2015

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

where available

Jurisdiction Report 64

City of Norfolk City of Portsmouth City of Chesapeake

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Virginia State Route

Special Routes

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

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

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

								Tru	ck			K	[)ir	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Fa	ctor AAWE	OT Q\
	From:		ECL Suffolk		000/	00/		40/	00/	00/	_	0.000		7.00	
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94	71000	Α	92%	0%	1%	1%	6%	0%	С	0.096	0.	7400	0 A
	City of Chesapeake (Maint: 64)	0.11	I-664 11000	F	92%	0%	10/	10/	6%	0%	F	0.13	0	506 1100	0 F
13) (58) (460)	City of Chesapeake (Maint. 64)		Bus US 13		9270	076	1%	1%	070	0%	Г	0.13	0.	506 1100	0 г
	From:		S 58; SR 19	1											
13 (460)(191)	City of Chesapeake	0.18	6800	G	91%	1%	2%	2%	4%	0%	F	0.137	0.	723 7300) (3
\$ \to \to \to	Toc From:	SR 19	1, S Military	y Hwy											
13 (460) Military Highway	City of Chesapeake	0.45	5400	G	91%	1%	2%	2%	4%	0%	F	0.151	0.	⁷ 26 5700) (
Combi	ined Traffic Estimates for 2 Parallel Roadways	on this Route:	5400	G								0.123	F 0.	83 NA	
~~~	Toc From:	Ramp from	m I-664; Sha	aefer Av											
13) (460) Military Highway	City of Chesapeake	2.44	8200	G	91%	1%	2%	2%	4%	0%	С	0.150	0.	523 8700	) (
~ ~	Toc From:		I-64												
13) (460) Military Highway	City of Chesapeake	1.37	17000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.	1800	0 0
~ ~~	To: From:	US 17 Geo	orge Washin												
13) (460) Military Highway	City of Chesapeake	1.01	19000	G	97%	0%	1%	1%	1%	0%	F	0.105	0	53 2000	0 (
~ ~	Toc From:	SR	. 196 Canal I	Dr											
13) (460) Military Highway	City of Chesapeake	2.20	31000	Α	97%	0%	1%	1%	1%	0%	С	0.123	0.	3400	0 <i>A</i>
<del>~ ~</del>	Toc From:	SR 160	6 Bainbridge	e Blvd											
13 Military Highway	City of Chesapeake	0.31	32000	G	97%	0%	1%	1%	1%	0%	F	0.102	0.	3500	0 0
~	To: From:		I-464												
13 Military Highway	City of Chesapeake	0.78	23000	G	97%	1%	1%	0%	1%	0%	F	0.102	0.	514 2500	0 0
~	Too From:	Са	ampostella R	Rd			<u> </u>								
13 Military Highway	City of Chesapeake	0.65	24000	G	97%	1%	1%	0%	1%	0%	F	0.103	0.	91 2600	0 G
~	To From:	SR 16	8 Battlefield	l Blvd											
13 Military Highway	City of Chesapeake	0.72	25000	G	97%	1%	1%	0%	1%	0%	F	0.098	0.	556 2600	0 G
~	To From:		Allison Dr												
13 Military Highway	City of Chesapeake	0.41	27000	G	97%	1%	1%	0%	1%	0%	С	0.096	0.	603 2900	0 G
~	To From:	Gre	eenbrier Pkv	wy											
13 Military Highway	City of Chesapeake	1.67	31000	G	97%	1%	1%	0%	1%	0%	F	0.094	0.	3300	0 0
<del>~</del>	To:		Virginia Be												
13 Military Highway	City of Norfolk	0.85	Virginia Be 47000	F each	98%	1%	1%	1%	1%	0%	F	0.104	0.	641 5100	0 F
13)	Trol			-		. /0		. 70	. 70	0 /0	•	J	J.		
13 Military Highway	City of Norfolk	0.95	I-264 <b>57000</b>	F	97%	1%	1%	0%	1%	0%	F	0.088	0	6200	0 F
13) Amiliary Fiighway	- I					1 /0	1 /0	0 /0	1 /0	0 /0	•	0.000	0.	,55 0200	
13 Military Highway	City of Norfolk	US 58 V 1.23	Virginia Bead	ch Blvd <b>G</b>	97%	1%	1%	0%	1%	0%	С	0.077	0	555 4400	0 0
13) Military Highway	City of Nortoik	SR 165, SR				1 70	1 70	U 70	1 70	U 70	U	0.077	U.	333 4400	0 6

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

				T. 5			Tru	ck		-00	K	01/	Dir	A A M / D.T.	014/
Route	Jurisdiction 	Length AADT		Hire E			3+Axle			QC	Factor	QK	Factor	AAWDT	QW
13 (165) (166) Northampton Blvd	Gity of Norfolk	SR 165; SR 16 0.26 <b>28000</b>		97% 1	1%	1%	0%	1%	0%	F	0.086		0.510	31000	F
(13) (169) (166) (167)	то	SR 165 Kempsvill					0 70	. , 0	0,70	•	0.000		0.0.0	0.000	
13 (166) Northampton Blvd	City of Norfolk	0.62 <b>32000</b>		96% (	)%	1%	0%	2%	0%	F	0.092		0.602	33000	G
	T _{cc} From:	I-64				$\supset \vdash$									
(13) (166) Northampton Blvd	City of Norfolk	0.20 77000		96% (	)%	1%	0%	2%	0%	F	0.081		0.557	80000	G
	To:	WCL Virginia Be													
13 Ramp	City of Chesapeake (Maint: 64	US 13 TO I-64 W 0.35 <b>4400</b>	F								0.136			4400	F
		I-64-W FROM RT 1300- MILIT	ΓARY HIG	HWAY											
~~-	From:	US 13 TO I-64 E													
13 Ramp	City of Chesapeake (Maint: 64	4) 0.41 <b>13000</b> I-64-E FROM RT 1300- MILIT	G CARY HIG	HWAY							0.1			13000	G
	From:	US 13 TO AND FROM		11,1,111		_									
(13) Ramp	City of Chesapeake (Maint: 64	4) 0.29 <b>6200</b>	G								0.124			6200	G
	To:	I-464-S FROM R													
13 Ramp	City of Chesapeake (Maint: 64	US 13 I-464-N002A TO AND 0.23 <b>3400</b>	ND FROM <b>G</b>	RT							0.099			3400	G
(13) Ramp	To:	I-464-N FROM R									0.000			0400	ŭ
~	From:	US 13-N045A US 13-S045A		RT 1											
(13) Ramp	City of Norfolk (Maint: 64)	0.12 <b>24000</b> I-64-E FROM R	G T 12			_					0.095			24000	G
North	From:	US 13 TO I-64 W				_									
13 Ramp	City of Norfolk (Maint: 64)	0.22 <b>NA</b>	Loi								NA			NA	
<u> </u>	Τα:	US 13-S045A US 13- 45A													
North	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 EA 0.19 <b>8900</b>	ST COLL:	RD							0.114			8900	G
13 Ramp		I-264-E013X FROM RT 13 NOI		TARY H							0.114			0900	G
North	From:	US 13 TO ROUTE 264 WE	EST COLL	RD											
13 Ramp	City of Norfolk (Maint: 64)	0.10 2800	G								0.128			2800	G
Octob	From:	-264-W013X FROM ROUTE 13		00- MILIT		<u> </u>									
South $13$ Ramp	City of Norfolk (Maint: 64)	US 13 TO I-6 0.08 <b>29000</b>	G G								0.086			29000	G
	To	US 13-S045B TO RT 64 EA	AST & WE	ST?		$\neg$ $\blacksquare$									
South 13 Ramp	City of Norfolk (Maint: 64)	0.35 <b>NA</b>									NA			NA	
<u></u>	Tor	US 13-N045A US 13- 45A	FROM R	T 1											
South	From:	US 13-S045A TO I-64 EA	ST & WES	ST											
13) Ramp	City of Norfolk (Maint: 64)	0.19 <b>NA</b> I-64-W FROM RT 13	SOUTU			_					NA			NA	
	I	1-04-W FKUW K1 13	300111			1									

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

Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Facto	AAWDT	QW
South (13) Ramp	City of Norfolk (Maint: 6	US 13 TO ROU (4) 0.11 I-264-E013X FROM	9500 (	à	' H						0.086		9500	G
South 13 Ramp	City of Norfolk (Maint: 6	US 13 TO ROU	TE 264 WEST	COLL RD							0.096		7500	G
(17) George Washington Hwy	City of Chesapeake	North ( 3.58	Carolina State L		0%	1%	1%	5%	0%	С	0.098	0.667	7 13000	Α
George Washington Hwy	City of Chesapeake	131-8′ 6.71	796 Ballahack R 13000 (		0%	1%	1%	5%	0%	F	0.093	0.723	3 13000	G
17) Dominion Blvd	City of Chesapeake	Bus US 17 C 3.86	eorge Washing 12000 (		0%	1%	1%	3%	0%	F	0.079	0.606	3 12000	G
17 Dominion Blvd	City of Chesapeake	SR 0.94	165 Cedar Rd <b>25000</b> (	<b>9</b> 5%	0%	1%	1%	3%	0%	С	0.085	0.58	27000	G
17) Dominion Blvd	City of Chesapeake	SR 160 1.60	Bainbridge Bl		0%	1%	1%	3%	0%	F	0.066	0.696	30000	G
Dominion Blvd	City of Chesapeake	0.28	Great Bridge B 41000 ( ak Grove Conn	<b>9</b> 5%	0%	1%	1%	3%	0%	F	0.074	0.655	3 43000	G
(17) (17) Ramp	City of Chesapeake (Main	t: 64) 0.30	S 17 (Ramp)		e US 17	' for dir	ectional	traffic v	olume e	stima	ites for thi	s segment.		
(17) (464) Ramp	City of Virginia Beach (Main	nt: 64) 0.20	464 (Ramp) I-64			for dire	ectional t	raffic vo	olume es	stimat	tes for this	s segment.		
(17) (64) Combine	City of Chesapeake (Main ed Traffic Estimates for 2 Parallel <u>Roadv</u>		I-464 <b>89000</b> I			for dire	ctional tr	raffic vo	lume es	timate F	es for this 0.084	segment. F 0.506	91000	F
17 64 Ramp	City of Chesapeake (Main	IS-00064-E(B)/IS-000 t: 64) 0.23 3US-00017-P(U)/IS-0	, ,	5	See I-64 1	for dire	ctional tr	raffic vo	lume es	timate	es for this	segment.		
(17) George Washington Hwy	City of Chesapeake	0.90	I-64 <b>25000</b> (	<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.073	0.56	26000	G
George Washington Hwy	City of Chesapeake	1.00	S 460 Military <b>15000</b> (		0%	1%	1%	1%	0%	С	0.08	0.607	7 15000	G
(17) George Washington Hwy	City of Chesapeake	0.63	196 Canal Rd 29000 ( L Portsmouth	<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.086	0.639	30000	G
