dr/Boush St	City of Norfo			G	98%	0%	1%	1%	0%	0%	F	NA			31000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rout	e: <b>31000</b>	G	98%	0%	1%	1%	0%	0%	F	NA			33000	(
	To	,	City Hall Av													
ALT	From:															
337) Waterside Dr/Boush St	City of Norfo			G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.53	24000	(
	Combined Traffic Estimates for 2 Parallel I			G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.503	26000	(
	To:	N S	R 337 Bramble	eton Ave												
ALT	From:		337 I-264-W(	010B Ga	р											
337)Ramp	City of Norfolk (Ma											NA			NA	
$\smile$	Tor	I-264-E F	ROM WATER	SIDE D	RIVE											
	From:		R 165 Kempsvi													
403 Newtown Rd	City of Norfo	olk 0.3	27000	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.548	29000	(
$\smile$	To	I-264 \	/a Beach Norf	olk Exp	vy		<u> </u>									
403)Newtown Rd	City of Norfo			G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.563	34000	(
	Tα	U	S 58 Va Beach	n Blvd			1									

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

_				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 168; Tidewater Dr	200/	00/	10/	001	00/	00/	_	0.000	_	0.500	10000	,
Princess Anne Rd	City of Norfolk	0.53 <b>15000 G</b> SR 166 Park Ave	99%	0%	1%	0%	0%	0%	F	0.089	F	0.566	16000	(
	From	I-264												
405)Ballentine Blvd	City of Norfolk	0.64 <b>20000 G</b>	94%	1%	1%	2%	2%	0%	С	0.082	F	0.589	22000	(
405) = 4 = 1	Tα	US 58; 122-8573	0.70	. , ,		_,,	_,,	0,0	Ū	0.002	•	0.000		
	From:	SR 405; 122-8637 Ga												
405)Ramp	City of Norfolk (Maint: 64									0.089	F		4800	(
	To:	I-264-E FROM ROUTE 405-MERRIN	IAC AVEN	IUE										
	From:	SR 405 TO & FROM ROU	JTE											
405 Ramp	City of Norfolk (Maint: 64	•								0.082	F		7600	•
<u> </u>	Τα	I-264-W FROM ROUTE 405-MERRIN	MAC AVEN	NUE										
late metional Dhad	From:	SR 337 Hampton Blvd	0.40/	00/	00/	00/	F0/	00/	_	0.100	В	0.045	00000	
406 International Blvd	City of Norfolk	1.33 <b>20000 F</b>	94%	0%	0%	0%	5%	0%	С	0.102	В	0.645	22000	
	Combined Traffic Estimates for 2 Parallel Roadw	-								NA			40000	
Tamain at Dhad	To: From:	Ruthven Rd	0.40/	00/		00/	F0/	00/		0.400		0.045	00000	
406 Terminal Blvd	City of Norfolk (Maint: 64	4) 0.28 <b>20000 N</b> I-564	94%	0%	0%	0%	5%	0%	N	0.102	N	0.645	22000	
F	From:	Ramp from SR 406 Eastbound to I-50	CA E th	. 4										
East 406 Ramp	City of Norfolk (Maint: 64		04 Eastbour	Iu						0.119	F		7200	(
400)	Τα:	Ramps to I-64 Westbound and US 4	60 Granby S	St										
	From:	I-564 Northbound												
4 <u>0</u> 6 Ramp	City of Norfolk (Maint: 64	4) 0.34 <b>19000 G</b>								0.117	F		19000	(
C C	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 38000 G								NA			40000	(
	Тα	SR 406 Terminal Blvd Westh	ound											
	From:	SR 168 Campostella Rd												
407 Indian River Rd	City of Norfolk	0.71 <b>15000 G</b>	97%	0%	1%	1%	1%	0%	С	0.094	F	0.62	16000	
<u> </u>	1α:	WCL Chesapeake			<u></u>									
Wilesa Dd	Prom:	NCL Chesapeake	98%	0%	10/	00/	00/	00/	_	0.107	_	0.700	0000	
460 166 Wilson Rd	City of Norfolk	0.65 <b>7800 G</b> Campostella Ave	98%	0%	1%	0%	0%	0%	F	0.107	F	0.739	8300	
	From:	Wilson Rd												
460 166 168 Campostella F	Rd City of Norfolk	0.73 <b>34000 G</b>	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	36000	
$\Rightarrow$ $\circ$ $\circ$	Tox	Kimball Terr												
460 (166) (168) Brambleton Av	ve City of Norfolk	0.30 <b>40000 G</b>	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	43000	(
$\sim$	Tα	Park Ave												
460 (168) Brambleton Ave	City of Norfolk	0.40 <b>29000 G</b>	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	31000	
	To	Tidewater Dr												
460 (337) Brambleton Ave	From: City of Norfolk	0.10 <b>24000 G</b>	95%	1%	1%	1%	2%	0%	F	0.084	F	0.602	26000	(
.55,667	То	Church St												

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-						Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QW
460 (337) Brambleton Ave	City of Norfolk	Church St 0.31 <b>17000 G</b>	95%	1%	1% 19	% 2%	0%	F	0.088	F	0.594	18000	G
Brambleton Ave	Tr.	ALT US 460 St Pauls Blvd		1 /0	1/0 1	0 2/0	0 /6	'	0.000	•	0.554	10000	ч
ALT	From:	ALT US 460, Brambleton A											
460 460 St Pauls Blvd	City of Norfolk	0.24 <b>20000 G</b>	95%	2%	2% 09	6 1%	0%	F	0.078	F	0.516	22000	G
	To:	ALT US 460 Par; Monticello	Λνο										
460 St Pauls Blvd	City of Norfolk	0.07 <b>24000 G</b>	95%	2%	 2% 09	6 1%	0%	F	0.078	F	0.525	25000	G
460) 311 440				_,,		. , ,	0,0	•	0.0.0	•	0.020		<b>.</b>
Monticella Ava	From:	US 58 Virginia Beach Blvd		20/	20/ 00	/ 10/	00/		0.070	F	0.540	04000	
Monticello Ave	City of Norfolk	0.66 <b>22000 G</b>	95%	2%	2% 09	6 1%	0%	С	0.078	г	0.543	24000	G
~~~	To: From:	21st St											
(460) Monticello Ave	City of Norfolk	0.49 16000 G	95%	2%	2% 09	6 1%	0%	F	0.115	F	0.558	18000	G
<u> </u>	To: From:	Church St											
Granby St	City of Norfolk	0.81 24000 G	95%	2%	2% 09	6 1%	0%	F	0.081	F	0.587	26000	G
,	Too												
Granby St	City of Norfolk	Llewellyn Ave 0.45 36000 G	95%	2%	2% 09	6 1%	0%	F	NA			38000	G
460 Granby St	City of Norloik	0.45 36000 G	95%	270	2% U	o 170	0%	Г	IVA			30000	G
~~~	To: From:	Willow Wood Dr											
(460) Granby St	City of Norfolk	1.30 <b>33000 G</b>	98%	1%	1% 09	6 0%	0%	С	0.084	F	0.559	35000	G
<u> </u>	Too	Thole St			<u> </u>								
(460) Granby St	City of Norfolk	0.37 <b>31000 G</b>	95%	2%	2% 09	6 1%	0%	F	0.085	F	0.535	33000	G
400)	Too												
Cronby St	City of Norfolk	SR 165 Little Creek Rd 0.44 <b>22000 G</b>	95%	2%	2% 09	6 1%	0%	F	0.091	F	0.504	23000	G
460 Granby St	City of Norioik	0.44 <b>22000 G</b>	95%	2%	2% U	o 17o	0%	Г	0.091	Г	0.504	23000	G
~~~	To: From:	I-64; I-564											
(460) Granby St	City of Norfolk	0.69 23000 N	98%	1%	1% 09	6 0%	0%	Ν	NA			25000	N
<u> </u>	To	I-64 East											
Granby St	City of Norfolk	0.30 23000 G	98%	1%	1% 09	6 0%	0%	F	NA			25000	G
	To	Bay View Blvd											
460 Granby St	City of Norfolk	0.89 12000 G	98%	1%	1% 09	6 0%	0%	С	0.122	F	0.765	13000	G
460 Grandy St	Oity of Norioik		30 /6	1 /0	1/6 0	0 070	0 /6	O	0.122	•	0.703	13000	ч
~~~~	To: From:	SR 168 Tidewater Dr						_					
(460) Granby St	City of Norfolk	0.71 <b>12000 G</b>	98%	1%	1% 09	6 0%	0%	F	0.098	F	0.674	13000	G
<u> </u>	Tα	US 60 Ocean View Ave											
	From:	US 460 TO I-64 WEST											
(460)Ramp	City of Norfolk (Maint: 64)	0.07 <b>4300 G</b>							0.100	F		4300	G
<u> </u>	Tor	I-64-W FROM US 460-GRANBY	STREET										
East	From:	US 460 TO ROUTE 264 EA	ST										
A60 Ramp	City of Norfolk (Maint: 64)	0.14 <b>4400 G</b>							0.103	F		4400	G
		64-E FROM ROUTE 460 EAST-BR	AMBLETO	N									
Fast	From:	US 460 Granby St	_				•		-		-		
East 460 Ramp	City of Norfolk (Maint: 64)	0.13 <b>4300 G</b>							0.141	F		4300	G
400)	To	I-564 Northbound								•		. 500	-