(17) George Washington Hwy	City of Portsmouth	NC 0.15	L Chesapeake  23000 (39 Victory Blvd		0%	1%	1%	1%	0%	F	0.092	0.655	25000	G

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 4Ti	re Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
~~-	From:	SR 239 Victory											_
(17) George Washington Hwy	City of Portsmouth	0.42 <b>20000</b>	<b>G</b> 97°	% 0%	1%	1%	1%	0%	F	0.083	0.592	21000	G
~~ · · · · · · · · · · · · · · · · · ·	From:	Derby Rd							_				
(17) George Washington Hwy	City of Portsmouth	0.52 <b>23000</b>	<b>G</b> 97°	% 0%	1%	1%	1%	0%	F	0.082	0.598	24000	G
~~	To: From:	124-8540 Greenwe											
(17) George Washington Hwy	City of Portsmouth	0.31 <b>25000</b>	<b>G</b> 97	% 0%	1%	1%	1%	0%	F	0.082	0.630	26000	G
	10: From:	SR 141, Frederick SR 141 George Washi											
17 Frederick Blvd	City of Portsmouth	0.70 <b>13000</b>	<b>G</b> 97°	% 0%	1%	1%	1%	0%	F	0.087	0.608	13000	G
	To	SR 337 Portsmout											
17 Frederick Blvd	City of Portsmouth	0.09 <b>15000</b>	<b>G</b> 97°	% 0%	1%	1%	1%	0%	F	0.108	0.616	16000	G
	To												
17 Frederick Blvd	City of Portsmouth	124-8547 Deep Cre 0.53 <b>21000</b>	<b>G</b> 97°	% 0%	1%	1%	1%	0%	F	0.095	0.639	22000	G
(17) * **********************************	Tollows		<b>u</b> 0.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. , ,	. , ,	. , 0	0,0	•	0.000	0.000		<u> </u>
17 Frederick Blvd	City of Portsmouth	0.35 <b>37000</b>	<b>G</b> 99	% 0%	1%	0%	0%	0%	F	0.078	0.51	38000	G
17) Tredefick Biva	Oity of 1 ortainouti			70 070	1 /0	0 70	0 70	0 70	•	0.070	0.51	30000	a
Fraderick Blad	City of Postomouth	ALT SR 337 Turnp		00/	10/	00/	00/	00/	F	0.000	0.500	20000	
17 Frederick Blvd	City of Portsmouth	0.51 <b>27000</b>	<b>G</b> 99°	% 0%	1%	0%	0%	0%	г	0.082	0.508	28000	G
	To: From:	US 58 Airline F				201	201	00/		0.070	0.570	47000	
17 Frederick Blvd	City of Portsmouth	0.16 <b>16000</b> 124-8758 High	<b>G</b> 99°	% 0%	1%	0%	0%	0%	F	0.078	0.576	17000	G
	From:	124-8758 Frederic											
17 High St	City of Portsmouth	0.29 <b>24000</b>	<b>G</b> 99	% 0%	1%	0%	0%	0%	F	0.078	0.64	25000	G
$\bigcirc$	To	Rodman Ave	e.										
17 High St	City of Portsmouth	2.13 <b>25000</b>	<b>G</b> 99	% 0%	1%	0%	0%	0%	F	0.086	0.585	27000	G
	To	124-8525 Cedar	Lane										
17 High St	City of Portsmouth	0.93 <b>23000</b>	<b>G</b> 99	% 0%	1%	0%	0%	0%	F	0.084	0.547	24000	G
	To	124-8528 Churchla	nd Dlvd										
17 High St	City of Portsmouth	0.21 <b>17000</b>	<b>G</b> 99	% 0%	1%	0%	0%	0%	F	0.088	0.553	18000	G
(17)g St	Tollows			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. , ,	0,0	0,0	0,0	•	0.000	0.000	.0000	<u> </u>
17 Western Branch Blvd	City of Portsmouth	124-8532 Tyre No 0.22 <b>19000</b>	<b>G</b> 99	% 0%	1%	0%	0%	0%	F	0.084	0.523	20000	G
(17) Western Branch Blvd	Ta	ECL Chesapea		70 070		0 70	0 70	0 70	•	0.004	0.525	20000	a
	From:	WCL Portsmo	uth										
17 Western Branch Blvd	City of Chesapeake	0.69 <b>17000</b>	<b>G</b> 999	% 0%	1%	0%	0%	0%	F	0.086	0.517	18000	G
<u> </u>	To:	131-8524 Churchla	nd Blvd										
[17]	City of Chesapeake	0.56 <b>22000</b>	<b>A</b> 99°	% 0%	1%	0%	0%	0%	С	0.099	0.535	24000	Α
<u> </u>	To:	ECL Suffolk	ζ.										
North	From	US 17 TO I-64 V											
(17) Ramp	City of Chesapeake (Maint: 64)	0.17 <b>6300</b>	F							0.148		6300	F
<u>~</u>	Tor	I-64-W FROM US 17	7 NORTH										

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

			o 7 ou								
Route	Jurisdiction	Length AADT	QA 4Tire Bus	2Axle 3+A	Truck Axle 1Trail		QC	K Factor Q	M Dir Factor	AAWDT	QW
North (17) Ramp	Front City of Chesapeake (Maint: 64	US 17 I-64-E296B FROM IS 0.17 <b>6000</b> I-64-E FROM US 17 N	F					0.123		6000	F
North 17 Ramp	From: City of Chesapeake (Maint: 64	US 17 TO RT 168 SO	UTH					NA		NA	
North 17 Ramp	From: City of Chesapeake (Maint: 64	US 17 TO RT 464 NO 0.26 <b>5800</b> R 168-N015B FROM RT 17 NOF	G					0.139		6200	G
North 17 Ramp	City of Chesapeake (Maint: 64	•						NA		NA	
North 17 Ramp	City of Chesapeake (Maint: 64	SR 168-N015A TO RT 6- 0.54 <b>27000</b> I-64-W I-64-W291X	G					0.092		27000	G
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 Dominion BI 0.30 <b>20000</b> I-464 North	r 95% 0%	1% 1	% 3%	0%	F	0.125		21000	F
North 17 Ramp	From City of Portsmouth (Maint: 64)  To I.	US 17 TO ROUTE 264 ) 0.07 <b>NA</b> -264-E FROM ROUTE 17 NORTI						NA		NA	
North 17 Ramp	Front City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 ) 0.14 <b>1200</b> 264-W FROM ROUTE 17 NORTH	G					0.112		1200	G
South 17 Ramp	From City of Chesapeake (Maint: 64	US 17 TO I-64 WE. 0.19 <b>4600</b> I-64-W FROM US 17 S	F					0.1		4600	F
South 17 Ramp	From City of Chesapeake (Maint: 64	US 17 .) 0.29 <b>1100</b> I-64 East	<b>F</b> 95% 0%	1% 1	% 3%	0%	F	0.088		1200	F
South 17 Ramp	City of Portsmouth (Maint: 64)	US 17 TO ROUTE 2  0.33 NA  -264-E FROM ROUTE 17 SOUTH						NA		NA	
South 17 Ramp	City of Portsmouth (Maint: 64)	US 17-S027A TO ROUTE 2 0.14 <b>5500</b> -264-W FROM ROUTE 1700- FR	G					0.091		5500	G
Bus 17 George Washington Hwy	City of Chesapeake	US 17 Dominion Bl 4.07 <b>4400</b> SR 165 Cedar Rd	<b>G</b> 93% 0%	1% 1	% 5%	0%	F	0.109	0.75	4400	G
Bus 17 George Washington Hwy	City of Chesapeake		<b>G</b> 93% 0%	1% 1	% 5%	0%	F	0.073	0.556	25000	G

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

_								Trı	uck			K	Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor QK	Factor	AAWDT	QW
~~~~	From:		L Suffolk												
58 (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94 7	1000	Α	92%	0%	1%	1%	6%	0%	С	0.096	0.570	74000	Α
<u> </u>	To: From:		I-664												
[58] [13] [460]	City of Chesapeake (Maint: 64)	0.11 1	1000	F	92%	0%	1%	1%	6%	0%	F	0.13	0.506	11000	F
ALT	To: From:	SR 191 Jolliff Rd; U	US 13 Mili	itary H	ighway										
(58) (460) Airline Blvd	City of Chesapeake	1.72	7000	G	97%	2%	1%	0%	1%	0%	С	0.088	0.52	7500	G
$\hookrightarrow \hookrightarrow$	To:		Portsmoutl												
ALT (58) (460) Airline Blvd	City of Portsmouth		Chesapeako 1000	e G	97%	2%	1%	0%	1%	0%	F	0.082	0.529	12000	G
58 460 Airline Blvd	City of Folismouth			-	91 /0	Z /0	1 /0	0 /0	1 /0	0 /6	'	0.002	0.529	12000	u
ALT	To: From:	Gree	nwood Dr												
(58) (460) Airline Blvd	City of Portsmouth	0.20 1	5000	G	97%	2%	1%	0%	1%	0%	F	0.079	0.602	16000	G
ALT	To: From:	Elmh	nurst Lane												
(58) (460) Airline Blvd	City of Portsmouth	1.30	8900	G	97%	2%	1%	0%	1%	0%	F	0.079	0.571	9400	G
(30) (400)	To		Victory Bl												
ALT	From:				070/	201		201	40/	00/	_	0.070	0.507	11000	_
58 460 Airline Blvd	City of Portsmouth	0.28 1	1000	G	97%	2%	1%	0%	1%	0%	F	0.078	0.587	11000	G
~~~ A. II. 51. I	From	SR 337 Pc			2==/										
58 Airline Blvd	City of Portsmouth	1.40 <b>1</b>	3000	G	97%	2%	1%	0%	1%	0%	F	0.110	0.511	14000	G
~~ 5	From		rederick B		.=-/										
58 Airline Blvd	City of Portsmouth	0.19 <b>1</b>	8000	G	97%	1%	1%	1%	1%	0%	F	0.079	0.614	20000	G
~~	From		High St												
58 London Blvd	City of Portsmouth	0.72 <b>1</b>	8000	G	97%	1%	1%	1%	1%	0%	С	0.082	0.623	20000	G
~~~····	From:		London Bl				<del> </del> _								
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 3	4000	G	97%	1%	1%	1%	1%	0%	F	0.085	0.653	37000	G
~~ · · · · · · -	To: From:		Western Fr				— 								
Martin Luther King Freeway	City of Portsmouth (Maint: 64)		2000	A	95%	0%	1%	1%	3%	0%	С	0.092	0.515	36000	Α
	From:	Elizabeth Rive Martin Luth			el										
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)		2000	Α	95%	0%	1%	1%	3%	0%	С	0.092	0.515	36000	Α
	To	ECL I	Portsmouth	n											
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)		2000	Α	95%	0%	1%	1%	3%	0%	С	0.092	0.515	36000	Α
	To:		rambleton	Ave											
Prombleton Ave	City of Norfalk		SR 337	_	069/	09/	09/	00/	20/	00/	F	0.00	0.561	20000	F
58 337 Brambleton Ave	City of Norfolk		5000	F	96%	0%	0%	0%	3%	0%	г	0.08	0.561	29000	F
Prombleto: A.:	City of North		lley Ave	_	060/	00/		00/	20/	00/		0.075	0.000	07000	_
58 337 Brambleton Ave	City of Norfolk		SR 337	F	96%	0%	0%	0%	3%	0%	F	0.075	0.639	37000	F
	From:	E SR 337 I		n Ave											
58 Duke St	City of Norfolk		7800	F	95%	1%	2%	1%	1%	0%	F	0.099	0.68	8500	F
\hookrightarrow	To:	Ol	lney Rd												

12

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

					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDI	Q
~	From:			2=2/									2.422	
58 Virginia Beach Blvd	City of Norfolk	0.07 5600	F	95%	1%	2%	1%	1%	0%	F	0.090	0.661	6100	
~	To: From:									_				
58 Virginia Beach Blvd	City of Norfolk				1%	2%	1%	1%	0%	F	0.090	0.607	6000	
<u> </u>	From:			BIVa										
58) Virginia Beach Blvd	City of Norfolk			95%	1%	2%	1%	1%	0%	F	0.089	0.597	15000	
~	To: From:	SR 168 Tidew	ater Dr											
Sundation Langth ADT Ox ATTHE But 2 ADD 2 ADD 1 Taul 2 Taul Co 6 ADD A														
~ <u></u>	To: From:	Park Ave	e											
Virginia Beach Blvd	City of Norfolk	0.96 16000	F	94%	2%	2%	1%	1%	0%	С	0.088	0.531	18000	
<u> </u>	To: From:	SR 405 Ballenti	ne Blvd											
S8 Virginia Beach Blvd	City of Norfolk	0.88 29000	F	94%	2%	2%	1%	1%	0%	F	0.091	0.566	32000	
~ <i></i>	To	Azalea Garde	en Rd											
) Virginia Beach Blvd	City of Norfolk	1.35 29000	F	94%	2%	2%	1%	1%	0%	F	0.094	0.633	31000	
	To: From:	US 13 Military	y Hwy											
8 Virginia Beach Blvd	City of Norfolk	0.79 25000	F	99%	0%	1%	0%	0%	0%	F	0.09	0.514	27000	
~~~~	To From:			202/	00/	10/	20/	00/	00/		0.000	0.574	00000	
8) Virginia Beach Blvd	City of Norfolk				0%	1%	0%	0%	0%	C	0.092	0.5/1	28000	
	From													
	City of Chesapeake (Maint: 64)			п							0.115		26000	
0)	To:			0 EAST							00			
ast	From:	US 58 TO ROUTE 664	WESTN	ORTH		1								
~	City of Chesapeake (Maint: 64)										0.078		11000	
	To:	I-664-W FROM ROUTE	58,13&46	0 EAST										
est	From:	US 58 TO ROUTE 664	EASTSC	UTH										
8 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>490</b>	F								0.097		490	
<i></i>	То:	I-664-E FROM ROUTE 5	8,13&46	) WEST										
~	From:			ORTH										
8 Ramp	City of Chesapeake (Maint: 64)										0.097		3100	
	Tα	I-664-W FROM ROUTE :	58,13&46	0 WEST										
City of Norfolk   City of No														
0) 60) Hamp						1%	1%	3%	0%	۲	0.124		6400	
<del>-</del>	From:			KS LAND	,	-								
0 (64) Hampton Roads Bridge Tunne	City of Norfolk (Maint: 64)	•		S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segment.		
Route   Jurisdiction   Length AADT   QA 4   117   Blus   2Aule   117ail   217ail   CF   Factor   C														
	To:													

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QV
	From:		Bayville St				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74			Se	ee I-64 f	or direc	tional tr	affic vo	lume es	timate	es for this	segr	nent.		
Combined ²	Traffic Estimates for 2 Parallel Roadways	on this Route:	88000	F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	89000	F
	To:		th View St													
~~ <i>~</i> ~ -	From:		O 4TH VIEV	W ST												
60) (64) Ramp	City of Norfolk (Maint: 64)	0.17			Se	ee I-64 f	or direc	tional tr	attic vo	lume es	timate	es for this	segr	nent.		
<del>~</del> ~	To: From:		I-64 W I-64													
60 4th View St	City of Norfolk (Maint: 64)	0.25	12000	F	98%	1%	1%	0%	0%	0%	С	0.092		0.571	13000	
50) 4111 VIEW OI	To:		View Ave E	-	JO 70	1 /0		0 70	0 /0	0 70	O	0.032		0.57 1	10000	
	From:		th View St	ast												
60 Ocean View Ave East	City of Norfolk	0.95	14000	F	98%	1%	1%	0%	0%	0%	С	0.1		0.522	15000	ı
	To	IIC A	60 Granby S	2+												
60 Ocean View Ave East	City of Norfolk		18000		98%	1%	1%	0%	0%	0%	F	0.1		0.522	20000	-
80) 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	-				0070	. , ,		0,0	0 / 0	0,0	•	· · ·		0.022		
Occas View Ave Foot	From:		Chesapeake 1		000/	10/	10/	00/	00/	00/	г	0.001		٥ ٢٢٥	17000	
Ocean View Ave East	City of Norfolk	1.41	15000	F	98%	1%	1%	0%	0%	0%	F	0.091		0.558	17000	ı
<u> </u>	To: From:	122-8618	8 Cape View													
60 Ocean View Ave East	City of Norfolk	1.67	17000	F	98%	1%	1%	0%	0%	0%	F	0.091		0.519	18000	I
<del>~</del>	To		1st Street													
60 Shore Dr	City of Norfolk		23000	F	98%	1%	1%	0%	0%	0%	С	0.088		0.545	25000	ı
\$	To	CD 170	Tint C 1	D 1			_									
60 Shore Dr	City of Norfolk		Little Creek 30000	F	99%	0%	0%	0%	0%	0%	F	0.091		0.516	32000	
60) Shore Dr	City of Norton		Virginia Bea		99 /6	0 /6	0 /0	0 /6	0 /6	0 /6	•	0.091		0.510	32000	'
	-															
Pomp	City of Norfolk (Maint: 64)		ettlers Landin		96%	0%	1%	10/	3%	00/	F	0.124			6400	(
60 Ramp	City of Noriolk (Maint. 64)	0.13	6300	G	96%	0%	1%	1%	3%	0%	Г	0.124			6400	(
	100		I-64 East													
~~ <u>-</u>	From:	I-64-E273A US			64											
Ramp	City of Norfolk (Maint: 64)	0.17	2500	G								0.12			2500	(
~	10.	I-64-E FROM														
	From:	US 60 I-64-W2			S 64											
Ramp	City of Norfolk (Maint: 64)	0.18	6800	G								0.136			6800	(
<del>~</del>	To:	I-64-W FROM 47	TH VIEW ST	TREET	RT 60		Į									
~~~		64-W FROM OCEA			ARALLE	EL										
₆₀ } {60 } Ramp	City of Norfolk (Maint: 64)	0.03	970	G								0.124			970	(
÷ ÷	To		I-64 W													
Ocean View Ave	City of Norfolk	1.96	5800	F	98%	1%	1%	0%	0%	0%	С	0.120		0.854	6300	F
	To		th View St													
	From:	2US 60-P I-64-V		AN VIE	W A											
60 Ramp	City of Norfolk (Maint: 64)	0.03	970	G G	, 11 A							0.124			970	(
₆₀) Ramp	Oity of Norion (want. 04)	0.00	310	-								0.124			370	•

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

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
East	From:		ECL Hampton								_					
64 (60) Hampton Roads	, ,	,	44000	Α	96%	1%	1%	0%	2%	0%	С	0.082			45000	Α
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	P
East	Tor From:		Bayville St													
64) 60 Hampton Roads	Beltway City of Norfolk (M	Maint: 64) 1.74	44000	F	96%	1%	1%	0%	2%	0%	F	0.086			45000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	89000	ı
-oot	To: From		4th View St													
East 64)	City of Norfolk (N	Maint: 64) 1.30	42000	F	96%	1%	1%	0%	2%	0%	F	0.083			43000	
04)	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	84000	
	To	,	Bay Ave													
East 64	City of Norfolk (N	Maint: 64) 1.09	47000	E	96%	1%	10/	00/	2%	00/	_	0.085			49000	
64)	Combined Traffic Estimates for 2 Parallel	,		F F	96% 96%	1%	1% 1%	0% 0%	2% 2%	0% 0%	F	0.085	F	0.567	94000	
	Combined Traine Estimates for 2 Faraner				30 /6	1 /0	1 /0	0 /6	2/0	0 /6	'	0.000	•	0.307	94000	
ast	From		New Gate Ro	1												
East 64	City of Norfolk (N	•	52000	F	96%	1%	1%	0%	2%	0%	F	0.088			54000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	91000	
ast	To:	I-564,	US 460 Gra	nby St												
ast 64)	City of Norfolk (M	Maint: 64) 1.38	56000	Α	96%	0%	1%	1%	2%	0%	С	0.108			61000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	134000	F	98%	0%	0%	0%	1%	0%	F	0.057	Α	0.999	146000	
	Tron From	SR 1	68 Tidewate	er Dr			\Box									
64)	City of Norfolk (N	Maint: 64) 1.04	50000	F	97%	0%	1%	1%	2%	0%	F	0.1			54000	
04)	Combined Traffic Estimates for 3 Parallel	•		F	98%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	138000	
	To	·	4 Chesapeak	e Blvd												
64)	City of Norfolk (M		•		060/	10/	10/	00/	00/	00/	0	0.00			64000	
64)	Combined Traffic Estimates for 3 Parallel	,	60000	F F	96% 97%	1% 0%	1% 1%	0% 0%	2% 1%	0% 0%	C	0.09 NA			64000 155000	
	Combined Traine Estimates for 3 Faraner				31 /0	0 /6	1 /0	0 /6	1 /0	0 /6	C	INA			133000	
ast	From:		247 Norview	Ave												
East 64	City of Norfolk (M	,	66000	F	97%	0%	1%	1%	2%	0%	F	0.085			71000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	153000	F	97%	0%	0%	0%	1%	0%	F	0.089	Α	0.652	163000	
ast	To From:	SR 1	65 Military	Hwy												
East 64)	City of Norfolk (M	Maint: 64) 1.19	58000	F	97%	0%	1%	1%	2%	0%	F	0.103			60000	
\mathcal{I}	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	145000	F	97%	0%	0%	0%	1%	0%	F	0.081	F	0.631	154000	
	Tra- France	US 13, SR	166 Northan	npton B	lvd											
East 64)	City of Norfolk (N	Maint: 64) 1.74	71000	G	97%	0%	1%	1%	2%	0%	F	0.084			78000	
04)	Combined Traffic Estimates for 3 Parallel			G	97%	0%	0%	0%	1%	0%	F	0.077	F		192000	
	To:	- Indiana, o on ano riodio.	I-264		0.75	0,0		0,0	.,.	0,0	•	5.0.7	•		.02000	Ì

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	24)	I-264		070/	00/	10/	40/	00/	00/	_	0.405			77000	
64	City of Norfolk (Maint:	•	71000	A	97%	0%	1%	1%	2%	0%	С	0.105		0.040	77000	Α
	Combined Traffic Estimates for 2 Parallel Road	•	142000 L Virginia B	B	97%	0%	1%	0%	2%	0%	С	0.085	Α	0.618	152000	В
East	From:		ECL Norfoll													
East 64	City of Virginia Beach (Ma		71000	Α	97%	0%	1%	1%	2%	0%	С	0.105			77000	Α
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	142000	В	97%	0%	1%	0%	2%	0%	С	0.085	Α	0.618	152000	В
East	To: From:	In	dian River I	Rd												
64	City of Virginia Beach (Ma	int: 64) 1.57	66000	F	97%	0%	1%	1%	2%	0%	F	0.081			71000	F
	Combined Traffic Estimates for 2 Parallel Road		130000	F	98%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	139000	F
	To:		L Chesapea													
East	From:		L Virginia B		070/	00/		40/	00/	00/	_	0.004			74000	_
64	City of Chesapeake (Mair	,	66000	F	97%	0%	1%	1%	2%	0%	F	0.081		0.50	71000	-
	Combined Traffic Estimates for 2 Parallel Road	<u>-</u>		F	98%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	139000	F
East	To: From:	Gree	enbrier Park	way												
64)	City of Chesapeake (Mair	,	44000	F	97%	0%	1%	1%	2%	0%	F	0.08			48000	F
\smile	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	92000	F	97%	0%	1%	0%	2%	0%	F	0.077	F	0.517	98000	F
East	To: From:	SR 16	8 Battlefield	d Blvd												
East 64	City of Chesapeake (Mair	nt: 64) 0.58	56000	F	97%	0%	1%	1%	2%	0%	F	0.078			60000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	111000	G	97%	0%	1%	0%	2%	0%	F	0.073	F	0.508	119000	G
F	To- From:		I-464													
East (17)	City of Chesapeake (Mair	nt: 64) 4.31	42000	F	92%	1%	1%	1%	5%	0%	F	0.085			43000	F
64) (17)	Combined Traffic Estimates for 2 Parallel Road	,		F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.506	91000	F
	та		orge Washir					. , ,	0,0	0,70	•	0.00	•	0.000	0.000	•
East	From:					10/	10/	40/	F0/	00/	F	0.005			00000	F
64	City of Chesapeake (Mair	•	38000	F	92%	1%	1%	1%	5%	0%		0.095	F	0.50	39000	F
	Combined Traffic Estimates for 2 Parallel Road	<u>-</u>		F	93%	0%	1%	1%	5%	0%	F	0.086	F	0.53	76000	F
East	To: From:	US 13, US	460 Militar	y Highw	ay											
East 64	City of Chesapeake (Mair	nt: 64) 2.31	42000	Α	92%	1%	1%	1%	5%	0%	С	0.088			45000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Road	,		Α	93%	0%	1%	1%	5%	0%	С	0.086	Α	0.517	88000	Α
	To:		I-264, I-664													
East	From:		BAYVILLI													_
64 Ramp	City of Norfolk (Maint:	,	1600	G	98%	1%	1%	0%	0%	0%	F	0.133			1700	G
	100	122-99001- A BA			FKOM &											
East 60 Ramp	City of Norfolk (Maint:		TO 4TH VI 5500	EW ST G								0.13			5500	G
64 60 Ramp	City of Norion (Maint.	US 60 US 60-		-) I-64							0.13			5500	G
East	From:	I-64-E TO US 460				r	<u> </u>									
East (64) Ramp	City of Norfolk (Maint:		14000	<u> </u>	K1 304 N							0.1			14000	G
04)	To:	I-64-E276B T			RV ST							J.,			000	~

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

Route	Jurisdiction	Length AADT	QA 4Tire	Ruc	Truckkle 3+Axle 1Trail 2Trail	QC K	OK	Dir AAWDT	QW
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GR 0.15 8300 I-564-N FROM RT 64	G			0.10)9	8300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GR 0.06 NA US 460 FROM I-64				N <i>A</i>	A.	NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. L 0.04 6300 I-64-R I-64-R000A FROM	G			0.28	32	6300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO 0.35 8000 SR 168 FROM I-64	G			0.11	17	8000	G
East 64 Ramp	City of Norfolk (Maint: 64)	-64-E TO RT 168 NORTH-TID 0.13 1800 SR 168 FROM I-64	G			0.09	90	1800	G
East 64 Ramp	From: I- City of Norfolk (Maint: 64)	64-E TO RT 194 SOUTH-CHE 0.18 2900 SR 194 FROM I-64	G			0.09	94	2900	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E TO RT 247 EAST-NOR 0.17 3500 SR 247 FROM I-64	G 98%	0% 19	% 0% 1% 0%	C 0.08	32	3500	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOO 0.16 2800 122-8636 ALMEDA AVE FRO	G			0.11	15	2800	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.17 10000 SR 165 Military Hwy	F y North			0.12	21	10000	F
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 13 NO 0.19 11000 US 13 FROM I-64 F	G			0.09	94	11000	G
East 64 Ramp	City of Norfolk (Maint: 64)	0.16 38000	G			0.07	73	38000	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E284C TO RT 264 EAS 0.14 4500 1-264-W013X FROM RT	G			0.09	97	4500	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 EA 0.17 NA I-264-E013X FROM I-				NA	A	NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E284A TO RT 264 EA! 0.45 26000 I-264-E From RT 64	G			0.0	8	26000	G