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

Route	Jurisdictio		Langth	AADT	04	4Tiro	Due		Tr	uck		QC	K	QK	Dir	AAWDT	OW
	Junsaicu	וונ	<u> </u>	AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
/est 160 Ramp	City of Norfolk (N	laint: 64)	US 460 T 0.19	O ROUTE :	264 EAS <b>G</b>	Т							0.099	F		8000	G
.60 Tramp	City of Noriolk (N		E FROM ROU		-	RAMBLE	ТО						0.033	'		0000	
LT	From	n:		WCL Norfol													
Elizabeth River	Downtown Tunnel City of Norfolk (M	Maint: 64)	0.55			Se	e I-264	for dire	ctional	traffic v	olume e	stimat	es for thi	s seg	ment.		
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	A
AL T	To From	r.		I-464													
ALT 160 (264) (337) Berkley B	ridge City of Norfolk (N	Maint: 64)	0.41			Se	e I-264	for dire	ctional	traffic v	olume e	stimat	es for thi	s sea	ment.		
100 (204) (337)	Combined Traffic Estimates for 2 Parallel		this Route:	98000	G	96%	0%	1%	1%	2%	0%	F	NA	3		106000	(
	To	4		337 Main S	treet												
LT CONTRACTOR	City of Norfolk (N	Agint: 64)	0.65	337 Wan 5	treet	0.0	0 1 264	for dire	otional	troffic v	olumo o	atim at	es for thi	0 000	mont		
60 264 337	Combined Traffic Estimates for 2 Parallel			94000	G	96%	0%	1%	1%	2%	0%	F	NA	s seg	ment.	102000	(
	Combined Traine Estimates for 21 drainer		r tills r toute.		<u> </u>	30 70	0 70	1 /0	1 /0	270	0 78	•	INA			102000	•
ALT	From	1		I-264													
160 (337)	City of Norfolk (N	Maint: 64)	0.22	28000	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.757	30000	1
LT	To From	r.	SR 33	37 Tidewater	r Drive												
60	City of Norfolk (N	Maint: 64)	0.24	28000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.757	30000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on	this Route:	29000	G								NA			NA	
· <del>-</del>	To	00		St Pauls Blv													
ALT 160 St Pauls Blvd	City of Norfolk (N	/Laint: 64)	0.45	Fenchurch S 40000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	43000	(
.60 St. 1 dail 217d	ony or reducing the					0070	1 70		0 70	070	070	·	0.001	•	0.000	10000	•
ALT	From			60 Brambleto													
160 460 St Pauls Blvd	City of Nor	tolk ,	0.24	20000 60 Par; Mor	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	22000	(
	From																
ALT 160 Ramp	City of Norfolk (N		0.17	NA	HALL A	VENUE							NA			NA	
160). 141115	To To		64-W010B(B)/I		264 EAS	ST VIA A	LT 4										
ALT	From	r.	,	WCL Norfol	lk												
160 264 Elizabeth River	Downtown Tunnel City of Norfolk (M	Maint: 64)	0.56			Se	e I-264	for dire	ctional	traffic v	olume e:	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on			Α	96%	0%	1%	1%	2%	0%	F	NA			74000	1
	To	0:	I	I-464, SR 33	57												
orth	From	4		SCL Norfoll		050/	20/	10/	40/	20/	201	_				20000	
64	City of Norfolk (N	,	0.41	25000	G	95%	0% 0%	1%	1%	2%	0% 0%	F	NA NA			29000	(
	Combined Traffic Estimates for 2 Parallel	noadways on	i triis Houte:		G	95%	0%	1%	1%	2%	0%	г	NA			55000	(
orth	T. From	n:		Main Street	t												
464)	City of Norfolk (N		0.60	24000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:		G	95%	0%	1%	1%	2%	0%	F	NA			52000	(
	To	oc		SR 337													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:		SR 337													
464 337	City of Norfolk (Maint: 64	•	24000	N	95%	0%	1%	1%	2%	0%	N	NA			27000	N
<b>O</b>	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	46000	N	95%	0%	1%	1%	2%	0%	N	NA			52000	N
	Town		I-264													
North 464 Ramp	City of Norfolk (Maint: 64		I-464 North 1100	G G	93%	0%	1%	3%	2%	0%	F	NA			1200	G
464) (1411)	To:	7) 0.12	SR 337		0070	0 70		070	270	070	•	1471			1200	ď
Vorth	From:	I-464-N TO ROUTI	E 264 WES	ST & BE	RKLEY S'	Т	i									
Ramp	City of Norfolk (Maint: 64		NA									NA			NA	
	Тα	SR 337-N025A	STATE ST	@ ROU	TE 337											
Vorth	From:	I-464-N006A	TO ROUT	TE 264 V	/EST											
Ramp	City of Norfolk (Maint: 64	1) 0.04	NA									NA			NA	
North	To: From:	SR 337-N02	25A FROM	I STATE	ST											
Ramp	City of Norfolk (Maint: 64	1) 0.08	NA									NA			NA	
1	To	I-464-N006T INS		STATIC	N POAD											
North	From:			SIAIIC	IN KOAD											
Ramp	City of Norfolk (Maint: 64	4) 0.25 I-264-W FRO	NA M BOUTE	7 464 NG	DTH							NA			NA	
1 1	Front															
North 464)Ramp	City of Norfolk (Maint: 64	I-464-N006B INS 4) 0.07	NA	STATIC	N ROAD							NA			NA	
404)	To:		ATE STRE	EET												
South	From:	S	SCL Norfoll	k												
464)	City of Norfolk (Maint: 64	1) 0.36	23000	G	95%	0%	1%	1%	2%	0%	F	NA			26000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	G
Nal-	T _O :		Main Street	t												
South 464	City of Norfolk (Maint: 64	1) 0.87	22000	G	95%	0%	1%	1%	2%	0%	F	NA			25000	G
464	Combined Traffic Estimates for 2 Parallel Roadw		46000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
	To:	ayo on this riodic.	I-264		0070	0 70		1 70	270	070	•	1471			02000	G
North	From:	I-6	4-Westbou	ınd												
564)Ramp	City of Norfolk (Maint: 64		NA									NA			NA	
	То	Ramps from	US 460 an	nd I-564	Rev											
North 564 Ramp	City of Norfolk (Maint: 64	•	NA									NA			NA	
564 Mailip	Tree	,	om I-64 Ea	estbound								INA			INA	
North	From:		JS 460 Gra													
564)	City of Norfolk (Maint: 64	•	32000	G	98%	0%	0%	1%	1%	0%	F	0.126	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadw	·	53000	G	98%	0%	0%	0%	1%	0%	F	NA			65000	G
Morth	To: From:	SR 406 Inter														
North 564	City of Norfolk (Maint: 64	SR 406 Inter	16000	erminai i	98%	0%	0%	1%	1%	0%	С	0.216	В		19000	F
304)	Combined Traffic Estimates for 2 Parallel Roadw	•	21000	F	98%	0%	0%	0%	1%	0%	С	0.13	A	0.865	25000	F
	555iilod i ano Estimatos ioi E i didiloi i todow	a, 5 511 11110 1 10 ato.			00,0	0,0										

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

Route	Jurisdiction	Length	ΔΔΩΤ	QA	4Tire	Rus		Trι			QC	K	QK	Dir	AAWDT	ΩV
				<u> </u>			2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
Rev Dansa it La Dansa	From:	-1: 04) 0.04	I-64 Rev									N.1.A			NIA	
Reversible Ramp	City of Norfolk (Mair	,	NA IE	Y -	C L CD							NA			NA	
	10	Ramps to I-56		rom 1-50	54 SB											_
Rev	From:		I-564 Rev									0.000	_		4500	
Ramp	City of Norfolk (Mair	,	4500	G			_					0.292	F		4500	(
	10.		4 Northbou													
outh	From:		64 Eastboun	d												
Ramp	City of Norfolk (Mair		NA				_					NA			NA	
outh	From:		R 165 Little JS 460 Gran		Rd											_
outh 564	City of Norfolk (Mair		21000	G G	99%	0%	0%	0%	0%	0%	F	NA			26000	
004)	Combined Traffic Estimates for 2 Parallel Ro			G	98%	0%	0%	0%	1%	0%	F	NA			65000	
	To:	_	6 Terminial		30 /6	0 /6	0 /8	0 /6	1 /0	0 /6	'	INA			03000	
outh	From:	SR 406 Inter			Blvd											_
outh 64)	City of Norfolk (Mair	nt: 64) 1.84	4300	F	99%	0%	0%	0%	0%	0%	С	0.169	F		5200	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	21000	F	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.880	25000	
	To:		dmiral Taus	sig Blv												
outh	From:	I-56	64 Southbou	nd												_
Ramp	City of Norfolk (Mair		2600	G								0.176	F		2600	
	To:		East Little C	reek Ro	1											
outh	From:	I-56	64 Southbou	nd												_
Ramp	City of Norfolk (Mair		NA									NA			NA	
104)	To:	Ramps from SR 406 ar		estbour	nd and US	460										
outh	From:		001A FROM	1 RT 40	)6											
Ramp	City of Norfolk (Mair		NA									NA			NA	
<u> </u>	To:		OC TO RT 6													
outh	O'the of Newfolk (Mela	Ramp from I-564 South		SR 406	Terminl E	Blvd						NIA			N.1.0	
Ramp	City of Norfolk (Mair		NA	~			_					NA			NA	
<u> </u>	10.		460 Granby													
outh	From:	•	m I-564 Sou		d											
Ramp	City of Norfolk (Mair	· · · · · · · · · · · · · · · · · · ·	6800	G			_					0.107	F		6800	(
<u> </u>	To:	I-6	4 Westboun	ıd												_
outh	From:		64 Southbou													
Ramp	City of Norfolk (Mair		7400	G								0.294	F		7400	(
$\sim$	To:		I-564 Rev													

4/21/2015 31

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk						ZAXIC C	TAXIC TITA	ıı Zılalı		1 actor		ractor			
Mantia alla Ava	0.05	From	<u> </u>	000/	10/		1US 460-P	00/					4700	_	0014
460 7 Monticello Ave	0.25	5000 _{To}	G	98%	1%	1%	0% 0%	0%	F	NA			4700	G	2014
		From	<u> </u>				Pauls Blvd								
	0.29	2600	G			Dea	d End			 NA			2600	G	2014
(F157)	0.29	<b>2000</b> To				LIS 13 M	ilitary Hwy						2000	G	2014
		From					ew Dr								
1 Corporate Blvd	0.47	2800	G	98%	1%	0%	0% 0%	0%	F	0.128	F	0.527	2900	G	2014
1) sorporato zira	<b>0.</b>	To	Ť	0070	. , ,		ilitary Hwy	0,70	•		•	0.02.		<b>O</b> .	
		From				SR 247 N	orview Ave								
3 Sewells Point Rd	1.96	7400	G	98%	1%	1%	0% 0%	0%	С	0.096	F	0.550	7900	G	2014
<u> </u>		To				SR 165 Lit	tle Creek Rd								
		From				Du	ke St								
4 Tazewell St	0.06	NA								NA			NA		
<u> </u>		To				Alt SR 33	7 Boush St								
		From				Taze	well St								
5 Duke St	0.29	2000	G	98%	0%	1%	1% 0%	0%	С	0.109	F	0.664	2200	G	2014
Combine	d Traffic:	53000	G	98%	0%	1%	1% 0%	0%	F	NA			57000	G	
		То	<u> </u>			Brambl	eton Ave								
$\overline{}$		From			SR 337	State St; 12	2-8592 Berkley	Ave							
(6)	0.40	NA To								NA NA			NA		
							Maintenance								
O D	0.07	From			I-464-N	006A STAT	E ST @ ROUT	E 337					NIA		
6 Ramp	0.07	NA To			T 44	(4 NOOCD E	DOM CTATE C	T		NA			NA		
		F			1-40		ROM STATE S	1							
7 Monticello Ave	0.47	2900	G	98%	1%	1%	1all Ave 0%	0%	С	0.11	F	0.569	3100	G	2014
Monticello Ave	0.47	2900		90 /0	1 /0			0 /6	U	0.11	'	0.509	3100	G	2014
Menticelle Ave	0.05	From	<u> </u>	000/	10/		mbleton Ave	00/					4700		2014
7 Monticello Ave	0.25	5000 To	G	98%	1%	1%	0% 0% Pauls Blvd	0%	F	NA			4700	G	2014
						03 400 31	I auis Divu								
		From				A IL TIC AC									
City Hall Ave WB	0.13	From				Alt US 46	0 Overpass			NA			NΑ		
8 City Hall Ave WB	0.13	NA To					0 Overpass			NA			NA		
8 City Hall Ave WB	0.13	NA				Ramp Fro	0 Overpass m I-64 WB			NA			NA		
	0.13	NA To				Ramp Fro	0 Overpass				F		NA 5800	G	2014
		<b>NA</b>	G		I-6	Ramp Fro	0 Overpass m I-64 WB	3		NA 0.205	F			G	2014
		NA To From 5800	G		I-6	Ramp Fro 122-8623 T 64-E FROM	0 Overpass m I-64 WB O I-64 EAST	3			F			G	2014
8023) Ramp		From 5800	G	95%	I-6	Ramp Fro 122-8623 T 64-E FROM	0 Overpass m I-64 WB O I-64 EAST BAY AVENUI	0%	C		F F	0.51		G	
8023) Ramp	0.14	From 5800 To 5500	G	95%		Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha	m I-64 WB O I-64 EAST BAY AVENUI tan Ave 0% 0% umpton Blvd		C	0.205		0.51	5800		
8023) Ramp 8560) 49th St	0.14	From 5800 To From 5500 To From 5500	G G		1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampi	0 Overpass  m I-64 WB  O I-64 EAST  BAY AVENUI ttan Ave  0% 0% umpton Blvd on Blvd	0%		0.205	F		5800	G	2014
8023) Ramp 8560) 49th St	0.14	From 5800 To 5500	G	95%		Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4%	m I-64 WB O I-64 EAST BAY AVENUI tan Ave 0% 0% umpton Blvd on Blvd 0% 0%		C	0.205		0.51 0.518	5800		2014
8023 Ramp  8560 49th St	0.14	NA Te From 5800 Te From 5500 To From 3700	G G		1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% umpton Blvd on Blvd 0% 0% ey Ave	0%		0.205	F		5800	G	2014
8023 Ramp  8560 49th St  8560 49th St	0.14 0.56 0.42	From 5500 To From 3700 To From 5700	G G	95%	1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% impton Blvd on Blvd 0% 0% ey Ave	0%	F	0.205 0.087 0.086	F	0.518	5800 5800 4000	G G	2014
8023) Ramp  8560) 49th St  8560) 49th St	0.14	NA Te From 5800 Te From 5500 To From 3700	G G		1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle Powha 4%	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% impton Blvd on Blvd ov ov ov ey Ave ttan Ave 0% 0%	0%		0.205	F		5800	G	2014
8023 Ramp 8560 49th St 8560 49th St 8561 Bolling Ave	0.14 0.56 0.42	From 5500 To From 2100	G G G	95%	1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle Powha 4% SR 337 Ha	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% impton Blvd on Blvd over Ave ettan Ave 0% 0% impton Blvd over Ave	0%	F F	0.205 0.087 0.086	F F	0.518	5800 5800 4000 2200	G G G	2014
8023 Ramp  8560 49th St  8560 49th St  8561 Bolling Ave	0.14 0.56 0.42	From 5500 To From 3700 To 2100	G G	95%	1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle Powha 4% SR 337 Ha 4%	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% impton Blvd on Blvd ov ey Ave ttan Ave 0% 0% impton Blvd ov	0%	F	0.205 0.087 0.086	F	0.518	5800 5800 4000	G G	2014
8023 Ramp  8560 49th St  8560 49th St  8561 Bolling Ave	0.14 0.56 0.42	5800 To  5500 To  5700 To  From 3700 To  2100 To	G G G	95%	1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle Powha 4% SR 337 Ha 4% Jamestow	m I-64 WB O I-64 EAST BAY AVENUI ttan Ave 0% 0% impton Blvd 0% 0% ey Ave ttan Ave 0% 0% on Blvd 0% 0% impton Blvd	0%	F F	0.205 0.087 0.086	F F	0.518	5800 5800 4000 2200	G G G	2014
8023) Ramp  8560) 49th St  8560) 49th St  8561) Bolling Ave	0.14 0.56 0.42 0.48	5800 To  From  5500 To  From  2100  To  From  From  7500 To  From  7500 To  From  7500 To  From  7500 To	G G G G	95% 95% 95%	1% 1% 1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle Powha 4% SR 337 Ha 4% Jamestow	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% impton Blvd on Blvd oy Ave ttan Ave 0% 0% impton Blvd oy O% impton Blvd	0%	F F	0.205 0.087 0.086 0.090	F F F	0.518 0.563 0.567	5800 5800 4000 2200 2100	G G G	2014 2014 2014 2014
8023 Ramp  8560 49th St  8560 49th St  8561 Bolling Ave	0.14 0.56 0.42	5800 To  5500 To  5700 To  From 3700 To  2100 To	G G G	95%	1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle Powha 4% SR 337 Ha 4% Jamestow Powha	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% impton Blvd on Blvd on Blvd ow y Ave ttan Ave 0% 0% impton Blvd on Crescent ttan Ave 0% 0%	0%	F F	0.205 0.087 0.086	F F	0.518	5800 5800 4000 2200	G G G	2014 2014 2014 2014
8023 Ramp  8560 49th St  8560 49th St  8561 Bolling Ave	0.14 0.56 0.42 0.48	From 11000 To	G G G G	95% 95% 95%	1% 1% 1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampt 4% Colle Powha 4% SR 337 Ha 4% Jamestow Powha 4% Colle Colle	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% unpton Blvd on Blvd 0% 0% ey Ave ttan Ave 0% 0% unpton Blvd 0% 0% ton Crescent ttan Ave 0% 0% expected on Crescent ttan Ave 0% 0% expected on Crescent ttan Ave 0% 0% expected on Crescent	0%	F F	0.205 0.087 0.086 0.090	F F F	0.518 0.563 0.567	5800 5800 4000 2200 2100	G G G	2014 2014 2014 2014
8560) 49th St 8560) 49th St 8561) Bolling Ave 8561) Bolling Ave	0.14 0.56 0.42 0.48 0.48	From 5500 To From 2100 To From 11000 To From From 5500 To From 5500 To From 5500 To From 5500 To From 55000 To Fro	G G G G	95% 95% 95%	1% 1% 1% 1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampl 4% Colle Powha 4% SR 337 Ha 4% Jamestow Powha 4% Colle US 58 Brai	m I-64 WB O I-64 EAST  BAY AVENUI tan Ave 0% 0% umpton Blvd on Blvd 0% 0% ey Ave tan Ave 0% 0% umpton Blvd 0% 0% ey Ave tan Ave 0% 0% expected tan Ave 0% 0% exp	0% 0% 0% 0%	F F	0.205 0.087 0.086 0.090 0.133	F F F	0.518 0.563 0.567 0.517	5800 5800 4000 2200 2100	G G G	2014 2014 2014 2014
8023 Ramp  8560 49th St  8561 Bolling Ave  8561 Bolling Ave	0.14 0.56 0.42 0.48	From 11000 To	G G G G	95% 95% 95%	1% 1% 1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampi 4% Colle Powha 4% SR 337 Ha 4% Jamestow Powha 4% Colle US 58 Brai	m I-64 WB O I-64 EAST  BAY AVENUI ttan Ave 0% 0% impton Blvd 0% 0% ey Ave ttan Ave 0% 0% impton Blvd 0% 0% ey Ave ttan Ave 0% 0% cy Ave cy Ave mbleton Ave 0% 0%	0%	F F	0.205 0.087 0.086 0.090	F F F	0.518 0.563 0.567	5800 5800 4000 2200 2100	G G G	2014 2014 2014 2014 2014
8023 Ramp  8560 49th St  8560 49th St  8561 Bolling Ave  8561 Bolling Ave	0.14 0.56 0.42 0.48 0.48	From 5500 To From 2100 To From 11000 To From From 5500 To From 5500 To From 5500 To From 5500 To From 55000 To Fro	G G G G	95% 95% 95%	1% 1% 1% 1%	Ramp Fro 122-8623 T 64-E FROM Powha 4% SR 337 Ha Hampi 4% Colle Powha 4% SR 337 Ha 4% Jamestow Powha 4% Colle US 58 Brai	m I-64 WB O I-64 EAST  BAY AVENUI tan Ave 0% 0% umpton Blvd on Blvd 0% 0% ey Ave tan Ave 0% 0% umpton Blvd 0% 0% ey Ave tan Ave 0% 0% expected tan Ave 0% 0% exp	0% 0% 0% 0%	F F	0.205 0.087 0.086 0.090 0.133	F F F	0.518 0.563 0.567 0.517	5800 5800 4000 2200 2100	G G G	2014 2014 2014 2014 2014 2014

						City	of Norto	IK								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
		From					ss Anne R									
(8563) Colley Ave	0.37	14000	G	98%	1%	0%	0%	0%	0%	F	0.082	F	0.524	15000	G	2014
		To				21	st Street				<b>—</b>					
(8563) Colley Ave	0.30	16000	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.510	17000	G	2014
		To	c			27	th Street									
		From	i:			2	7th St									
(8563) Colley Ave	1.04	14000	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.500	14000	G	2014
$\bigcup$		To	_			521	rd Street									
Jamestown Crescent	0.74	7000 From	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.506	7400	G	2014
Jamestown Crescent	0.7 1	To	Ť	0070	1 70		Hampton I		0 70	•	-0.000	•	0.000	7 100	G	2011
								DIVU								
		From					ead End					_		.=	_	
₈₅₆₄ Powhatan Ave	0.75	1600	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.562	1700	G	2014
$\bigcirc$		То	_			Bol	ling Ave									
8564) Powhatan Ave	0.81	5800	G	99%	0%	1%	0%	0%	0%	F	0.075	F	0.569	6200	G	2014
8364)		To	Ť				88th St			-		-			-	
		From	ı				hatan Ave	:								
8564) 38th St	0.57	4100	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.651	4400	G	2014
8564)	0.07			0070	0 70	. , 0			0,0	·		•	0.00.		<b>.</b>	_0
O		From					Hampton I									
8564) 38th St	0.41	5800	G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.629	6200	G	2014
$\bigcirc$		То				Co	lley Ave									
8564) 38th St	0.53	8500 From	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.645	9100	G	2014
8564) 30111 31	0.55	0300		JJ 76	0 70	1 /0	0 70	0 70	0 70		0.000		0.043	3100	ч	2017
		To From				Llew	ellyn Ave	;								
8564) 38th St	0.17	4300	G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.684	4600	G	2014
$\bigcirc$		To	e e			US 46	0 Granby	St								
		From	:			J	JS 460									
8564) La Vallette Ave	0.48	2000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.504	2100	G	2014
$\bigcirc$		To	e e			Colu	mbus Ave	<b>;</b>								
		From				0	lney Rd									
8565 Colonial Ave	1.08	6600	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.523	7000	G	2014
6565 Colonial Ave	1.00	0000		JJ 76	0 70	1 /0	0 70	0 70	0 70	'	0.000		0.525	7000	ч	2017
		To From	i.			2	7th St									
8565) Colonial Ave	1.07	2400	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.687	2600	G	2014
		To				New Ha	mpshire A	Ave								
		From				Gas	nold Ave									
8565) New Hampshire Ave	0.24	140	G	99%	0%	1%	0%	0%	0%	F	0.139	F	0.646	150	G	2014
		To				Cole	onial Ave									
		From				Co	lley Ave									
8566) 41st St	0.05		G	99%	1%	0%	0%	0%	0%	F	0.179	F	0.765	880	G	2014
(8566) 41st St	0.05	820		JJ /0	1 /0				U /0	1.	0.1/9	1.	0.765	000	G	2014
_		From					flower Rd olina Ave	l								
Mayflower Ave	0.22		G	99%	10/	0%		0%	0%	F	0.100	F	0.710	1900	G	2014
8566 Mayflower Ave	0.22	1700		9970	1%		0%		076	F	0.100	Г	0.718	1800	G	2014
		From					ware Ave									
8566) Delaware Ave	0.55			99%	10/	 0%	flower Rd		Λ°/	F	0.094	F	0.549	4200	G	2014
(8566) Delaware Ave	0.55	4000	G	<b>∃∃</b> %	1%	U%	0%	0%	0%	Г	0.084		0.543	4200	G	2014
		From				Llew	ellyn Ave	;								
8566) Delaware Ave	0.12	7500	G	99%	1%	0%	0%	0%	0%	С	0.108	F	0.803	8000	G	2014
		To	c				0 Granby									
		From														
Pough Ct	0.01		<u> </u>	000/	10/		bleton Av		00/		0.105	_	0.600	0000	_	004.4
8567 Boush St	0.21	8700	G	99%	1%	0%	0%	0%	0%	F	0.125	F	0.620	9300	G	2014
		To				Va B	each Blvc	1								
8567) Llewellyn Ave	0.30	8200	G	99%	0%	0%	0%	0%	0%	F	NA			8800	G	2014
333, 441										•						
<u> </u>		From	1				ss Anne R			_		_			_	
8567 Llewellyn Ave	0.50	7800	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.745	8300	G	2014
$\overline{}$		То				21	st Street				<u> </u>					
8567) Llewellyn Ave	0.72	6700 From	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.545	7100	G	2014
(8567) Llewellyn Ave	0.12	0100 To		00 /0	0 /0			0 /0	0 /0	- '	0.000	•	0.040	, 100	J	2014
		To	1			35	th Street									