17

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

		Nortoik Maintenance Area		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir AAWDT 2Axle 3+Axle 1Trail 2Trail Factor Factor	. QW
East 64 Ramp	From: City of Virginia Beach (Maint: 6	I-64-E TO RT 407 64) 0.21 7300 G SR 407 FROM I-64 EAST	0.109 7300	G
East 64 Ramp	City of Virginia Beach (Maint: 6	I-64-E TO RT 407 EAST 64) 0.20 17000 G SR 407 SR 407-W004A FROM & TO I-64	0.106 17000	G
East 64 Ramp	City of Chesapeake (Maint: 64	I-64-E289X TO GREENBRIER PARKWAY 4) 0.26 6800 F 95% 1% 131-8665 FROM RT 64 EAST	1% 1% 2% 0% C 0.124 6800	F
East 64 Ramp	City of Chesapeake (Maint: 64	I-64-E289X TO GREENBRIER PARKWAY 4) 0.25 15000 G 131-8665 FROM RT 64 EAST	0.099 15000	G
East 64 Ramp	City of Chesapeake (Maint: 64	I-64-E BEG. COLL ROAD TO GREENBRIER PA 4) 0.14 25000 G I-64-E289A TO GREENBRIER PARKWAY	0.101 25000	G
East 64 Ramp	City of Chesapeake (Maint: 64		0.092 19000	G
East 64 Ramp	City of Chesapeake (Maint: 64		0.082 29000	G
East 64 Ramp	City of Chesapeake (Maint: 64		0.087 13000	G
East 64 Ramp	City of Chesapeake (Maint: 64		NA NA	
East 64 Ramp	City of Chesapeake (Maint: 64		NA NA	
East 64 Ramp	City of Chesapeake (Maint: 64	I-64 East 4) 0.27 4000 F 94% 0% SR 168	1% 2% 3% 0% C 0.097 4000	F
East 64 Ramp	City of Chesapeake (Maint: 64	I-64-E TO RT 168 SOUTH-BATTLEFIELD PAR 4) 0.23 11000 G 98% 0% SR 168 FROM I-64 EAST	0% 0% 1% 0% C 0.102 11000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64		0.099 19000	F
East 1-64 E Exit 290	City of Chesapeake (Maint: 64	I-64 E Exit 290 A 4) 0.10 15000 F Ramp From Bus SR 168 Battlefield Blvd N	0.100 15000	F
East 1-64 E Exit 290	City of Chesapeake (Maint: 64	·	0.096 25000	G

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

			NOTION	Mannenai	ICE AII	ea											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
F	From	1	1.0	4 E E-:+ 200) D			ZAXIE	e 3+Axle	TTrail	21raii		Factor		Factor		
East (64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.12	54 E Exit 290 14000	G								0.097			14000	G
64) 1 04 L EXIT 230	Oily of Officsapeane												0.007			14000	ď
East	To:		Ramp From Bu	ıs SR 168 Ba	ttlefield	Blvd S											
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	NA									NA			NA	
	To:			I-64 E													
East	From:			I-64 East													
Ramp	City of Chesapeake	(Maint: 64)	0.25	11000	F								0.084			11000	F
	To:	,		I-464 North													
East	From:		I-64-F TO) RT 104 VI	A RT 4	64											
Ramp	City of Chesapeake	(Maint: 64)	0.23	21000	G	U-T							0.088			21000	G
(04) · ·······p	To:	(**************************************		FROM I-64													-
East	From:			I-64 East				<u> </u>									
East (64) (17) Ramp	City of Chesapeake	(Maint: 64)	0.23	6200	G								0.074			6200	G
64) (17) Hamp	To:	(((((((((((((((((((((((((((((((((((((((George Wash		łwy							0.07 4			0200	ď
F1	From	! [1.1. j											
East (64) Ramp	City of Chesapeake	(Maint: 64)	0.21	TO RT 17 S	G								0.100			5000	G
64 Hamp	Only of Onesapeake	(Mairit. 04)	US 17 US 17-			FAST							0.100			3000	u
	From		03 17 03 17-		/IVI I=U+	LASI											
East	City of Changes lea	(Maint: C4)	0.01	I-64 East	G								0.140			4000	_
64 Ramp	City of Chesapeake	(Maint: 64)	0.31 US 13; 131-	4600		ACT							0.142			4600	G
Rev	O'the of No. 4 He (A)	1-1-1-04)		versible Lan			00/		00/	00/	00/	_	0.400		0.000	0.4000	
64	City of Norfolk (N	,	5.99	20000	Α_	100%	0%	0%	0%	0%	0%	C	0.198		0.999	24000	Α_
	Combined Traffic Estimates for 3 Parallel	Roadways on	this Route:	153000	F	97%	0%	0%	0%	1%	0%	F	0.053	Α	0.551	163000	F
Rev	To:		Ra	mp To I-64	EB												
Rev (64)	City of Norfolk (M	faint: 64)	2.18	20000	F	100%	0%	0%	0%	0%	0%	F	0.115			25000	F
04)	Combined Traffic Estimates for 3 Parallel	,			G	97%	0%	0%	0%	1%	0%	F	0.077	F		192000	G
	To:	Tiodawayo on		End Reversib		01 70	0 70		070	1 /0	070	•	0.077	•		102000	•
Pay	From:		I-64-E276C			ACT											
Rev 64 Ramp	City of Norfolk (N	laint: 64)	0.24	3300	<u>м 64 Е</u> G	A91		——					0.301			3300	G
64) Папр	To:	iaiii. 04)		OM H.O.V.		PM							0.001			3300	ď
D	From	l				171											
Rev	City of Norfolk (N	laint: 64)	0.02	R TO IS 64 1 2100	G								0.193			2100	G
64 Ramp	City of Noriolk (IV	1a1111. 04)		FROM HOV									0.193			۲۱۵۵	G
		<u> </u>															
Rev	From:	(- losts 0.4)	I-64-R I-64-V			M RT							0.050			0000	_
64 Ramp	City of Norfolk (M	raint: 64)	0.12	6300	G	STAN							0.259			6300	G
	To:		I-64-E FRON			JIAN											
West	From			ECL Hampto		.=-/											
(64) (60) Hampton Road	ds Bridge Tunnel City of Norfolk (M	•	0.17	43000	Α	97%	0%	1%	0%	2%	0%	С	0.077			44000	Α
▽ ▽	Combined Traffic Estimates for 2 Parallel	Roadways on			Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	Α
	To		US 60	Ocean Vie	w Ave												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	US 60 O	Ocean View Ave												-
(64) (60) Hampton Ro	oads Beltway City of Norfolk (Maint: 64)		44000 F	96%	1%	1%	1%	3%	0%	F	0.081			44000	F
\circ	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	88000 F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	89000	F
West	To: From:	4tl	h View St			 									
64)	City of Norfolk (Maint: 64)	0.80	42000 F	96%	1%	1%	1%	3%	0%	F	0.072			41000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	84000 F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	84000	F
	To	I	Bay Ave												
West 64	City of Norfolk (Maint: 64)	0.90	45000 F	96%	1%	1%	1%	3%	0%	F	0.076			45000	F
64	Combined Traffic Estimates for 2 Parallel Roadways			96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	94000	F
	To		w Gate Rd							-		-			
West	City of Night (Market) CA			000/	10/	10/	10/	20/	00/	_	0.077			07000	_
64	City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways		37000 F 89000 F	96%	1% 1%	1% 1%	1% 0%	3% 2%	0% 0%	F	0.077 0.072	F	0.538	37000 91000	F
	Combined Trainc Estimates for 2 Parallel Roadways			96%	170	176	0%	2%	0%	Г	0.072	Г	0.536	91000	Г
West	To: From:	I-564, US	S 460 Granby St												
64)	City of Norfolk (Maint: 64)		58000 F	99%	0%	0%	0%	0%	0%	F	0.103			62000	F
\smile	Combined Traffic Estimates for 3 Parallel Roadways	on this Route: 1	134000 F	98%	0%	0%	0%	1%	0%	F	0.080	F	0.633	146000	F
West	To: From:	SR 168	8 Tidewater Dr												
64)	City of Norfolk (Maint: 64)	0.98	56000 A	99%	0%	0%	0%	0%	0%	С	0.111			60000	Α
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route: 1	127000 F	98%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	138000	F
	To- Fran-	SR 194 C	Chesapeake Blvd	I		_									
West 64	City of Norfolk (Maint: 64)	0.96	63000 F	97%	0%	0%	0%	1%	0%	С	0.1			67000	F
64)	Combined Traffic Estimates for 3 Parallel Roadways			97%	0%	1%	0%	1%	0%	C	NA			155000	F
	To		7 Norview Ave												
West	From:			070/	00/	10/	00/	10/	00/	_	0.00			00000	_
64	City of Norfolk (Maint: 64) Combined Traffic Estimates for 3 Parallel Roadways		67000 F	97% 97%	0% 0%	1% 0%	0% 0%	1% 1%	0% 0%	F	0.09 0.053	Α	0.551	69000 163000	F F
	Combined Trainic Estimates for 3 Farallel Hoadways			9170	076	0%	0%	1 70	0%	Г	0.055	А	0.551	163000	Г
West	To: From:	SR 165	5 Military Hwy												
64	City of Norfolk (Maint: 64)		67000 F	97%	0%	1%	0%	1%	0%	F	0.091			71000	F
\smile	Combined Traffic Estimates for 3 Parallel Roadways	on this Route: 1	145000 F	97%	0%	0%	0%	1%	0%	F	0.059	Α	0.541	154000	F
West	To: From:	US 13, SR 16	66 Northampton	Blvd											
(64)	City of Norfolk (Maint: 64)	2.20	82000 F	97%	0%	1%	0%	1%	0%	F	0.079			90000	F
\smile	Combined Traffic Estimates for 3 Parallel Roadways	on this Route: 1	174000 G	97%	0%	0%	0%	1%	0%	F	0.077	F		192000	G
	To r		I-264												
West 64	City of Norfolk (Maint: 64)	0.83	71000 B	97%	0%	1%	0%	1%	0%	С	0.093			75000	В
04)	Combined Traffic Estimates for 2 Parallel Roadways			97%	0%	1%	0%	2%	0%	С	0.085	Α	0.618	152000	
	To		Virginia Beach	01 /0	0 /0		0 /0	2 /0	0 /0	J	5.000	, ,	3.010	102000	

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Len	gth AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	(14.1	ECL Norf													
64	City of Virginia Beach	,			97%	0%	1%	0%	1%	0%	С	0.093			75000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ute: 14200	0 B	97%	0%	1%	0%	2%	0%	С	0.085	Α	0.618	152000	В
West	To: From:		Indian Rive	r Rd												
64)	City of Virginia Beach	h (Maint: 64) 1.	17 6400 0	В	100%	0%	0%	0%	0%	0%	С	0.092			68000	В
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 13000	0 F	98%	0%	0%	0%	1%	0%	F	0.077	F	0.535	139000	F
	To:		ECL Chesar													
Nest 64	City of Chesapeake		WCL Virginia 39 6400 0		100%	0%	0%	0%	0%	0%	С	0.092			68000	В
64)	Combined Traffic Estimates for 2 Parallel	,			98%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	139000	_
	Tallo	Troddways on this riot			0070	0 70		070	1 70	070	•	0.000	٠,	0.02	100000	•
West	From:		Greenbrier Pa													
64)	City of Chesapeake				97%	0%	1%	0%	1%	0%	F	0.083			51000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 92000	F	97%	0%	1%	0%	2%	0%	F	0.074	F	0.521	98000	F
West	To: From:	S	R 168 Battlefi	eld Blvd												
64) (168)	City of Chesapeake	(Maint: 64) 0.5	50 5500 0	N	97%	0%	1%	0%	1%	0%	Ν	0.089			59000	Ν
04) (100)	Combined Traffic Estimates for 2 Parallel	,	ute: 11100	0 N	97%	0%	1%	0%	2%	0%	Ν	NA			119000	Ν
	To:	·	US 17													
Vest 64)	From:		R 168 Battlefi		070/	00/	10/	00/	40/	00/	_	0.000			50000	_
64)	City of Chesapeake	,			97%	0%	1%	0%	1%	0%	-	0.089	_	0.55	59000	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Hol	ite: 11100	0 G	97%	0%	1%	0%	2%	0%	F	0.081	F	0.55	119000	G
Vest	To: From:		I-464													
64) (17)	City of Chesapeake	(Maint: 64) 0.4	44000	F	93%	0%	1%	1%	5%	0%	F	0.089			46000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 87000) F	93%	0%	1%	1%	5%	0%	F	NA			89000	F
A/	T _O :	SF	R 190 Great Br	idge Blvd	Į											
West (17)	City of Chesapeake	(Maint: 64) 3.8	36 47000) F	93%	0%	1%	1%	5%	0%	F	0.084			48000	F
64) (17)	Combined Traffic Estimates for 2 Parallel	,		-	93%	0%	1%	1%	5%	0%	F	0.084	F	0.506	91000	F
	Tool	-				0,0		. , ,	0,0	0,0	•	0.00	•	0.000	0.000	•
West	From:		7 George Was								_					
64	City of Chesapeake				93%	0%	1%	1%	5%	0%	F	0.092	_		38000	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 76000) F	93%	0%	1%	1%	5%	0%	F	0.086	F	0.53	76000	F
Vest	To: From:	US	13, US 460 M	ilitary Hv	/y											
64)	City of Chesapeake	(Maint: 64) 1.6	65 4200 0) A	93%	0%	1%	1%	5%	0%	С	0.088			43000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 84000) A	93%	0%	1%	1%	5%	0%	С	0.086	Α	0.517	88000	Α
	To:		I-264, I-6	64												
West	From:	I-64-W TO OC			0 PARAL	LE										
64) Ramp	City of Norfolk (M			G			-					0.102			490	G
\smile	To:	2US 60-P;	2US 60-P004.	A OCEA	N VIEW											