						Oit, Oi	NOHOIK									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Trud 3+Axle	• • •		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
city of Norfolk			,								-					
L lowellyn Ave	0.14	5900	G	99%	0%	35th	Street	00/	00/	С	0.101	F	0.521	6000	G	201.4
8567 Llewellyn Ave	0.14	5900 To		99%	076		0% Street	0%	0%	U	0.101	Г	0.521	6300	G	2014
_		From					th St									
8567) Llewellyn Ave	0.20	11000	G	99%	0%	0%	0%	0%	0%	F	NA			12000	G	2014
$\overline{}$		To				Delaw	are Ave									
8567) Llewellyn Ave	0.28	7200	G	99%	0%	0%	0%	0%	0%	F	NA			7900	G	2014
		To				US 460	Granby S	İ								
		From				Colle	ey Ave									
8568) Olney Rd	0.50	8400	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.689	9000	G	2014
<u> </u>		To From			US 58	8 Virginia B	each Blvd	; Duke S	St							
8568) Olney Rd	0.31	1400	G	98%	1%	1%	0%	0%	0%	F	0.133	F	0.602	1500	G	2014
		To				Montic	cello Ave									
		From				122-858	5 Main St									
8569) Granby St	0.36	4400	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.515	4700	G	2014
$\overline{}$		To				US 58 Brai		ve								
Granby Ct	1.07	From	<u> </u>	000/	10/		leton Ave	00/	00/	Г				9200	C	201
Granby St	1.27	8800 To	G	98%	1%	1%	0%	0%	0%	F	NA			8300	G	2014
		-	l				rch St				<u> </u>					
Clarement Ave	0.51	From		080/	1%		igh Ave ∩%	Nº/	Nº/	F	0.14	F		1100	G	201
Claremont Ave	0.51	1100	G	98%	I 7/o	0%	0%	0%	0%	Г	U. 14	Г		1100	G	2014
O		From	L			SR 337 Ha										
21st St	0.29	7100	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.527	7600	G	2014
		To From				Colle	ey Ave									
21st St	0.48	14000	G	98%	1%	0%	0%	0%	0%	F	0.081	F	0.558	15000	G	2014
<u> </u>		To				Llewe	ellyn St									
8572) 21st St	0.25	9400	G	98%	1%	0%	0%	0%	0%	F	0.085	F	0.568	10000	G	2014
		To				Montic	cello Ave									
		From				US 58 Va	Beach Bl	vd								
Ballentine Blvd	0.50	12000	G	95%	1%	2%	2%	1%	0%	С	0.084	F	0.584	12000	G	2014
		То				SR 166 Prin	icess Anne	: Rd								
8573) Ballentine Blvd	0.54	9500 From	G	95%	1%	2%	2%	1%	0%	F	0.081	F	0.511	10000	G	2014
03/3)		To					Terrace									
<u> </u>		From					4 Tait Ter									
8573 Ballentine Blvd	0.49	8300	G	95%	1%	2%	2%	1%	0%	F	0.079	F	0.513	8900	G	2014
$\smile$		To	<u> </u>		1	22-8613 Ch	nesapeake	Blvd								
$\sim$		From					Granby S									
8574) Willow Wood Dr	1.10	11000	G	99%	1%	1%	0%	0%	0%	С	0.095	F	0.54	11000	G	2014
<u> </u>		То	<u> </u>			SR 168 Ti	idewater I	Or								
<u> </u>		From				ALT SR 337									_	
8575) St Pauls Blvd	0.31	13000	G	99%	1%	1%	0%	0%	0%	F	NA			14000	G	2014
		To From				Alt US 460	0; Market	St								
8575) Fenchurch St	0.41	6200	G	99%	1%	1%	0%	0%	0%	F	0.081	F	0.725	6600	G	2014
		To				US 460 Bra	ambleton A	Ave								
8575) Church St	0.23	14000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.581	15000	G	2014
$\mathcal{O}$		To			Ť	JS 58 Virgir	nia Raach	Rlvd								
Church St	0.13	15000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.569	16000	G	2014
Church St	5.10	.0000		0.70	. 70				<b>0</b> /0	•		•	0.000	. 5000	<b>J</b>	_01-
Church Ct	0.04	From	<u> </u>	070/	10/		Anne Rd		00/	^	0.007		0 5 4 4	10000		001
8575 Church St	0.84	17000	G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.544	18000	G	2014
		To From				47 Lafayette										
8575 Church St	0.05	13000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.518	14000	G	2014
$\smile$		To				27	th St									
8575) Church St	0.21	10000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.580	11000	G	2014
( )		To				60 Granby S										

Route   Length   AADT   QA   4Tire   Bus   Sax	G 2014
Second	G 2014 G 2014 G 2014 G 2014 G 2014
Sear Line   Sear	G 2014 G 2014 G 2014 G 2014 G 2014
SR 337 Hampton Blvd	G 2014 G 2014 G 2014 G 2014 G 2014
Result	G 2014 G 2014 G 2014 G 2014
Solution	G 2014 G 2014 G 2014 G 2014
Princess Anne Rd   0.32   8300   G   97%   1%   2%   0%   0%   0%   F   0.079   F   0.585   8800	G 2014 G 2014 G 2014
Colonial Ave   122-8565 Colo	G 2014 G 2014 G 2014
Street   122-8565 Colonial Ave   122-8565 Colonial A	G 2014
Princess Anne Rd   0.18   11000   G   97%   1%   2%   0%   0%   0%   F   0.081   F   0.530   11000	G 2014
Street	G 2014
Princess Anne Rd   0.28   10000   G   97%   1%   2%   0%   0%   0%   F   0.077   F   0.549   11000	G 2014
Monticello Ave   Monticello Ave   S76    Princess Anne Rd   0.49   8300   G   97%   1%   2%   0%   0%   0%   0%   C   0.088   F   0.587   8800     S76    Princess Anne Rd   0.29   12000   G   97%   1%   2%   0%   0%   0%   F   0.085   F   0.522   13000     Tidewater Dr     Monticello Ave   Monticello Ave   Noticello Ave   Noticell	G 2014
Rest	
Church St   Chur	
Princess Anne Rd   0.29   12000   G   97%   1%   2%   0%   0%   0%   F   0.085   F   0.522   13000     13000     13000     13000     13000     13000     13000   13000     13000   13000   13000     13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000   13000	G 2014
To Tidewater Dr  From Monticello Ave	G 2014
From Monticello Ave	
Objective Object	
(8580) Charlotte St 0.17 <b>3400 G</b> NA 3700	0 0014
To	G 2014
To US 460 Bus Wood St From: Bus US 460	
(8580) Wood St 0.13 <b>1100 G</b> 0.114 F 0.673 1200	G 2014
Fenchurch St	G 2014
(8580) Charlotte St 0.32 <b>1800 G</b> 98% 0% 1% 1% 0% 0% F 0.097 F 0.633 1900	G 2014
Christopean Britania Christope	G 2014
(8581) Fishermans Rd 0.44 <b>4200 G</b> 98% 0% 1% 1% 0% 0% C 0.096 F 0.611 4500	G 2014
From: Fishermans Rd	
(8581) Sturgis Rd 0.11 <b>660 G</b> 98% 0% 1% 1% 0% 0% F 0.160 F 0.566 700	G 2014
To Bay View Blvd	
(8581) Sturgis St 0.64 <b>1300 G</b> 98% 0% 1% 1% 0% 0% F 0.096 F 0.622 1400	G 2014
Ocean View Ave	
From: Alt SR 337 Bouch St	
(8582) City Hall Ave 0.14 NA NA NA	
To Monticello Ave	
(8582) City Hall Ave 0.45 NA NA NA	
Combined Traffic: NA NA NA	
To Alt US 460	
0.40	
(8582) City Hall Ave 0.18 NA NA NA NA NA 122-8582-E001B MARKET STREET CONN UNDERPA	
East 122-08582(B)/TO RTE 264 WEST NA NA NA	
To: A1US-00460-P(L)/IS-00264-W(B)/FROM ST PAULS B	
East 122-8582 MARKET STREET CONN UNDERPASS	
Ramp 0.45 NA NA NA	
To: I-264-E FROM CITY HALL AVENUE	
From: Boush St	
(8585) Main St 0.25 <b>4500 G</b> 98% 0% 1% 1% 0% 0% F 0.108 F 0.515 4800	G 2014
Bank St	5 2017
From: Main St	
(8585) Bank St 0.16 <b>3500 G</b> 98% 0% 1% 1% 0% 0% F NA 3800	G 2014
To: A1US 460-P City Hall Ave	
From: Boush St	
(8586) Plume St 0.42 <b>2400 G</b> 98% 0% 1% 1% 0% 0% F 0.142 F 0.747 2600	G 2014
To: St Pauls Blvd	

Length	AADT	QA	4Tire	Bus		_	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	Grow				D	1.4									
0.77		G	98%	0%			0%	0%	F	0.078	F	0.620	5100	G	2014
0	To.	<u> </u>	0070	0 70			0,0	0,0	•		•	0.020	0.00	<u>.</u>	
	From:				SR 33	37 State St				1					
0.23	1200	G	98%	0%	1%	1%	0%	0%	F	0.181	F	0.926	1200	G	2014
	To				Ma	in Street									
0.66		G	98%	0%			0%	0%	С	0.131	F	0.626	2800	G	2014
	To:														
	From:										_				
0.53	12000	_G_	98%	0%				0%	F	0.091	F	0.693	13000	G	2014
	10.				US 460	) Wilson R	.d								
0.57		<u> </u>			SR 33	37 Main S					_	0.504	4000	0	0044
0.57	4300	<u> </u>			WCI 4	Cl 1				0.09	F	0.504	4600	G	2014
	10.	<u> </u>			WCL (	Chesapeak	e								
0.44		<u> </u>	070/	40/			00/	00/			_	0.540	40000	0	004.4
0.11	11000	G	97%	1%	1%	1%	0%	0%	F	0.078	F	0.548	12000	G	2014
	From:														
0.21	12000	G	97%	1%	1%	1%	0%	0%	F	0.088	F	0.558	13000	G	2014
	To: From				Fau	iquier St				_					
0.80	3700	G	97%	1%	1%	1%	0%	0%	С	0.082	F	0.563	3900	G	2014
	To				US 460	) Wilson R	.d			$\neg$ —					
0.45	3100 From:	G	97%	1%	1%	1%	0%	0%	F	0.082	F	0.508	3300	G	2014
	To				Comm	actalla Pd									
0.27	2700	G	97%	1%				0%	F	0.079	F	0.505	2800	G	2014
0.27	To-	r <u> </u>	07 70	1 /0				0 70	•	0.073	•	0.000	2000	ŭ	2014
	From:			1SD 3				V		1					
0.09		G		13K 3.	37-F, 122-	0392 BEK	KLEI A	. <b>V</b>		0.228	F		1500	G	2014
0.00	To:			I-464-	S FROM E	BERKLEY	AVENU	ΤΕ			•		.000	Ο.	
	From:														
0.52	170	G	88%	6%	6%	1%	0%	0%	С	0.111	F	0.571	180	G	2014
	To:														
	From:				Mili	tary Hwy									
0.55	850	G	99%	1%			0%	0%	С	0.097	F	0.559	910	G	2014
					0 / 0		0 / 0			1					
	To:		0070	. , ,			0 70	0,0							
	To: From:		0070	.,,	Н	unt Rd	0,0								
0.27	From: <b>2300</b>	G	89%	4%	Н		0%	0%	С	0.142	F	0.507	2400	G	2014
0.27					H Lil 6%	unt Rd berty St	0%		С	0.142	F	0.507	2400	G	2014
0.27					H Lit 6% Indiar	berty St	0%		С	0.142	F	0.507	2400	G	2014
0.27 oint <b>190</b> 7	2300 To:				H Lit 6% Indiar	berty St 1% n River Rd	0%		C	0.142	F	0.507	2400	G G	2014
	2300 To:	G	89%	4%	Lil 6% Indian Ingl	berty St 1% n River Rd	0% 6%	0%							
	2300 To:	G	89%	4%	H Lit 6% Indian Ingl 1% Prince:	berty St 1% n River Rd leside Rd 3%	0% 6%	0%							
	2300 To: From: 3700	G	89%	4%	H Lit 6% Indian Ingl 1% Prince:	berty St 1% n River Rd leside Rd 3% ss Anne Ro	0% 6%	0%							
oint <b>19.0</b> 17	2300 To: From: 3700 From:	G G	89%	2%	H Lit 6% Indiar Ingl 1% Prince: Clon 1%	berty St 1% n River Rd leside Rd 3% ss Anne Ro neurry Rd 0%	0% 6%	0%	С	0.095	F	0.518	4000	G	2014
oint <b>19.0</b> 17	2300 To From 3700 To From 690	G G	89% 88% 97%	2%	H Lit 6% Indiar Ingl 1% Prince: Clon 1% Ham	berty St 1% n River Rd leside Rd 3% ss Anne Rd own River Rd own Rd pton Blvd	0% 6%	0%	С	0.095	F	0.518	4000	G	2014
oint <b>19:0</b> 17	2300 To: From: 3700 From:	G G G	89%	4% 2% 1%	H Lith 6% Indian Ingl 1% Prince: Clon 1% Ham 1%	berty St 1% n River Rd leside Rd 3% ss Anne Ro neurry Rd 0%	0% 6% d	0%	C	0.095	F	0.518	4000 740	G G	2014
0.57 0.73	2300 To:  From: 3700 To:  From: 690  To:  1200 To:  From: 1200	G G G	89% 88% 97%	4% 2% 1%	H Lit 6% Indian Ingl 1% Prince: Clon 1% Ham 1% Di North	berty St 1% n River Rd leside Rd 3% ss Anne Rd own curry Rd 0% pton Blvd 1% iven St	0% 6% d	0%	C F	0.095	F F	0.518 0.686 0.672	4000 740 1300	G G G	2014
oint <b>19:0</b> 17	2300 To From 3700 To From 690 To 1200	G G G	89% 88% 97%	4% 2% 1% 1%	H Lith 6% Indian Ingl 1% Prince: Clon 1% Ham 1% Do North 1%	unt Rd berty St 1% n River Rd leside Rd 3% sss Anne Rd own pton Blvd 1% iven St n Shore Rd 0%	0% 6% d	0%	C	0.095	F	0.518	4000 740	G G	2014
0.57 0.73	2300 To:  From: 3700 To:  From: 690  To:  1200 To:  From: 1200	G G G	89% 88% 97%	4% 2% 1% 1%	H Lith 6% Indian Ingl 1% Prince: Clon 1% Ham 1% Do North 1%	berty St 1% n River Rd leside Rd 3% ss Anne Rd own curry Rd 0% pton Blvd 1% iven St	0% 6% d	0%	C F	0.095	F F	0.518 0.686 0.672	4000 740 1300	G G G	2014
0.57 0.73 0.60	2300 From: 3700 To: From: 690 To: From: 1200 To: From: 1600 To: From: From: 1600	G G G G	89% 88% 97% 97%	4% 2% 1% 1%	H Lit 6% Indiar Ingl 1% Prince: Clon 1% Ham 1% D: North 1% nternations SR 337 H	berty St 1% n River Rd eside Rd 3% sss Anne Rd curry Rd 0% pton Blvd 1% iven St n Shore Rd 0% al Terminal Hampton B	0% 6% d 0% 0% 0% 1 Blvd	0% 0% 0% 0%	C F C	0.095 0.099 0.099 0.099	F F F	0.518 0.686 0.672 0.594	4000 740 1300 1700	G G G	2014 2014 2014 2014
0.57 0.73	2300 To:  3700 To:  From: 690 To:  1200 To:  From: 1600 To:  From: 240	G G G	89% 88% 97%	4% 2% 1% 1%	H Lit 6% Indiar Ingl 1% Prince: Clon 1% Ham 1% D: North 1% nternations SR 337 H 0%	berty St 1% n River Rd eside Rd 3% sss Anne Rd 0% pton Blvd 1% iven St n Shore Rd 0% al Terminal Hampton B	0% 6% d 0% 0% 0% 1 Blvd 0%	0%	C F	0.095	F F	0.518 0.686 0.672	4000 740 1300	G G G	2014
0.57 0.73 0.60	2300 From: 3700 To: From: 690 To: From: 1200 To: From: 1600 To: From: From: 1600	G G G G	89% 88% 97% 97%	4% 2% 1% 1%	H Lit 6% Indiar Ingl 1% Prince: Clon 1% Ham 1% D: North 1% nternations SR 337 H 0%	berty St 1% n River Rd eside Rd 3% sss Anne Rd curry Rd 0% pton Blvd 1% iven St n Shore Rd 0% al Terminal Hampton B	0% 6% d 0% 0% 0% 1 Blvd 0%	0% 0% 0% 0%	C F C	0.095 0.099 0.099 0.099	F F F	0.518 0.686 0.672 0.594	4000 740 1300 1700	G G G	2014 2014 2014 2014
0.57 0.73 0.60	2300 To  From: 3700 To  From: 690  To  1200 To  From: 1400 To  From: 240 To	G G G G	89% 88% 97% 97%	1% 1% 1%	H Lit 6% Indiar Ingl 1% Prince: Clon 1% Ham 1% D: North 1% nternations SR 337 F 0% Beech Gr	unt Rd berty St 1% n River Rd eside Rd 3% ss Anne Ro ncurry Rd 0% pton Blvd 1% iven St n Shore Rd 0% al Terminal Hampton B 0% nwood Ave	0% 6% d 0% 0% 0% IBIVd 0%	0% 0% 0% 0%	C F	0.095 0.099 0.099 0.087	F F F	0.518 0.686 0.672 0.594 0.651	4000 740 1300 1700	G G G	2014 2014 2014 2014 2014
0.57 0.73 0.60	2300 To To To From 1200 To From 1200 To To From 1200 To	G G G G	89% 88% 97% 97%	4% 2% 1% 1%	H Lit 6% Indian Ingl 1% Prince: Clor 1% Ham 1% D North 1% nternationa SR 337 F 0% Beech Gr 1%	berty St 1% n River Rd leside Rd 3% ss Anne Rd own neurry Rd 0% pton Blvd 1% iven St n Shore Rd 0% al Terminal Hampton B 0% nwood Ave anby St 0%	0% 6% d 0% 0% 0% 1 Blvd 0%	0% 0% 0% 0%	C F C	0.095 0.099 0.099 0.099	F F F	0.518 0.686 0.672 0.594	4000 740 1300 1700	G G G	2014 2014 2014 2014
0.57 0.73 0.60	2300 From: 3700 To: From: 690 To: From: 1200 To: From: 240 To: From: 24700 To: To: From: 4700 To: To: To: From: To: To: To: To: To: To: To: To: To: To	G G G G	89% 88% 97% 97%	1% 1% 1%	H Lit 6% Indiar Ingl 1% Prince: Clon 1% Ham 1% D: North 1% SR 337 H 0% Beech Gr 1% New	unt Rd berty St 1% n River Rd eside Rd 3% ss Anne Rd curry Rd 0% pton Blvd 1% iven St n Shore Rd 0% al Terminal Hampton B 0% wood Ave ranby St 0% cyport Ave	0% 6% d 0% 0% 0% IBIVd 0%	0% 0% 0% 0%	C F	0.095 0.099 0.099 0.087	F F F	0.518 0.686 0.672 0.594 0.651	4000 740 1300 1700	G G G	2014 2014 2014 2014 2014
0.57 0.73 0.60	2300 To  From: 3700 To  From: 690  To  1200 To  From: 1400 To  From: 240 To	G G G G	89% 88% 97% 97%	1% 1% 1%	H Lit 6% Indiar Ingl 1% Prince: Clon 1% Ham 1% D: North 1% SR 337 H 0% Beech Gr 1% New	berty St 1% n River Rd leside Rd 3% ss Anne Rd own neurry Rd 0% pton Blvd 1% iven St n Shore Rd 0% al Terminal Hampton B 0% nwood Ave anby St 0%	0% 6% d 0% 0% 0% I Blvd 0%	0% 0% 0% 0%	C F	0.095 0.099 0.099 0.087	F F F	0.518 0.686 0.672 0.594 0.651	4000 740 1300 1700	G G G	2014 2014 2014 2014 2014
	0.77  0.23  0.66  0.53  0.57  0.11  0.21  0.80  0.45  0.27  0.09  0.52	0.23 1200  0.66 2600  To From 0.53 12000  0.57 4300  0.57 4300  0.11 11000  0.21 12000  0.80 3700  0.45 3100  0.27 2700  To From 0.52 1700   0.77	0.77	0.77	Camp	Park Ave   Park Ave   Park Ave	Campostella Rd	Park Ave	Campostella Rd	Campostella Rd   Camp	Cample   AADT	Cample   AADT	AADT	Carrespond   Car	