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

-		Norrolk Warnerhance Area	 		D'
Route	Jurisdiction	Length AADT QA 4Tire Bu	s 2Axle 3+Axle 1Trail 2Tra		Dir AAWDT QW Factor
West	From:	I-64-W TO 4TH VIEW STREETRT 60			
$\left(\frac{1}{64}\right)$ Ramp	City of Norfolk (Maint: 64)	0.18 1800 G		0.081	1800 G
	To:	US 60 US 60- 281B FROM & TO I-64			
West	From:	I-64 West			
(64) Ramp	City of Norfolk (Maint: 64)	0.15 3700 F		0.187	3700 F
64) Hamp	To	122-8623 Bay Ave		0.107	3700 1
West	From:	I-64-W TO US 46000- GRANDBY ST			
(64) Ramp	City of Norfolk (Maint: 64)	0.11 3900 G		0.153	3900 G
$\overline{}$	To:	US 460 FROM I-64 WEST			
West	From:	I-64 West			
(64) Ramp	City of Norfolk (Maint: 64)	0.26 23000 G		0.078	23000 G
64) 1 141115	Ta	SR 165 Little Creek Rd		0.070	20000 4
			<u>_</u>		
West		-64-W TO RT 168 SOUTH-TIDEWATER DRIVE			
64) Ramp	City of Norfolk (Maint: 64)	0.11 4600 G		0.109	4600 G
	To:	SR 168 FROM I-64 WEST			
West	From: [-	-64-W TO RT 168 NORTH-TIDEWATER DRIVE			
(64) Ramp	City of Norfolk (Maint: 64)	0.21 4500 G		0.133	4500 G
(04) · ······p	То:	SR 168 FROM I-64 WEST			
	From: J				
West		.64-W TO RT 194 NORTH-CHESAPEAKE BLVD		=	
(64) Ramp	City of Norfolk (Maint: 64)	0.25 8800 G		0.115	8800 G
$\overline{}$	To:	SR 194 FROM I-64 WEST			
West	From:	I-64-W TO RT 247 WEST00- NORVIEW Ave			
64) Ramp	City of Norfolk (Maint: 64)	0.18 3700 G 98% 0%	6 1% 0% 0% 0%	C 0.130	3700 G
	To:	SR 247 FROM I-64 WEST			
10/	From	I-64-W TO RT 247 WEST-NORVIEW AVENUE			
West		0.13 4900 G 99% 0%	 6 0% 0% 0% 0%	0 0007	4900 G
(64) Ramp	City of Norfolk (Maint: 64)		<u>6 0% 0% 0% 0%</u>	C 0.087	4900 G
	10.	SR 247 FROM I-64 WEST			
West		I-64-W TO RT 165MILITARY HGWY VIA RO			
(64) Ramp	City of Norfolk (Maint: 64)	0.20 9000 G		0.087	9000 G
	To:	ROBIN HOOD ROAD			
West	From:	I-64-W TO RT 13			
(64) Ramp	City of Norfolk (Maint: 64)	0.11 24000 G		0.091	24000 G
64 Hallip	Oity of Noriok (Maint. 64)	0.11 24000 G		0.091	24000 G
West	To: From:	I-64-W282B TO RT 13 SOUTH			
	City of Norfolk (Maint: 64)	0.04 NA		NA	NA
64 Ramp	Trol	US 13 FROM RT 64 WEST		INA	INA
	10.		<u> </u>		
West	From:	I-64-W282A TO RT 13 SOUTH			
(64) Ramp	City of Norfolk (Maint: 64)	0.03 NA		NA	NA
$\overline{}$	To	WCL Virginia Beach			
West	From:	I-64-W TO H.O.V. LANE			
(64) Ramp	City of Norfolk (Maint: 64)	0.09 3100 G		0.185	3100 G
04) 1 131119	Tax	I-64-R FROM I-64 WEST		0.100	3100 G
-		1-04-K 1 KOW 1-04 WEST			

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

Route	Jurisdiction	Length	AADT QA	4Tire Bus		Truc		\cap	K Factor	QK Dir Facto	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint:	: 64) 0.13	TO I-264 WEST 8700 G X FROM I-64 WE	ST					0.097		8700	G
West 64 Ramp	City of Norfolk (Maint:	: 64) 0.23	TO I-264 EAST44 26000 G X FROM I-64 WE:	ST					0.08		26000	G
West 64 Ramp	City of Norfolk (Maint:	: 64) 0.12	3900 G 008A TO & FROM						0.334		3900	G
West 64 Ramp	City of Virginia Beach (Ma	I-64-W 7 aint: 64) 0.22	TO RT 407 EAST 6400 G FROM I-64 WEST						0.129		6400	G
West 64 Ramp	City of Virginia Beach (Ma	aint: 64) 0.20	1-64 West 13000 F Indian River Rd						0.086		13000	F
West 64 Ramp	City of Chesapeake (Ma	I-64-W289X TO GRE		95% 1%	1%	1%	2% 0	% C	0.116		6500	G
West 64 Ramp	City of Chesapeake (Ma	I-64-W289X TO GRE nint: 64) 0.25		WAY EAST					0.085		11000	G
West 64 Ramp	City of Chesapeake (Ma	I-64-W END COLL R nint: 64) 0.66	OAD TO GREEN	BRIER PAR					NA		NA	
West 64 Ramp	City of Chesapeake (Ma	I-64-W289B TO GRE uint: 64) 0.10 131-8665-E001B FRO	NA						NA		NA	
West 64 Ramp	City of Chesapeake (Ma		NA						NA		NA	
West 64 Ramp	City of Chesapeake (Ma		NA						NA		NA	
West 64 Ramp	City of Chesapeake (Ma		19000 G						0.098		19000	G
West 168 Ramp	City of Chesapeake (Ma		I-64 W 2900 G s SR 168 N	86% 1%	1%	2%	9% 1	% C	0.078		2900	G
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (Ma	int: 64) 0.30	9400 F 8 Battlefield Blvd	97% 0%	1%	0%	1% 0	% C	0.105		9400	F

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

			Nortolk i	viaintenar	nce Are	ea										
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor Qk	Dir Factor	AAWDT	QW
West 64 168 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.10	I-64 W 15000	G								0.079		15000	G
West 64 168 I-64 W Exit 290	City of Chesapeake	, ,	0.10	4 W Exit 29									NA		NA	
West 64 168 I-64 W Exit 290	City of Chesapeake		Ramp From Bu	NA		Blvd S							NA		NA	
West 64 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.12	4 W Exit 29 NA	0 S								NA		NA	
West 64 I-64 W Exit 290	City of Chesapeake		Ramp From Bus 0.35	s SR 168 Ba	attlefield	Blvd N							NA		NA	
West 64 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	Ramp 0.51	NA I-64 W	xit 289			 -					NA		NA	
West 64 Ramp Between SR 168 and I-464	From: City of Chesapeake	(Maint: 64)	0.26	Dak Grove O 3200 [-464; US 17]	G	95%	0%	1%	1%	3%	0%	F	0.131		3400	G
West (64) Ramp	From: City of Chesapeake	(Maint: 64)	0.49	I-64 West 8900	F								0.102		8900	F
West 64 Ramp	From: City of Chesapeake		US 17-N017A 0.05 R 168-P FROM	NA									NA		NA	
West 64 Ramp	From: City of Chesapeake		I-64-W BEGIN 0.40	COLL RO	AD TO I								NA		NA	
West (64) Ramp	From: City of Chesapeake	(Maint: 64)	0.20	US 17-N01 I-64 West 2600	F								0.087		2600	F
West 64 Ramp	From: City of Chesapeake	(Maint: 64)	0.24	I-64 West 5500 US 17	ge Blvd G	95%	0%	1%	1%	3%	0%	F	0.092		5700	G
West 64 Ramp	From: City of Chesapeake		64-W TO RT 13 0.23		G	GHWAY							0.088		4700	G
141 George Washington Hwy	From City of Portsm	iouth		7 Frederick 17000		98%	1%	1%	0%	0%	0%	F	0.092	0.711	17000	G
\sim	To:		SR	R 337 Elm A	ve											

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

-							Tru	ck			K	Dir		
Route	Jurisdiction	Length AA	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	Portsmou	ıth Blvd											
141 Effingham St	City of Portsmouth	0.76 230	00 G	98%	1%	1%	0%	0%	0%	F	0.090	0.681	24000	G
	To	I-20	54											
(141)Effingham St	City of Portsmouth	0.18 290	00 G	98%	1%	1%	0%	0%	0%	F	0.070	0.587	30000	G
$\overline{}$	То	Sout	n St											
(141)Effingham St	City of Portsmouth	0.25 230		98%	0%	1%	0%	1%	0%	F	0.07	0.568	25000	G
	To	High												
141 Effingham St	City of Portsmouth	0.06 200		98%	0%	1%	0%	1%	0%	F	0.07	0.594	21000	G
141) =g.	То	London		0070	0,0		0,0	. , 0	0 / 0	•	0.07	0.00		<u> </u>
	From:	Effingh	am St											
141 London Blvd	City of Portsmouth	0.33 220	00 G	98%	0%	1%	0%	1%	0%	F	0.091	0.747	24000	G
	To: From:	Elm .	Ave			\neg \vdash								
141 London Blvd	City of Portsmouth	0.83 250	00 G	98%	0%	1%	0%	1%	0%	С	0.087	0.752	27000	G
\bigcup	To:	M L King	Freeway											
	From:	SR 141 RAM	P TO IS 264											
(141)Ramp	Norfolk Maintenance Area	0.15 N	4			<u> </u>					NA		NA	
\smile	Tα:	I-264-E; 124-99013-E0	000A FROM	RT 141-										
North	From:	SR 141 RO ROU	TE 264 WE	ST										
(₁₄₁)Ramp	City of Portsmouth (Maint: 64										0.233		2700	G
	То:	I-264-W FROM ROUTE	4100- EFFI	NGHAM S	ST									
South	From:	SR 141 TO ROU		ST										
(₁₄₁)Ramp	City of Portsmouth (Maint: 64	•									0.132		2200	G
<u> </u>	To:	I-264-W FROM ROUTE	141-EFFIN	GHAM ST	Γ									
	From:	ECL S												
164 Western Freeway	City of Portsmouth (Maint: 64	1) 0.88 490	00 A	94%	0%	0%	1%	4%	0%	С	0.102	0.54	55000	Α
<u> </u>	To: From:	Towne P	oint Rd											
164)Western Freeway	City of Portsmouth (Maint: 64	1.35 520	00 G	94%	0%	0%	1%	4%	0%	F	0.089	0.635	59000	G
	To	Cedar	Lane											
(164)Western Freeway	City of Portsmouth (Maint: 64										0.089	0.635	NA	
	То	West No	folk Rd											
164)Western Freeway	City of Portsmouth (Maint: 64			94%	0%	0%	1%	4%	0%	F	0.089	0.635	51000	F
104)	То:	US 58, SR 337 Mart												
	From:	Bus US 17 George				i								
165 Moses Grandy Trail	City of Chesapeake	2.70 140		98%	1%	1%	0%	0%	0%	С	0.091	0.53	15000	G
,	Tol					<u> </u>								
165)Cedar Rd	City of Chesapeake	US 17 Dom 0.28 230		98%	1%	1%	0%	0%	0%	F	0.082	0.55	25000	G
105/55001110	Oity of Officsapeake			JU /6	1 /0	1 /0	0 /0	0 /0	0 /0	•	0.002	0.55	25000	u
O a day D d	To: From:	Bells Mill		000/	401		001	001	001		0.005	2 222	00000	
165 Cedar Rd	City of Chesapeake	2.01 310		98%	1%	1%	0%	0%	0%	F	0.095	0.603	33000	G
<u> </u>	То:	131-8798 Bells	Mill Rd Eas	st										