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.27	2500	G	97%	1%	1%	1%	0%	0%	F	0.098	F	0.547	2600	G	2014
0.15	3000	G	97%	1%	1%	Cary St 1%	0%	0%	F	0.092	F	0.507	3200	G	2014
0.20	910 To:	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.544	970	G	2014
0.12	70 To:	G	97%	1%	122-8837 <b>1</b> %	7 Rugby St 1%	treet 0%	0%	F	0.165	F	0.577	80	G	2014
0.62	1300	G	97%	1%	Tai 1%	1%	0%	0%	F	0.095	F	0.52	1400	G	2014
0.10	1500	G	97%	1%	1%	1%	0%	0%	F	0.08	F	0.542	1600	G	2014
0.04	1500	N	97%	1%	122-8573 1%	Ballentine 1%	Blvd 0%	0%	N	0.08	N	0.542	1600	N	2014
0.51	13000	G	99%	0%	0%	0%	0%	0%	С	0.079	F	0.535	14000	G	2014
0.21	13000 To:	G	99%	0% N	0%	0%	0%	0%	F	0.072	F	0.531	13000	G	2014
0.61	7400	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.600	7900	G	2014
0.52	11000	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.650	12000	G	2014
1.10	5900 From	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.589	6300	G	2014
0.41	From: <b>4000</b>	G	98%	0%	Bay '	View Blvd 0%	0%	0%	С	0.091	F	0.599	4300	G	2014
0.71	980 To:	G	98%	0%	Chesa	peake Blv	rd 0%	0%	F	0.085	F	0.535	1000	G	2014
	From:														
0.54	1100	G	98%	0%	1%	0%	0%	0%	С	0.105	F	0.607	1200	G	2014
0.49	1500 From:	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.638	1600	G	2014
0.19	340	G	98%	0%			0%	0%	F	0.113	F	0.563	370	G	2014
0.04	340 From:	N	98%	0%	1%	0%	0%	0%	N	0.113	N	0.563	370	N	2014
0.46	From: 540	G	98%	0%	Sun 1%	set Drive 0%	0%	0%	F	0.106	F	0.627	570	G	2014
0.64	3400	G	98%	0%				0%	F	0.099	F	0.653	3600	G	2014
	To: From:					pard Ave									004.4
0.73	3500	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.569	3700	G	2014
	0.27 0.15 0.20 0.12 0.62 0.10 0.04 0.51 0.21 0.61 0.52 1.10 0.41 0.71 0.54 0.49 0.19 0.04 0.46	0.15 3000  0.20 910  70  70  70  70  70  70  70  70  70	0.27 2500 G  0.15 3000 G  0.20 910 G  0.12 70 G  10 1500 G  0.10 1500 G  0.10 1500 G  0.21 13000 G  0.21 13000 G  0.21 13000 G  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.27	0.27	Name	Length   AADT	Carrier	Length   AADT	Length   AADT   QA   4Tire   Bus     Cary   State   1Trail   2Trail   2Trail   QC	Length   AADT	Length   AADT   QA   4Tire   Bus     Card   Card	Length   AADT   QA   4Tire   Bus   Cary St   Princess Arme Rd   Prin	Length   AADT   QA   4Tire   Bus   December   Truck   Truck   2Trail   2Trail   C   Factor   Factor   C   F	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   Cr   Factor   QK   Dir   AAWDT   QW

						City of i									
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				***** 460 G	1 0								
O Day Ave	0.00		_	000/	00/	US 460 G		00/		0.170	_		0000	_	0014
8623 Bay Ave	0.33	2800	G	98%	0%	1% (	0%	0%	F	0.176	F		3000	G	2014
		To:				I-6	1								
8623) Bay Ave	0.30	16000	G	99%	0%	0%	0%	0%	С	0.109	F	0.869	17000	G	2014
$\bigcirc$		To				First Vi	ew St								
_		From				Bay A	ive								
8623) First View St	0.36	8500	G	99%	0%	0%	0%	0%	F	NA			9100	G	2014
$\bigcirc$		To				D	. A			_					
First View St	0.47	From	_	99%	0%	Beardon 0%	0% 0%	0%	F	NA			6000	G	2014
8623 First View St	0.47	5600	G	9970	0 %	U% (	J70 U70	0%	F	INA			6200	G	2014
		To				Cherr	y St								
First View St	0.44	13000	G	99%	0%	0% (	0%	0%	F	NA			14000	G	2014
33239		To				US 60 Ocean	View Ave								
		F													
<u> </u>		From:				First Vi				<u> </u>				_	
Maple Ave	0.35	790	G	99%	0%	0% (	0% 0%	0%	F	NA NA			850	G	2014
<u> </u>		To				Dead	End								
		From				Granb	y St								
Suburban Pkwy	0.87	1500	G	98%	1%		0% 0%	0%	F	0.133	F	0.544	1600	G	2014
5623)	0.07	To:		0070	. , ,	Thole		0,0	•		•	0.0		<u>.</u>	_0
<u> </u>		From				Granb									
Thole St	0.39	9500	G	98%	1%	1% (	0%	0%	F	0.093	F	0.552	10000	G	2014
$\bigcirc$		To				Doultdo	a Du								
Thele Ct	0.70	From	_	000/	10/	Parkda		00/				0.500	10000		0014
Thole St	0.72	9600	G	98%	1%		0% 0%	0%	С	0.099	F	0.580	10000	G	2014
<u> </u>		To				SR 168 Tide	ewater Dr								
		From				Little Cro	ek Rd								
8629) Meadow Creek Rd	0.49	2100	G	98%	1%		0%	0%	F	0.11	F	0.577	2300	G	2014
5025)		To				Dead								-	-
_															
<u> </u>		From				Azalea Ga					_			_	
Heutte Dr	1.20	2300	G	98%	1%	1% (	0%	0%	F	0.108	F	0.518	2500	G	2014
$\bigcirc$		To				Shore	Dr								
		From				122-3 Sewells	Point Road								
3631 Johnstons Rd	0.21	6300	G	97%	1%		0% 0%	0%	С	0.09	F	0.569	6700	G	2014
3631 Johnstons Ra	0.21	0300	<u> </u>	37 70	1 /0	170 (	770 070	0 70	0	0.00	•	0.505	0700	ч	2017
		To:				Chesapea	ke Blvd								
3631) Johnstons Rd	0.58	10000	G	97%	1%	1% (	0% 0%	0%	F	0.090	F	0.607	11000	G	2014
		_													
		From				Military									
₈₆₃₁ ) Johnstons Rd	0.93	7000	G	99%	0%	1% (	0%	0%	С	0.093	F	0.511	7400	G	2014
$\bigcirc$		To				Little Cre	alr D.d								
Halprin Dr	1.05	From:		99%	0%			00/	F	0.100	F	0.704	3900	G	2014
8631) Halprin Dr	1.05	3600	G	9970	0 %	170	0%	0%	F	0.109	F	0.704	3900	G	2014
<u> </u>		To From:				Dead	End								
8631) 5th Bay St	0.16	430	G	99%	0%		0%	0%	F	0.093	F	0.575	460	G	2014
8031)		To				Pleasan								-	-
		From				Tidewa								_	
	_	5800	G	99%	0%	1% (	0%	0%	F	0.093	F	0.656	6200	G	2014
8632 Norview Ave	0.29	5600								_					
Norview Ave	0.29	To				Sedrafi	dd Dr								
Namiaw Ava		To: From:	6	ΩΩ9/	No/	Sedgefie		Λο/		0.000	С	0 606	5700	G	2014
Naminu Aus	0.29	To	G	99%	0%	1% (	0% 0%	0%	С	0.098	F	0.606	5700	G	2014
Namiau Aus		From: 5400	G	99%	0%		0% 0%	0%	С	0.098	F	0.606	5700	G	2014
Naminu Aus		To: From:	G	99%	0%	1% (	0% 0% ke Blvd	0%	С	0.098	F	0.606	5700	G	2014
Norview Ave		5400 From:	G	99%	1%	1% (Chesapea	0% 0% ke Blvd	0%	C F		F		5700 400	G G	
Norview Ave	0.79	From: 5400				1% Chesapea  Heutte	0% 0% ke Blvd Dr 1% 0%			0.098		0.606			
Norview Ave  8632) Walters Dr	0.79	5400 To From 380	G	98%	1%	1% (Chesapea Heutte 0% Little Cre	0% 0% ke Blvd c Dr 1% 0% eek Rd	0%	F	0.102	F	0.634	400	G	2014
Norview Ave  8633 Walters Dr	0.79	5400 From:				1% (Chesapea Heutte 0% Little Cre	0% 0% ke Blvd Dr 1% 0%								2014
Norview Ave  8633 Walters Dr	0.79	5400 To From 380	G	98%	1%	1% (Chesapea Heutte 0% Little Cre	0% 0% ke Blvd	0%	F	0.102	F	0.634	400	G	2014
Norview Ave  8633 Walters Dr	0.79	5400 To From 380 From 1200	G	98%	1%	Chesapea  Heutte 0%  Little Cre 0%  Creekwo	0% 0% ke Blvd	0%	F	0.102	F	0.634	400	G	2014
Norview Ave  8633) Walters Dr  8633) Walters Dr	0.79 0.20 0.53	5400 To From 380 To From 1200 To From	G G	98%	1%	Heutte 0%  Little Cro 0%  Creekwo	0% 0% cke Blvd	0%	F C	0.102	F	0.634	400 1200	G G	2014
8632) Norview Ave	0.79	5400 To From 380  1200 To T	G	98%	1%	Heutte 0%  Little Cro 0%  Creekwo	0% 0% cke Blvd	0%	F	0.102	F	0.634	400	G	2014 2014 2014 2014

						,									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	1-			Chacanaaka Ply	d			ı					
Robin Hood Rd	0.99	5400	G	96%	1%	Chesapeake Blv	1%	0%	F	0.091	F	0.551	5800	G	2014
		To	n-			Sewells Point R	d								
Robin Hood Rd	0.36	4100	'L	96%	1%	Sewells Pt Rd	1%	0%	F	0.094	F	0.558	4400	G	2014
Robin Hood Rd	0.00	7100		30 70	1 /0			0 70	'	0.054	'	0.550	4400	G	2017
Robin Hood Rd	0.40	7100	G	96%	1%	Azalea Garden F	1%	0%	С	0.095	F	0.535	7600	G	2014
8636)		To													
Robin Hood Rd	0.33	9000 From	G	96%	1%	Ellsmere Ave	1%	0%	F	0.096	F	0.684	9600	G	2014
0000)		To	):		S	R 165 North Militar	y Hwy								
_		From	1:			122-8639 Kimball T	errace								
Ballentine Blvd	0.23	4300	G	98%	1%	1% 0%	0%	0%	С	0.092	F	0.602	4600	G	2014
<u> </u>		To	12			58 Virginia Beach E		р							
Merrimac Ave	0.36	1100	G	98%	1%	1% 0%	0%	0%	F	0.084	F	0.571	1100	G	2014
		To	):			SR 166 Princess An	ne Rd								
_		From	1:			Northampton Bl	⁄d								
Wesleyan Dr	0.36	18000	G	96%	1%	1% 1%	1%	0%	F	NA			19000	G	2014
$\overline{}$		To	):			WCL Virginia Be									
(Vissball Tassass	0.00	From		050/	10/	Brambleton Av		00/		0.000	_	0.017	F000	_	0014
Kimball Terrace	0.99	5000 To	G.	95%	1%	1% 1%  Ballentine Blvd	1%	0%	F	0.092	F	0.617	5300	G	2014
		From	1:			Chick St									
Westminister Ave	0.50	2700	G	95%	1%	1% 1%	1%	0%	F	0.091	F	0.536	2800	G	2014
<u> </u>		To	1:			Stapleton Ave									
Westminister Ave	0.33	130	G	95%	1%	Dead End 1% 1%	1%	0%	F	0.132	F	0.513	140	G	2014
5039		To	):		.,,	Ingleside Road									
O Inglacida Dd	1.00	From		050/	10/	Westminister Av		00/		0.000	_	0.001	0000	_	0014
Ingleside Rd	1.00	3000	G	95%	1%	1% 1%	1%	0%	F	0.096	F	0.631	3200	G	2014
	0.65	From		95%	1%	Va Beach Blvd	1%	0%	F	0.097	F	0.539	12000	G	2014
Ingleside Rd	0.65	12000	G	90%	I 70			0%		0.097	Г	0.559	13000	G	2014
8639) Ingleside Rd	0.46	13000	G	95%	1%	Princess Anne R	d 1%	0%	С	0.091	F	0.505	14000	G	2014
Ingleside Rd	0.40	13000		33 /0	1 /0		1 /0	0 /6	U	0.031	'	0.505	14000	G	2014
R639 Cromwell Rd	0.58	13000	G	95%	1%	Tait Terrace	1%	0%	F	0.09	F	0.592	14000	G	2014
Cromwell Rd	0.50	13000		33 /6	1 /0			0 /6	'	0.03	'	0.532	14000	u	2014
8639) Cromwell Rd	0.85	11000	G	95%	1%	Chesapeake Blv	1%	0%	F	0.091	F	0.500	12000	G	2014
Gromwell Rd	0.03	To	, G	33 /6	1 /0	Tidewater Dr	1 /0	0 /6	'	0.031	'	0.500	12000	ч	2014
		From	1:			Va Beach Blvd				i					
Azalea Garden Rd	0.79	9000	G			va Beach Brie				0.100	F	0.535	9600	G	2014
		To				Princess Anne R	d								
Azalea Garden Rd	0.31	13000 From	G			Timeess Time				0.098	F	0.507	14000	G	2014
		To				Sewells Pt Rd									
Azalea Garden Rd	0.64	7700 From	G	95%	1%	1% 1%	1%	0%	F	0.094	F	0.537	8200	G	2014
		To				Robin Hood Ro	1								
Azalea Garden Rd	0.39	8000	G							0.09	F	0.559	8500	G	2014
$\overline{}$						Elmhurst Ave				_					
Azalea Garden Rd	0.42	6900 From	G			······································				0.082	F	0.506	7400	G	2014
$\overline{}$		Te	1.			Military Hwy			•						
O		From	1:			US 58 Va Beach I								_	
Raby Rd	0.25	10000	G	93%	3%	3% 1%	1%	0%	С	0.082	F	0.598	11000	G	2014
		From	1:			Harmony Rd 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
						US 13 Military H									

						City of	INOTIOIK								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
8642 Lowery Rd	0.43	7200	G	93%	3%	US 13 Mi 3% SR 165 Ker	1% 1%	0%	F	0.101	F	0.508	7700	G	2014
		From				Sandpip				1					
Poplar Hall Dr	0.56	1700 _{то}	G	98%	1%	1%	0% 0%	0%	F	0.089	F	0.563	1800	G	2014
8644) Poplar Hall Dr	0.59	13000 From	G	98%	1%	US 13 Mi 1% Glenro	0% 0%	0%	С	0.096	F	0.584	13000	G	2014
8644) Glenrock Rd	0.40	5400 To	G	98%	1%	Poplar 1%		0%	F	0.102	F	0.536	5800	G	2014
8646) S Military Hwy	0.19	2900	G	98%	1%	Curle		0%	F	0.094	F	0.67	3000	G	2014
<u> </u>		To				Sellg Militar									
Sellger Dr	0.59	3100 _{To}	G	98%	1%	1% Kidd	0% 0%	0%	С	0.102	F	0.542	3300	G	2014
8646) Kidd Blvd	0.24	2500	G	98%	1%	Sellg 1%	0% 0%	0%	F	0.100	F	0.526	2700	G	2014
		To	1			Curle									
8678) Newtown Rd	0.57	5300	G	98%	0%	Susqueh 1%	anna Dr 0% 0%	0%	F	0.091	F	0.628	5600	G	2014
		To		- , -		SR 165 Princ	ess Anne Rd								
8678) Newtown Rd	0.16	37000	G	98%	0%	US 58 Va 1	Beach Blvd 0% 0%	0%	С	0.082	F	0.508	39000	G	2014
80/8) 140 4410 4411 110	0.10	37000 To		JU /0	0 /6	NCL V		0 /0		0.002		0.500		<u> </u>	
		From				Robin F									
Herbert St	0.42	480	G	97%	2%	2%	0% 0%	0%	С	0.108	F	0.638	520	G	2014
<u> </u>		From	1			Windern Herb	nere Ave ert St								
Windermere Ave	0.23	340	G	97%	2%	2%	0% 0%	0%	F	0.119	F	0.598	370	G	2014
$\bigcup$		То				Sewell	s Pt Rd								
Deleiele Ave	0.15	From		000/	10/	Cul-d		00/	_	011	_	0.551	1000		0014
Raleigh Ave	0.15	1800 To	G	93%	1%	1% Claren	2% 3%	0%	С	0.11	F	0.551	1900	G	2014
		From				Norvie									
8765) Sedgefield Dr	0.54	1200	G	93%	3%	3%	1% 1%	0%	F	0.117	F	0.572	1200	G	2014
		To				Philpo	tts Rd								
Diagrant Acco	4.40	From	Ĺ	000/	00/		Bay St	00/	_	0 117	_	0.517	1000		0011
8766) Pleasant Ave	1.18	980 To	G	96%	2%	2% Shor	1% 0% re Dr	0%	F	0.117	F	0.517	1000	G	2014
		From				US 60 S	hore Ave								
8766 Pleasant Ave	0.49	1300 To	G	96%	2%	2%	1% 0%	0%	С	0.095	F	0.612	1400	G	2014
_		From					y Street			_					
8767) Norway Place	0.76	1100	G	97%	1%	Versail	1% 0%	0%	F	0.149	F	0.508	1200	G	2014
, z		То		,-		Willow		•							•
		From				Meadow	Creek Rd								
8768) Dominion Ave	1.49	1300	G	97%	1%	1%	1% 0%	0%	F	0.115	F	0.531	1400	G	2014
		To	1			Walte									
8770) Alsace Ave	0.16	980	G	97%	1%	Elmore	Place 1% 0%	0%	F	0.171	F	0.689	1000	G	2014
0//0// 10000 / 100	0.10	To		J1 /0	1 /0	Tidew		3 /0				<u> </u>	1000		
		From				26T									
(8780) Lindenwood Ave	0.52	3700	G	97%	1%	1%	1% 0%	0%	С	0.087	F	0.528	3900	G	2014
$\subseteq$		То				Tidew	ater Dr								
Mustan A	0.00	From		0701	401		nnock Dr	001	_	0.11	-	0.004	1000		0011
Muskogee Ave	0.29	1500 To	G	97%	1%	2%	0% 0%	0%	F	0.11	F	0.664	1600	G	2014
		10				Tidew	ater Df			]					

						City of I	Vorfolk								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
Philpotts Rd	0.80	1800 To	G	97%	1%	Tidewa 2% Sewells F	0% 0%	0%	С	0.099	F	0.621	1900	G	2014
		From:				Huntsm				<del>-  </del>					
(8784) Curlew Dr	1.61	3600 _{To:}	G	98%	1%		1% 0%	0%	F	0.121	F	0.542	3800	G	2014
(8791) 35th St	0.22	1600	G	98%	1%	Hampto	n Blvd 1% 0%	0%	F	0.101	F	0.505	1700	G	2014
(8791) 35th St	0.18	2100	G	98%	1%	Killam	1% 0%	0%	F	0.098	F	0.58	2300	G	2014
(8791) 35th St	0.47	3600 From:	G	98%	1%	Colley	Ave 1% 0%	0%	С	0.092	F	0.579	3800	G	2014
(8791) 35th St	0.08	4000 From:	G	98%	1%	Debree	e Ave 1% 0%	0%	F	0.085	F	0.55	4200	G	2014
(8791) 35th St	0.16	3600 To:	G	98%	1%		1% 0%	0%	F	0.077	F	0.681	3800	G	2014
			<u> </u>			Grant									
Mowbray Arch	0.66	520 To:	G	98%	1%	Olney  1% Olney	1% 0%	0%	F	0.107	F	0.516	550	G	2014
		From				Ballentir									
Tait Terrace	0.09	2200 _{то}	G	98%	1%		1% 0%	0%	F	0.090	F	0.521	2400	G	2014
8836 Ocean View Ave	0.44	270 From:	G	98%	1%	21St S 1% 28Th S	1% 0%	0%	F	NA			300	G	2014
(8837) Rugby St	0.33	From:	G	98%	1%	Tidewa		0%	F	0.102	F	0.508	1100	G	2014
		То				Maltby	Ave								
8838 Poplar Hall Dr	0.41	7800	G	99%	0%		0% 0%	0%	С	0.11	F	0.600	8400	G	2014
		From				US 58 Va E									
8840 Atlantic St	0.07	3400 _{To:}	G	97%	1%	A1SR 337 W 1% 122-8585 M	1% 0%	0%	F	NA			3700	G	2014
		From:		I-0	64-E272	A BAYVILLE	E STREET FI	ROM & T							
99001)Ramp	0.03	640	G							0.122	F		640	G	2014
-		To: From:	<u> </u>		I-64-I	E FROM BAY		EET							
99002)Ramp	0.13	1200	G			New G	ate Kd			0.152	F		1200	G	2014
3300Z) 'F		To				I-64	ŀΕ				-				
		From				SR 3									
99017 Ramp	0.10	1800	G	93%	0%	I-464 S		0%	F	0.22	F		1900	G	2014
99026)Ramp	0.06	NA To		cı	2 165 NV	ROBIN HO		D POAD		NA			NA		
		From:	<u> </u>	SI	× 103-IN	Ocean Vi		D KOAD							
16th Bay St		400 To:	G			Pleasar				0.091	F	0.566	430	G	2014
24th St		From:	G			Llewelly				0.124	F	0.676	420	G	2014
		To		_	_	Omohune	dro Ave		_						
36th St		From:				Killam	ı Ave			0.089	F	0.537	460	G	2014
JULII JI		430	G			Colley	Ave			0.069	r	0.537	400	G	2014
						Concy									