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

				_		Tru	ck			K _	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	K Factor	AAWDT	Q
	From:	131-8798 Bells Mill Rd East											
65) Cedar Rd	City of Chesapeake	1.73 27000 G	98%	1%	1%	0%	0%	0%	F	0.08	0.546	28000	
<u></u>	To: From:	Bus SR 168 Battlefield Blvd			\neg \vdash								
Bus 65) (168) Battlefield Blvd	City of Chesapeake	0.26 31000 G	99%	0%	1%	0%	0%	0%	С	0.083	0.505	33000	
65 168 Battlefield Blvd	Oity of Offesapeake		33 /6	0 76	1 /0	0 /6	0 /6	0 /6	O	0.000	0.505	33000	
	To: From:	BUS SR 168 Battlefield Blvd			┵				_				
65)Mt Pleasant Rd	City of Chesapeake	0.75 20000 G	97%	1%	1%	1%	1%	0%	F	0.120	0.551	21000	
<u></u>	To: From:	SR 168 Great Bridge Bypass											
65)Mt Pleasant Rd	City of Chesapeake	2.57 20000 G	97%	1%	1%	1%	1%	0%	С	0.1	0.511	21000	
<i></i>	To	131-866 Centerville Tpke											
65)Mt Pleasant Rd	City of Chesapeake	4.53 11000 G	97%	1%	1%	1%	0%	0%	С	0.116	0.547	11000	
33)	T-												
65)Mt Pleasant Rd	City of Chesapeake	131-8667 Fentress Airfield Rd 0.91 11000 G	97%	1%	1%	1%	0%	0%	F	0.117	0.634	12000	
65 INIT Pleasant Nu	City of Chesapeake	0.91 11000 G WCL Virginia Beach	9770	1 70	1 70	1 70	076	0%	Г	0.117	0.034	12000	
	From:	WCL Virginia Beach, SR 403 Newto	own Rd		+								
65)Kempsville Rd	City of Norfolk	1.00 19000 F	98%	1%	1%	0%	0%	0%	С	0.093	0.628	21000	
	To	110 20 M D 1 D1 1											
65)Kempsville Rd	City of Norfolk	US 58 Virginia Beach Blvd 1.57 12000 F	98%	1%	1%	0%	0%	0%	F	0.102	0.582	13000	
65/Rempsville nu	City of Norion	US 13 Northampton Blvd	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.102	0.302	13000	
	From:	Kempsville Rd											
65) (13) (166) Northampton Blvd	City of Norfolk	0.26 28000 F	97%	1%	1%	0%	1%	0%	F	0.086	0.510	31000	
33 (13) (133)	To:	SR 166, US13											
	From: US	S 13 Northampton Blvd; SR 166 Prince	ss Anne R	.d									
65)Military Hwy North	City of Norfolk	0.62 41000 F	98%	1%	1%	0%	0%	0%	F	0.106	0.674	44000	
<u> </u>	To	I-64			\neg —								
65 Military Hwy North	City of Norfolk	0.60 25000 F	98%	1%	1%	0%	0%	0%	F	0.088	0.59	27000	
, ,	Too	CD 102 4 1 C 1 D1			_								
65) Military Hwy North	City of Norfolk	SR 192 Azalea Garden Rd 0.39 22000 F	98%	1%	1%	0%	0%	0%	С	0.086	0.544	24000	
65 Military Hwy North	City of Norioik	0.39 22000 F	90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.000	0.344	24000	
	To: From:	SR 247 Norview Ave											
65)Military Hwy North	City of Norfolk	1.65 22000 F	98%	1%	1%	0%	0%	0%	F	0.089	0.51	24000	
<u></u>	To: From:	SR 170 Little Creek Rd			\neg \vdash								
65)Little Creek Rd	City of Norfolk	0.12 34000 F	97%	1%	1%	1%	1%	0%	F	0.085	0.536	37000	
	To	SR 194 Chesapeake Blvd											
65)Little Creek Rd	City of Norfolk	0.58 23000 F	97%	1%	1%	1%	1%	0%	F	0.087	0.582	25000	
65) Little Oreck Fla	Oity of Norion			1 /0	1 /0	1 /0	1 /0	0 70	'	0.007	0.502	20000	
	To: From:	Tidewater & Sewells Point Rd											
65)Little Creek Rd	City of Norfolk	0.86 22000 F	97%	1%	1%	1%	1%	0%	F	0.093	0.639	24000	
	To:	NHS Change											
65)Little Creek Rd	City of Norfolk	0.36 24000 F	97%	1%	1%	1%	1%	0%	F	0.077	0.516	27000	

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

Б				4.T.			Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
	From:	US 460 Granby S												
Little Creek Rd	City of Norfolk	1.19 16000	G	98%	1%	1%	0%	0%	0%	С	0.084	0.557	17000	(
<u> </u>	To: From:	Diven St												
165)Little Creek Rd	City of Norfolk	0.78 12000	F	98%	1%	1%	0%	0%	0%	F	0.085	0.592	13000	
<u> </u>	To:	SR 337 Hampton E	Blvd											
	From:	SR 165 I-564-S000A FROM	RT 564	SOU										
165)Ramp	City of Norfolk (Maint: 64)	0.11 5700	G								0.077		5700	
<u> </u>	To:	I-64-E FROM RT 165 NORT	ΓH & SO	UTH										
North	From:	SR 165 TO I-64 W	EST											
165 Ramp	City of Norfolk (Maint: 64)	0.11 NA									NA		NA	
Jorth	To: From:	122-99026- A RROM ROBIN	HOOD I	ROAD										
165)Ramp	City of Norfolk (Maint: 64)	0.11 9300	G								0.090		9300	
163)		-64-W FROM RT 16500- MILIT		IGHWAY	Y						0.000		0000	
	From:	US 17 Dominion E												
166)Bainbridge Blvd	City of Chesapeake	2.05 3900		89%	1%	2%	4%	4%	0%	F	0.123	0.785	4500	
100)	то													
166)Bainbridge Blvd	City of Chesapeake	SR 190 Great Bridge 0.69 9000		89%	1%	2%	4%	4%	0%	С	0.100	0.541	10000	
166) Dailibridge Bivd	Oity of Offesapeake			03 /6	1 /0		4 /0	4 /0	0 /6	O	0.100	0.541	10000	
	From:	US 13 Military H	_	000/	40/		00/	00/	00/		0.007	0.500	10000	
166 460 Bainbridge Blvd	City of Chesapeake	0.74 12000	G	96%	1%	1%	0%	2%	0%	F	0.097	0.596	12000	
<u> </u>	To: From:	Freeman Ave												
166)(460)Bainbridge Blvd	City of Chesapeake	1.25 11000	G	96%	1%	1%	0%	2%	0%	F	0.090	0.509	12000	
<u> </u>	To: From:	Chesapeake Dr												
166)(460)Bainbridge Blvd	City of Chesapeake	0.81 8800	G	96%	1%	1%	0%	2%	0%	С	0.088	0.575	9400	
	To:	SR 337 Poindexter												
Delin de des ou	From:	Bainbridge Blvd		000/	00/	40/	00/	00/	00/	_	0.000	0.550	7500	
Poindexter St	City of Chesapeake	0.56 7100	G	98%	0%	1%	0%	0%	0%	С	0.098	0.558	7500	
	To: From:	Liberty St												
166)(460)22nd St	City of Chesapeake	0.39 5600	G	98%	0%	1%	0%	0%	0%	F	0.121	0.584	6000	
<u> </u>	To: From:	SCL Norfolk NCL Chesapeak	70											
166)(460)Wilson Rd	City of Norfolk	0.65 8700		98%	0%	1%	0%	0%	0%	F	0.109	0.604	9500	
166)(460)************************************	To:	Campostella Av		0070	0 70		0 70	0 70	0 70	•	0.100	0.001	0000	
	From:	Wilson Rd												
166)(460)(168)Campostella Rd	City of Norfolk	0.73 49000	F	96%	1%	1%	1%	1%	0%	F	0.113	0.783	53000	
	To	Kimball Terr				\lnot \vdash								
166)(460)(168)Brambleton Ave	City of Norfolk	0.30 44000	F	96%	1%	1%	1%	1%	0%	С	0.082	0.614	47000	
	То	US 460 Brambleton												
166)Park Ave	City of Norfolk	0.45 14000		97%	1%	1%	1%	0%	0%	С	0.088	0.508	16000	
100). 3	and the state of t			J. 70	. /0	- 70	. 70	J /U	J /U	9	0.000	0.000	. 5000	
166) Park Ave	City of Norfolls	US 58 Va Beach B		070/	10/	10/	10/	00/	00/		0.00	0.515	1.4000	
166 / Park Ave	City of Norfolk	0.14 12000	F	97%	1%	1%	1%	0%	0%	F	0.09	0.515	14000	

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

								Tru	ck			K	Dir		
Route	Jurisdiction	on Leng	th AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
166)Princess Anne Rd	City of Nor	ri folk 0.65	Park Ave 17000	F	97%	1%	1%	1%	1%	0%	F	0.083	0.524	18000	F
100)	- To		Merrimac A		0.70	.,,		. , 0	. , 0	0,70	•	0.000	0.02	.0000	•
166)Princess Anne Rd	City of Nor	folk 0.30		F	97%	1%	1%	1%	1%	0%	F	0.083	0.51	19000	F
	To	ne.	Ballentine B	lvd											
166 Princess Anne Rd	City of Nor	folk 0.95		Α	97%	1%	1%	1%	1%	0%	С	0.098	0.541	23000	Α
$\stackrel{\smile}{=}$	To From	n.	Azalea Garde	n Rd											
166 Princess Anne Rd	City of Nor	folk 1.46	20000	F	97%	1%	1%	1%	1%	0%	F	0.087	0.518	22000	F
	To From	II.	S 13 Military				$=$ \vdash				_				
166 (13) (165) Northampto	n Blvd City of Nor			F	97%	1%	1%	0%	1%	0%	F	0.086	0.510	31000	F
\bigcirc \bigcirc \bigcirc	10 From		165 Princess A R 165 Military												
(166) (13) Northampton Blvc	City of Nor			G	96%	0%	1%	0%	2%	0%	F	0.092	0.602	33000	G
$\bigcirc\bigcirc\bigcirc$		0	I-64												
(166) (13) Northampton Blvc	City of Nor	folk 0.20	77000	G	96%	0%	1%	0%	2%	0%	F	0.081	0.557	80000	G
$\bigcirc\bigcirc\bigcirc$	To	0:	CL Virginia B	each											
	Fron		th Carolina St												
168 Battlefield Blvd	City of Chesa	peake 1.79	24000	Α	97%	0%	0%	1%	1%	0%	С	0.159	0.539	23000	Α
	To From		Battlefield Bl			00/		10/	40/	201		0.000	0.744	2222	
(168) Chesapeake Expresswa	City of Chesapeake	(Maint: TOL) 2.92	9600	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	8900	G
	To From	Bus SR 168 Batt									_				
168 Chesapeake Expresswa	City of Chesapeake	(Maint: TOL) 2.94	9600	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	8900	G
	To From		Hillcrest Pky	-			 _				_				
168 Chesapeake Expresswa	ay City of Chesapeake	(Maint: TOL) 0.25	34000	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	32000	G
	To From	n:	End Toll Ro		070/	00/		10/	40/	00/			0.070	00000	
168 Great Bridge Bypass	City of Chesa	peake 1.76	34000	G	97%	0%	0%	1%	1%	0%	F	0.09	0.673	32000	G
Out at Didden Brosses	To Provi		SR 168 Battlet			00/		40/	40/	00/		0.005	0.500	00000	
168 Great Bridge Bypass	City of Chesa	peake 0.20	30000	G	97%	0%	0%	1%	1%	0%	F	0.085	0.588	28000	G
	To From	n:	Hanbury R		070/	00/		10/	40/	00/		0.000	0.044	40000	
168 Great Bridge Bypass	City of Chesa	-		G	97%	0%	0%	1%	1%	0%	F	0.088	0.644	43000	G
Overt Deider Dunes	To From	li.	165 Mt Pleas		070/	00/		10/	10/	00/		0.000	0.707	00000	G
168 Great Bridge Bypass	City of Chesa	-		G	97%	0%	0%	1%	1%	0%	F	0.096	0.707	68000	G
Col Crove Connected	City of Change		SR 168 Battlet			00/	09/	10/	10/	00/	F	0.001	0.650	67000	
168 Oak Grove Connector	City of Chesa	peake 1.82		G	97%	0%	0%	1%	1%	0%	г	0.091	0.658	67000	G
100 (04)	City of Chesapeake	(Maint: 64) 0.50	I-64		0.	4. ا مو	for direc	ctional tr	affic vo	lume ec	timat	as for this	s segment.		
168 64	Combined Traffic Estimates for 2 Parallel	,		N	97%	0%	1%	0%	2%	0%	ıman N	NA	s segment.	119000	N
	Compilied Traine Estimates for 2 Farallel	Troduvays on this nout	I-64; US 1		J1 /0	U /0	1 /0	0 /0	<u>~</u> /0	0 /0	1 1	14/7		113000	14

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

Route	Jurisdiction	Length AADT C	A 4Tire	Rus	⁻ 2Axle 3+A>			QC	K Factor	Dir K Factor	AAWDT	Q۷
	From:	SR 168 CD Rd										
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	S	See I-64 fo	r directiona	I traffic vo	olume es	stimat	es for this s	egment.		
	To: From:	Ramp to Bus SR 168	S									
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	S	See I-64 fo	r directiona	I traffic vo	olume es	stimat	es for this s	egment.		
	To: From:	Ramp From SR 168										
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20		See I-64 fo	r directiona	I traffic vo	olume es	stimat	es for this s	egment.		
	To: From:	Ramp to SR 168, Bus SR Ramp to Bus SR 169			_							
168) (64) Ramp	City of Chesapeake (Maint: 64)	0.18		See I-64 fo	 r directiona	I traffic vo	olume es	stimat	es for this s	egment.		
1007 (047)	To	Bus SR 168										
Bus	From:			00/		00/	00/		0.00	0.500	70000	
168 Battlefield Blvd	City of Chesapeake	0.35 67000 End Bus SR 168	N 99%	0%	1% 0%	0%	0%	N	80.0	0.509	72000	١
	From:	I-64; US 17										—
168 Battlefield Blvd	City of Chesapeake	·	G 96%	0%	1% 1%	2%	0%	F	0.108	0.578	38000	C
<u> </u>	To	US 13 Military Hwy	J									
168)Battlefield Blvd	City of Chesapeake		G 96%	0%	 1% 1%	2%	0%	F	0.080	0.505	24000	
	т	Campostella Rd										
168)Atlantic Ave	City of Chesapeake		G 96%	0%	 1% 1%	2%	0%	F	0.095	0.583	16000	(
100)* **********************************	To											
168)Atlantic Ave	City of Chesapeake	Providence Rd 1.16 17000	A 96%	0%	1% 1%	2%	0%	С	0.116	0.535	18000	ŀ
168// ((1100 / 1/20	Only of Officoapeano			0 70		270	0 70	Ü	0.110	0.000	10000	,
168)Atlantic Ave	City of Chesapeake	Old Atlantic Avenue 0.39 9000	G 96%	0%	1% 1%	2%	0%	F	0.102	0.630	9600	(
168 Atlantic Ave	Oity of Offesapeake			0 76	1/6 1/6	2 /0	0 /6	'	0.102	0.000	3000	•
Compostalla Dd	From From From From From From From From	SR 246 Liberty Rd		00/	10/ 10/	20/	00/	F	0.000	0.504	16000	_
168 Campostella Rd	City of Chesapeake		G 96%	0%	1% 1% 	2%	0%	Г	0.093	0.594	16000	C
	From:	SCL Norfolk	5 000/	201	10/ 10/	00/	00/		0.000	0.010	04000	_
168 Campostella Rd	City of Norfolk	0.52 19000	F 96%	0%	1% 1%	2%	0%	F	0.098	0.618	21000	F
	To: From:	SR 407 Indian River l										
168 Campostella Rd	City of Norfolk		F 96%	0%	1% 1%	2%	0%	F	0.098	0.657	27000	F
<u> </u>	From:	US 460 Wilson Rd Wilson Rd										
168)(460)(166)Campostella Rd	City of Norfolk		F 96%	1%	 1% 1%	1%	0%	F	0.113	0.783	53000	F
100 (400) 100	To	Kimball Terr										
168)(460)(166)Brambleton Ave	City of Norfolk		F 96%	1%	1% 1%	1%	0%	С	0.082	0.614	47000	F
168 460 (168) 274 (161)	The state of the s		. 0070	1 70	- 70° - 70°	1,0	0 70	Ū	0.002	0.011	17000	•
168)(460) Brambleton Ave	City of Norfolk	Park Ave 0.40 34000	F 96%	1%	1% 1%	1%	0%	F	0.082	0.558	37000	F
Brambleton Ave	Oity of Norioik		i 30%	1 /0	1/0 1/0	1 /0	U /0	'	0.002	0.556	37000	Г
Tidourator Dr	Tor From Leading Control of National Control o	Brambleton Ave	- 000/	00/	10/ 00/	40/	00/		0.000	0.500	07000	_
168 Tidewater Dr	City of Norfolk	0.31 34000	F 98%	0%	1% 0% 	1%	0%	F	0.082	0.508	37000	F
	From:	US 58 Va Beach Bly					<i>a</i> - ·		0.05:			
168 Tidewater Dr	City of Norfolk		F 98%	0%	1% 0%	1%	0%	F	0.081	0.503	35000	F
<u> </u>	Tα	Lindenwood Ave										

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK F	Factor	AAWDT	QW
	From:	Linden	nwood Ave												
168 Tidewater Dr	City of Norfolk	0.81 30	0000 F	98%	0%	1%	0%	1%	0%	F	0.080	(0.514	33000	F
	To: From:	Cron	mwell Dr			\neg \vdash									
168 Tidewater Dr	City of Norfolk	1.03 3 8	8000 A	98%	0%	1%	0%	1%	0%	С	0.091	(0.522	42000	Α
	To	Norv	view Ave			\neg									
168 Tidewater Dr	City of Norfolk		8000 F	98%	0%	1%	0%	1%	0%	F	0.085	(0.517	42000	F
$\overline{}$	Τα	1	I-64												
168 Tidewater Dr	City of Norfolk		7000 F	99%	0%	1%	0%	0%	0%	F	0.085	(0.618	30000	F
	Τα	SR 165 Li	ittle Creek R	1											
168 Tidewater Dr	City of Norfolk		5000 F		0%	1%	0%	0%	0%	С	0.101	(0.657	17000	F
100	To		View Blvd												
168 Tidewater Dr	City of Norfolk		1000 F	99%	0%	1%	0%	0%	0%	F	0.11		0.540	12000	F
168)	Tol.						0,0	0,70	0 / 0	•	0		0.0.0	000	•
168 Tidewater Dr	City of Norfolk		Granby St 3400 F	99%	0%	1%	0%	0%	0%	F	0.115		0.567	9100	F
168) Fidewater Br	To:	_	ean View Av		0 70		0 70	0 70	0 70	•	0.115	•	0.507	3100	٠
North	From:	SR 168; 1SR 16													
168 Ramp	City of Chesapeake (Maint: 64)		NA	NOIDD							NA			NA	
100)	To:	US 17-N017C		/EST											
North	From:	SR 168; 1SR 16	68-P SR 168-	N015A											
168)Ramp	City of Chesapeake (Maint: 64)		NA								NA			NA	
$\overline{}$	To	SR 168-N015C TO	RT 17 SOLI	TH & 190											
North	From:										0.140			7000	_
168 Ramp	City of Chesapeake (Maint: 64)										0.142			7300	F
North	From: US	17-N017B FROM R	T 17 NORTI	H TO 464 NO	OR										
168)Ramp	City of Chesapeake (Maint: 64)	0.07 5	5600 G								0.127			5900	G
\bigcirc	Тох	I-64-W291	A US 17-N0	17											
North	From:	SR 168-N015B TO	RT 17 SOU	TH & 190											
168)Ramp	City of Chesapeake (Maint: 64)		NA								NA			NA	
	To:	SR 168-S015A TO	RT 17 SOU	ΓH & 190											
North	From:		O I-64 WES												
168 Ramp	City of Norfolk (Maint: 64)		5100 G								0.107			5100	G
<u> </u>	1-6-	4-W FROM RT 168 N			RI										
North	From:	SR 168; 122-8626 T													_
168 Ramp	City of Norfolk (Maint: 64)		5200 G		***						0.105			5200	G
	1-04	1-E FROMRT 168 NO			.1 V										
South	City of Change of (Masint) CA)		P TO RT 190								0.004			16000	^
168 Ramp	City of Chesapeake (Maint: 64)		5000 G								0.084			16000	G
South	To: From:	SR 168-N015C TO	RT 17 SOU	TH & 190											
(168)Ramp	City of Chesapeake (Maint: 64)	0.29	NA								NA			NA	
	To:	US 17 SR 190 FRO	OM & TO RT	464,64 &											

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

		попок маіптеп	ALICE AL	ca			Т	ıok			I/	D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK Dir	AAWDT	. QV
outh	From:	SR 168 TO I-64	EAST			2/\\\\	STAXIC	TITALI	ZIIali		1 actor	Tacio	'1	
168)Ramp	City of Norfolk (Maint: 64)	0.17 3500	G								0.090		3500	G
<u> </u>	To: I-6	4-E FROM RT 168 SOUT	H-TIDEV	ATER DI	RI									
South	From:	SR 168 TO I-64									0.400		0.100	
168 Ramp	City of Norfolk (Maint: 64)	0.13 3100 4-W FROM RT 168 SOUT	G U TIDES	VATED D	DI						0.102		3100	G
7		R 168 Chesapeake Express												_
Bus 168)Battlefield Blvd	City of Chesapeake	2.70 15000		97%	0%	0%	1%	1%	0%	F	0.09	0.66	16000	C
<u> </u>	To:	Indian Creel	Rd.											
Bus 168)Battlefield Blvd	City of Chesapeake	1.55 19000		97%	0%	0%	1%	1%	0%	F	0.09	0.63	20000	(
68 Battlefield Blvd	City of Chesapeake			31 /0	0 /6	0 /0	1 /0	1 /0	0 /6	'	0.09	0.03	20000	•
Bus	From:	Centerville 7	•											
168 Battlefield Blvd	City of Chesapeake	3.78 19000	G	97%	0%	0%	1%	1%	0%	F	0.084	0.64	20000	(
Bus	To: From:	SR 168 Great Brid	ge Bypas	S										
Battlefield Blvd	City of Chesapeake	0.28 6900	G	99%	0%	1%	0%	0%	0%	F	0.086	0.55	7 7400	(
Dua .	To: From:	131-8802 Hanb	ury Rd			\Box \vdash								
Bus 68)Battlefield Blvd	City of Chesapeake	1.70 13000	G	99%	0%	1%	0%	0%	0%	F	0.087	0.53	14000	(
<u> </u>	·	SR 165 S, Mount Pleasant	Rd John	stown Rd										
Bus 68)(165)Battlefield Blvd	City of Chesapeake	0.26 31000	-	99%	0%	1%	0%	0%	0%	С	0.083	0.50	33000	(
68 165 Battlefield Blvd	City of Chesapeake			<i>33</i> /o	0 /6	1 /0	0 /6	0 /6	0 /6	C	0.003	0.50	33000	,
Bus	From:	SR 165 North; Ce												
68)Battlefield Blvd	City of Chesapeake	1.24 36000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.56	39000	(
Bus	To: From:	SR 190 Great Bri	dge Blvd											
8 Battlefield Blvd	City of Chesapeake	0.17 37000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.61	40000	(
Dua.	T _C From	SR 168 Great Brid	ge Bypas	S										
Bus 68)Battlefield Blvd	City of Chesapeake	1.39 39000	G	99%	0%	1%	0%	0%	0%	F	0.082	0.65	42000	(
00)	To	Hollywood Rd; Oal		2d										
Bus	City of Chesapeake	•	G	99%	0%	1%	0%	0%	0%	F	0.090	0.62	E2000	(
Battlefield Blvd	City of Criesapeake			99%	0%	170	0%	0%	0%	Г	0.090	0.62	2 53000	,
Bus	To: From:	Volvo Pky	vy											
68 Battlefield Blvd	City of Chesapeake	0.58 67000	G	99%	0%	1%	0%	0%	0%	F	0.08	0.50	72000	(
Bus	To: From:	I-64												
68) (168) Battlefield Blvd	City of Chesapeake	0.35 67000	N	99%	0%	1%	0%	0%	0%	Ν	0.08	0.50	72000	1
	To:	SR 168 Battlefi	eld Blvd											
Bus	From	Bus SR 168												
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 11000		99%	0%	0%	0%	0%	0%	С	0.081		11000	(
~	Tor	I-64- WI	3											