					City of Norfo	IX.							
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From				Colley Ave								
45th St	2400	G			Colley Ave			0.107	F	0.531	2500	G	2014
	To				Hampton Blvd								
	From:				Glen Oak Dr								
Albert Ave	110	G						0.129	F	0.559	120	G	2014
	To	<u></u>			Pugh St								
Almeda Ave	2400				Robin Hood Ro	l		0.099	F	0.589	3700	G	2014
Almeda Ave	3400 _{то:}	G			Henneman Dr			0.099	Г	0.569	3700	G	2012
	From:				Campostella Ro								
Arlington Ave	170	G			Campostena Re	1		0.094	F	0.846	190	G	2014
	To				Oakwood St								
	From:				Brookville Rd								
Berry Hill Rd	320	G						0.099	F	0.564	340	G	201
	To:				Poplar Hall Dr								
	From:				Merrit St				_			_	
Brentwood Dr	1100	G			CLJ D1			0.087	F	0.555	1200	G	201
					Glade Rd								
Brookville Rd	From: <b>220</b>	G			Barn Hollow R	1		0.125	F	0.559	230	G	201
DIOUKVIIIE NU	<b>220</b> To:	<u> </u>			Bayberry Dr			0.123	Г	0.559	230	G	201
	From:				Old Ocean View	D.d.							
Burksdale Rd	610	G			Old Occali View	Ku		0.088	F	0.686	650	G	201
Durksdale Hu	To:				Colin Dr								
	From				Ridgefield Dr								
Camelia Rd	440	G						0.09	F	0.539	470	G	201
	To				Faber Rd								
	From:				Newport Ave								
Carlisle Way	290	G	98%	0%	1% 0%	0% 0%	С	NA			290	G	201
	103	<u> </u>			Colonial Ave								
Catherine St	From:				Oak Grove Rd			0.163	F	0.756	120	G	201
Gatherine St	120	G						0.163	Г	0.756	130	G	201
					Sinclair St								
Chambers St	From:				Sinclair St			i I					
Chambers St	From:	G			Sinclair St Wellman St			0.124	F	0.585	200	G	201
	From: <b>190</b>	G						0.124	F	0.585	200	G	201
	190				Wellman St Frizzell Ave			0.124	F	0.585	200	G	201
Commodore Dr	190				Wellman St			0.124	F	0.585	200	G	
Commodore Dr	190 To:				Wellman St Frizzell Ave								
	190 To: From: 340 To: From:				Wellman St Frizzell Ave Swanson Rd			0.1	F	0.513	360	G	201
Commodore Dr	190 To From: 340 To From: 150				Wellman St  Frizzell Ave  Swanson Rd  Rodman Rd  Kempsville Rd								201
	190 To: From: 340 From: 150 To:	G			Wellman St Frizzell Ave Swanson Rd Rodman Rd			0.1	F	0.513	360	G	201
Cornick Rd	190 To:  From: 340 To:  From: 150 To:  From:	G			Wellman St  Frizzell Ave  Swanson Rd  Rodman Rd  Kempsville Rd			0.1	F	0.513	360	G G	201-
	190 To: From: 340 To: From: 150 To: From: 120	G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St			0.1	F	0.513	360	G	201-
Cornick Rd	190 To: From: 150 To: From: 120 To:	G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St  Millard St			0.1	F	0.513	360	G G	201-
Cornick Rd  Dean Dr	190 To: From: 150 To: From: 120 To: From:	G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St			0.1 0.125 0.1	F F	0.513 0.511 0.556	360 160 130	G G	201
Cornick Rd	190 To: From: 150 To: From: 120 To:	G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave  Beatty St  Millard St  Springfield Ave			0.1	F	0.513	360	G G	201
Cornick Rd  Dean Dr	190 To: From: 340 To: From: 150 To: From: 120 To: From: 60	G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St  Millard St  Springfield Ave  Wheeling Ave	>		0.1 0.125 0.1	F F	0.513 0.511 0.556	360 160 130	G G	201- 201- 201- 201- 201-
Cornick Rd  Dean Dr	190 To  From  340 To  150 To  From  120 To  From  120 To  From  170  From  170  From  170  From  170	G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave  Beatty St  Millard St  Springfield Ave	>		0.1 0.125 0.1	F F	0.513 0.511 0.556	360 160 130	G G	201- 201- 201- 201-
Cornick Rd  Dean Dr  Decker St	190 To: From: 340 To: From: 150 To: From: 120 To: From: 60 To: From: From: 60 To: From:	G G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St  Millard St  Springfield Ave  Wheeling Ave	>		0.1 0.125 0.170	F F	0.513 0.511 0.556 0.56	360 160 130	G G G	201
Cornick Rd  Dean Dr  Decker St  Dixie Dr	190 To: From: 340 To: From: 150 To: From: 60 To: From: 360	G G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St  Millard St  Springfield Ave  Wheeling Ave Galveston Blve	>		0.1 0.125 0.170	F F	0.513 0.511 0.556 0.565	360 160 130	G G G	201- 201- 201- 201-
Cornick Rd  Dean Dr  Decker St	190 To: From: 340 To: From: 150 To: From: 60 To: From: 360 To: From: 70 Fro	G G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St  Millard St  Springfield Ave  Wheeling Ave Galveston Blvc  Glen Rd  Beamon Rd			0.1 0.125 0.170	F F	0.513 0.511 0.556 0.56	360 160 130	G G G	201 201 201 201 201
Cornick Rd  Dean Dr  Decker St  Dixie Dr	190 To: From: 340 To: From: 150 To: From: 120 To: From: 360 To: From: 360 To: From: 360 To: From: 360	G G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St  Millard St  Springfield Ave  Wheeling Ave Galveston Blvd			0.1 0.125 0.125 0.170 0.170	F F F	0.513 0.511 0.556 0.565	360 160 130 70 390	G G G	201- 201- 201- 201-
Cornick Rd  Dean Dr  Decker St  Dixie Dr	190 To: From: 340 To: From: 150 To: From: 120 To: From: 360 To: From: 360 To: From: 360 To: From: 360	G G G			Wellman St  Frizzell Ave Swanson Rd  Rodman Rd  Kempsville Rd  Mary Ave Beatty St  Millard St  Springfield Ave  Wheeling Ave Galveston Blvc  Glen Rd  Beamon Rd			0.1 0.125 0.125 0.170 0.170	F F F	0.513 0.511 0.556 0.565	360 160 130 70 390	G G G	201- 201- 201- 201-

					City of Norioik								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Norfolk	From:				Haven Dr								
Evans St	540	G			Tiaven Di			0.144	F	0.714	580	G	2014
	To				Stratford St								
	From:				Whitney Blvd								
Faulk Rd	210	G						0.113	F	0.621	230	G	201
	To:				McClure Rd								
Finney St	100	G			Wellman St			0.150	F	0.519	130	G	201
Filliley St	120	G			Dead End			0.150	Г	0.519	130	G	201
	From:	 			Pythian Ave								
Frank St	140	G			1 yunan Ave			0.143	F	0.783	150	G	201
	To				Quincy St								
	From:				River Oaks Dr								
Gabriel Dr	190	G						0.121	F	0.607	200	G	201
	To:				Roslyn Dr								
	From:				Springmeadow Blvd			<u> </u>					
Gardner Dr	700	G	99%	0%	1% 0% 0%	0%	С	NA			700	G	201
					Banning Rd								
George St	From: <b>1000</b>	G			Hudson Ave			0.092	F	0.646	1100	G	201
George St	To:	G			Cabot Ave			0.092	•	0.040	1100	G	201
	From:	1			Keene Rd								
Glen Rd	550	G			Keene Ku			0.091	F	0.518	580	G	201
	To:				Bee Pl							-	
	From				Virginia Ave								
Gosnold Avenue	690	G	98%	0%	1% 0% 0%	0%	С	NA			690	G	201
	To				Maryland Ave								
	From:				New St								
Hammet Ave	190	G						0.124	F	0.615	200	G	201
	To:				Dune St								
Hanbury Ct	From:				Granby Ave			0.104	F	0.561	620	G	201
Hanbury St	580	G			Ballentine Blvd			0.104	Г	0.361	020	G	201
	From:				Raby Rd								
Harmony Rd	1000	G			Kaby Ku			0.127	F	0.545	1100	G	201
	To:				Quail Rd							-	
	From:				Military Hwy								
Hilton St	1400	G						0.087	F	0.519	1500	G	201
	To:				Caribou Ave								
	From:				Gondola Rd								
Inventors Rd	380	G						0.196	F	0.757	410	G	201
	To:				Production Rd								
Laura Arra	From:	_			Thurston St				_	0.007	000	_	004
Iowa Ave	560	G			Besse St			0.097	F	0.667	600	G	201
	From:							<u> </u>					
Jersey Ave	420	G			Nottoway St			0.107	F	0.712	450	G	201
30130y 71VC	<b>420</b> To:	<u> </u>			Amherst St			J. 107	'	0.712	700	J	201
	From:				Sewells Point Rd			i					
Kennebec Avenue	1300	G	98%	0%	2% 0% 0%	0%	С	NA			1300	G	201
	To				Humboldt St								
	From:				Village Ave								
Kingwood Ave	1800	G						0.092	F	0.550	1900	G	201
	To				Va Beach Blvd								
	From:				Liberty St								
Lancaster St	650	G						0.112	F	0.594	690	G	201
	To:				Walker Ave			1					

					City of Norioi	K										
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea		
ty of Norfolk	Fron	1-			Eagle Ave											
Lion Ave	390	G			Eugle 1110				0.164	F	0.726	420	G	2014		
	Te	١.			Little Creek Rd	ı										
	Fron				Carlllo Ave				0.405	_	0.500	1000	_	004		
Magnolia Ave	1700 _{то}	G			Upper Brandon I	01			0.105	F	0.530	1800	G	2014		
	Fron	1.			Olney Rd	1.										
Marshall Ave	1200	G			Olicy Ru				0.121	F	0.557	1300	G	2014		
	Te	):			Brambleton Ave	2										
	Fron	r			Whitney Blvd											
McGuinnis Cir	<b>220</b>	G			F 11 A				0.121	F	0.533	240	G	2014		
	Fron	1			Faulk Ave											
Millbrook Rd	160	G			Colony Pt Rd				0.106	F	0.619	170	G	2014		
William Cont Ftd	To	Ţ			Ruthven Rd					•	0.010	170	ŭ			
	Fron	1:			Azalea Garden R	d										
Miller Store Rd	2000	G							0.11	F	0.748	2200	G	201		
	Te	):			Wise St											
	Fron	1:	2221	221	Elaine Ave				_]				_			
Mona Avenue	2000 _{то}	G	99%	0%	0% 0%	1%	0%	С	NA			2000	G	201		
	Fron				Calvin Ave											
Murry Ave	150	G			Tarpon Pl				0.128	F	0.558	160	G	201		
	Te	):			Azalea Garden R	ld				•	0.000					
	Fron	1.			Newport Ave											
New York Ave	210	G							0.118	F	0.679	220	G	201		
	Te	1.			Colonial Ave											
	Fron				Tidewater Dr					_	0.500	770	0	004		
Norman Ave	<b>720</b>	G			Old Ocean View	Rd			0.092	F	0.599	770	G	201		
	Fron	1:			Colonial Ave											
Oxford St	1800	G			Colomai 74vc				0.108	F	0.682	1900	G	201		
	Te	):			Granby St											
	Fron	1:			Winward Rd											
Patridge St	1100	G							0.209	F	0.783	1200	G	201		
	To	1			Palem Rd											
Pinedale St	Fron	ь			Euwanee Pl				0.113	_	0.865	160	G	201		
Filledale St	150	G			E Chester St				0.113	F	0.000	160	G	201		
	Fron	1:			Hatton St											
Selden Ave	310	G			That on St				0.124	F	0.683	330	G	201		
	Te	):			Cass St											
	Fron	1:			Woodbine Rd											
Shorewood Dr	300	G							0.087	F	0.629	320	G	201		
	Te				Levine Ct											
Cimana Dr	Fron				Dixie Dr				0.004	_	0.606	1000	0	201		
Simons Dr	940 T-	G			Marchant Rd				0.094	F	0.636	1000	G	∠01		
	Fron	1-			West Ave				<u> </u>							
Summit Ave	120	G			West Ave				0.211	F	0.5	130	G	201		
<u>-</u>	T.				Middle Ave											
<u> </u>	Fron	1:			Arkansas Ave											
Tait Terrace	1600	G							0.118	F	0.519	1800	G	201		
	To	):			Wyoming Ave											
Tonnesses Asse	Fron				Wakefield Ave				0.105	_	0.000	470	_	2014 2014 2014 2014 2014 2014 2014 2014		
Tennessee Ave	160	G.			Ingleside Rd				0.135	F	0.633	170	G	201		
	•	1			mgiesiae Ka				1							

Route	Length A	ADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
		From:	_			Workwood Rd				_	0.044	400		004.4
Tifton Dr		150 To-	G			Lasser Dr			0.11	F	0.641	160	G	2014
		From:				George St								
Tuttle Ave	•	120	G						0.129	F	0.529	120	G	2014
		To:				Dead End								
University Dr	:	310	G			Tifton St			0.115	F	0.622	330	G	2014
		To:				Workwood Rd			علاً		****			
		From:				Old Ocean View	Rd							2014 2014 2014 2014
Vero St		540 To:	G			Cl. I DI			0.096	F	0.627	580	G	2014
		From:				Chesapeake Blv								
Welaka Rd		45	G			Huntsman Rd			0.192	F	0.526	48	G	2014
		To:				Kimberly Lane	<b>;</b>			•				
		From:				Texas Ave								
Wellington St	:	240	G						0.138	F	0.579	260	G	2014
		To:				Windermere Av	ve .							