Virginia Department of Transportation Traffic Engineering Division 2015 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	ΩK	Dir actor	AAWDT	QW
Bus	From:	Bu	s SR 168 N	В			ZAXIE	3+AXIE	TITAL	ZIIali		1 actor	1 (actor		
168)Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Mai	int: 64) 0.18	9500	G	97%	0%	1%	0%	1%	0%	С	0.08			9500	G
	To:		I-64- EB													
Bus	From:		Battlefield l	Blvd S												
(168)Ramp	City of Chesapeake (Mai	int: 64) 0.17	3600	G	94%	0%	2%	1%	3%	0%	С	0.076			3600	G
	To:		I-64 W													
Bus	From:		68 Battlefiel								_					_
168 Ramp	City of Chesapeake (Mai	int: 64) 0.35	3300	G	86%	1%	1%	2%	9%	1%	С	0.094			3300	G
	10.		I-64 E													
Little Creek Ed	City of Norfolk	SR 165 1.08	N Military	Hwy F	98%	0%	1%	0%	1%	0%	F	0.084	0	.528	26000	F
170 Little Creek Rd	City of Norioik		24000		90%	076	1 70	0%	1 70	0%	Г	0.064	U	.520	20000	г
	From:		alprin Drive		000/	00/		00/	40/	00/	_	0.000		500	05000	
170 Little Creek Rd	City of Norfolk	0.48	23000	F	98%	0%	1%	0%	1%	0%	F	0.086	0	.508	25000	F
	To: From:		Azalea Garo													
170 Little Creek Rd	City of Norfolk	1.09	21000	F	98%	0%	1%	0%	1%	0%	F	0.088	().52	23000	F
<u> </u>	10:		60 Shore Dr													
Overat Bridge Blood	From:		Bainbridge		000/	00/	40/	00/	00/	00/	_	0.000	•	-44	4400	_
190 Great Bridge Blvd	City of Chesapeake	e 0.83	3800	G	93%	0%	1%	3%	2%	0%	С	0.096	0	.511	4100	G
	To: From:		3 Camposte				 						_			
190) Great Bridge Blvd	City of Chesapeake	e 0.30	8100	G	93%	0%	1%	3%	2%	0%	F	0.096	0	.605	8600	G
	To: From:		I-64													
190 Great Bridge Blvd	City of Chesapeake	e 0.26	12000	G	98%	0%	1%	1%	0%	0%	F	0.085	0	.655	13000	G
<u> </u>	To: From:	US 17	Dominion :	Blvd												
190)Great Bridge Blvd	City of Chesapeake	e 2.34	12000	G	98%	0%	1%	1%	0%	0%	С	0.101	0	.615	13000	G
	To	Bus SR 1	68 Battlefie	ld Blvd			<u> </u>									
190)Kempsville Rd	City of Chesapeake	e 0.48	28000	G	97%	0%	0%	2%	1%	0%	F	0.093	0	.588	30000	G
	Too	C	earfield Ave	a												
190)Kempsville Rd	City of Chesapeake		29000	G	97%	0%	0%	2%	1%	0%	С	0.093	0	.539	31000	G
100)	To:		enbrier Pkv													
190 Kempsville Rd	City of Chesapeake		20000	G	99%	0%	0%	1%	0%	0%	F	0.103	0	.526	22000	G
190)	any or one outpound					0 70	——i	. , 0	0 / 0	0,0	•	000	· ·	.0_0		O .
190)Kempsville Rd	City of Chesapeake		7olvo Pkwy 23000	G	99%	0%	0%	1%	0%	0%	F	0.103	0	.526	24000	G
190 Rempsville na	To:		Virginia Be		99 /o	0 /6		1 /0	0 /6	0 /6	'	0.103	U	.520	24000	G
	From:															
191) (13) (460)	City of Chesapeake		, S Military 6800	G	91%	1%	2%	2%	4%	0%	F	0.137	0	.723	7300	G
191 (13) (460)	To:		RLINE BLV		3170	1 /0		2 /0	770	0 /0	•	5.107	O	., 20	, 000	J
	From:	US 5	58 Airline B													
191)Jolliff Rd	City of Chesapeake	e 2.22	2900	G	98%	0%	1%	1%	0%	0%	С	0.132	0	.649	3100	G
<u> </u>	To:	Doc	k Landing I	Rd												

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Dock Landing Rd											
191)Jolliff Rd	City of Chesapeake	0.91 3600 G	99%	0%	0%	0%	0%	0%	С	0.121	0.502	3900	G
\smile	To:	SR 337 Portsmouth Blvd											
	From:	SR 165 Military Hwy											
192) Azalea Garden Rd	City of Norfolk	2.02 12000 F	97%	1%	1%	1%	1%	0%	F	0.107	0.564	13000	F
\smile	To:	SR 170 Little Creek											
	From:	SR 166 Princess Anne Rd											
194)Sewells Point Rd	City of Norfolk	1.63 12000 F	97%	1%	1%	0%	1%	0%	С	0.092	0.689	13000	F
\mathcal{L}	To:	Chesapeake Blvd											
Oh a a sa a a las Phasi	From:	Norview Ave	070/	40/	10/	00/	40/	00/	_	0.004	0.504	40000	-
Chesapeake Blvd	City of Norfolk	0.87 17000 F	97%	1%	1%	0%	1%	0%	F	0.084	0.504	18000	F
	To: From:	I-64											
194)Chesapeake Blvd	City of Norfolk	0.85 24000 F	97%	1%	1%	1%	0%	0%	F	0.081	0.607	26000	F
<u> </u>	To	SR 165 Little Creek Rd			\neg \vdash								
194)Chesapeake Blvd	City of Norfolk	1.31 23000 F	97%	1%	1%	1%	0%	0%	F	0.082	0.598	24000	F
	To	Bay View Blvd											
194)Chesapeake Blvd	City of Norfolk	0.61 12000 F	97%	1%	1%	1%	0%	0%	F	0.085	0.582	13000	F
194) 6.100 apo a.10 2.11	5.ty 61.116.116.11		0.70	. , ,		. , 0	0,70	0 / 0	·	0.000	0.002	.0000	
Chananaska Blyd	City of Norfalls	Chesapeake St 0.48 6200 F	97%	1%	10/	1%	0%	0%	С	0.087	0.505	6800	F
Chesapeake Blvd	City of Norfolk	US 60 Ocean View Ave	97%	170	1%	1%	0%	0%	C	0.067	0.565	6800	Г
	E												_
North	City of Norfolk (Maint: 64)	SR 194 TO I-64 WEST 0.18 1600 G								0.103		1600	G
194)Ramp		4-W FROM RT 194 NORTH-CHES.	ADEAVEI	DI	_					0.103		1000	Ċ
	1*U*		AI LAKE I	DL	_								_
South	City of Norfolk (Maint: 64)	SR 194 TO I-64 EAST 0.13 8700 G								0.112		8700	G
194 Ramp		64-E FROM RT 194 SOUTH-CHESA	DEVKEB	ρĭ						0.112		6700	Ċ
	From		M LAKE D)L									_
196)Canal Dr		US 13 Military Hwy 0.96 15000 G	98%	0%	0%	1%	1%	0%	С	0.106	0.582	16000	G
196 Cariai Di	City of Chesapeake	US 17 George Washington H		076	0%	170	1 70	0%	C	0.106	0.562	16000	C
	rl		wy										
Victory Plyd	City of Portsmouth	SR 337 Portsmouth Blvd 0.22 7800 G	96%	0%	1%	1%	2%	0%	F	0.087	0.580	8300	
Victory Blvd	City of Portsmouth	0.22 7800 G	90%	U 70	1 70	170	270	0%	Г	0.067	0.560	6300	
	Toc From:	US 58 Airline Blvd			<u> </u>								
Victory Blvd	City of Portsmouth	0.33 19000 G	96%	0%	1%	1%	2%	0%	F	0.082	0.505	20000	C
<u> </u>	To: From:	I-264											
239)Victory Blvd	City of Portsmouth	0.59 21000 G	96%	0%	1%	1%	2%	0%	С	0.077	0.515	23000	G
\smile	Tor	Greenwood Dr											
239 Victory Blvd	City of Portsmouth	1.08 15000 G	96%	0%	1%	1%	2%	0%	F	0.087	0.56	16000	G
200)	To.					,-		- , -	•				-
	From	Deep Creek Blvd											
Victory Blvd	City of Portsmouth	0.44 16000 G	93%	1%	1%	3%	3%	0%	F	0.087	0.622	17000	G

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

		NOTION	viaintenan	ioc Aic	,a			Tru	بماد			V		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		110 3+Axle	-		QC	K Factor	QK	Factor	AAWDT	QW
	From:	US 17 Ge	orge Washin	gton Hy	/V		2/\\\	JTANIC	TITAL	ZITAII		1 actor		1 actor		
239 Victory Blvd	City of Portsm		9500	G	93%	1%	1%	3%	3%	0%	С	0.12		0.860	10000	G
,	To		Frailey Pl													
239 Victory Blvd	From: City of Portsm	outh 0.83	5800	G	93%	1%	1%	3%	3%	0%	F	0.12		0.860	6200	G
239) 110(01) 2110					0070	1 /0		070	070	0,0	·	0.12		0.000	0200	Ğ
239)Victory Blvd	From: City of Portsm		Afton Pkwy 6200	G	93%	1%	1%	3%	3%	0%	F	0.138		0.865	6600	G
239 Victory Biva	Tα		R 337 Elm A	_	30 /6	1 /0	1 /0	3 /6	J /6	0 78	'	0.150		0.003	0000	ч
	From:	SR 239 I-264-W			OM DT											
239)Ramp	L City of Portsmouth (NA	IND FR	OWKI							NA			NA	
239) 1 10111	- F															
Pamp	City of Portsmouth (MONT AVE 5900	NUE G								0.091			5900	G
239 Ramp	Oity of Folismouth	'	W FROM R	_								0.031			3900	G
	From:	CAVALIER			A CT											
239 Ramp	City of Portsmouth (5700	F	A51							0.075			5700	F
239) (1011)	Tα	,	E FROM R									0.070			0700	•
	From:		60 Poindexto													
246)Liberty St	City of Chesap		6900	G	97%	0%	1%	0%	1%	0%	С	0.092		0.604	7400	G
240) = 1011, 01	τω Γ							• , •	.,.		_					-
246)Liberty St	From: City of Chesap		_atham Stree 4300	G	97%	0%	1%	0%	1%	0%	F	0.091		0.568	4600	G
246 Liberty St	Tα		8 Campostel		31 /6	0 76	1 /0	0 /6	1 /0	0 78	'	0.031		0.500	4000	u
	From:		37 Hampton													
247)26th St	L City of Norfo		4300	F	97%	1%	1%	0%	1%	0%	F	0.101			4700	F
247)20 01	Combined Traffic Estimates for 2 Parallel I			F	97%	1%	1%	0%	1%	0%	F	0.081	F	0.566	15000	F
	To.	<u> </u>			0.70	. , 0		0,70	. , 0	0,0	•	0.00.	•	0.000	.0000	•
247)26th St	From City of Norfo		Colonial Ave	F	97%	1%	1%	0%	1%	0%	F	0.116			10000	F
247)20111 01	Combined Traffic Estimates for 2 Parallel I			F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.618	21000	F
	- F	<u> </u>			07 70	1 70	1 /0	070	1 /0	0 /0	•	0.000	•	0.010	21000	•
247)26th St	From: City of Norfo		lewellyn Ave	e F	97%	1%	1%	0%	1%	0%	F	0.111			11000	F
247 2011 31	Combined Traffic Estimates for 2 Parallel I			F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	21000	F
	Combined Traine Estimates for 21 araner				31 /6	1 /0	1 /0	0 /6	1 /0	0 78	'	0.033	•	0.000	21000	'
OC+h C+	Ton From:		Ionticello Av		97%	1%	10/	00/	10/	00/	С	0.100			11000	F
247 26th St	City of Norfo		10000	F			1%	0%	1%	0%	F	0.103			11000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	20000	F	97%	1%	1%	0%	1%	0%	г	NA			21000	Г
	To: From:	"	Church St													
247) 26th St	City of Norfo		8300	F	97%	1%	1%	0%	1%	0%	F	0.105	_		9000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	18000	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.533	20000	F
	To: From:		27th St													
247 Lafayette Blvd	City of Norfo	olk 1.07	15000	F	97%	1%	1%	0%	1%	0%	F	0.084		0.576	17000	F
\smile	To Economic	SR 1	68 Tidewate	r Dr												
247 Lafayette Blvd	City of Norfo	olk 0.66	17000	G	97%	1%	1%	0%	0%	0%	С	0.088		0.556	18000	G
\smile	To:	Ch	esapeake Bl	vd												

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

							Tru	1 Trail 2 Trail Factor Factor 0% 0% F 0.082 0.561 0% 0% F 0.086 0.522 2 0% 0% C 0.074 0.543 2 0% 0% C 0.081 0% 0% C 0.077 0% 0% C 0.077 1% 0% F 0.081 F 0.567 1% 0% F 0.092 F 0.606 2 NA NA NA NA NA NA NA NA NA N							
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC		QK	Factor	AAWDT	Q۱
	From:		fayette Blvd	070/	40/	10/	00/	201	00/	_	0.000		0.504	10000	_
Chesapeake Blvd	City of Norfolk		17000 F	97%	1%	1%	0%	0%	0%	F	0.082		0.561	18000	F
<u> </u>	From:		Sewells Point Rd esapeake Blvd												
Norview Ave	City of Norfolk	0.29	19000 F	97%	1%	1%	0%	0%	0%	F	0.086		0.522	21000	
241)									- , -				****		
₂₄₇)Norview Ave	City of Norfolk	0.61	I-64 22000 F	98%	0%	1%	0%	Λο/	Λ9/		0.074		0.542	24000	
247 Norview Ave	Tro		5 Military Hwy	30 /6	0 /0	1 /0	0 /6	0 /0	0 /6	C	0.074		0.545	24000	
	From														
East 247)Ramp	City of Norfolk (Maint: 6		7 TO I-64 EAST 12000 G	99%	1%	0%	0%	0%	0 %	C	0.081			12000	(
247 Tramp	Tro	I-64-E FROM RT 24					0 /6	0 /6	0 /6	O	0.001			12000	
1	From			WIVEING)L	1									
<u>Vest</u> 247)Ramp	City of Norfolk (Maint: 6		7 TO I-64 EAST 6900 G	99%	0%	0%	0%	0%	0%	C	0.077			6900	(
247 11 1411119	Tro	I-64-E FROM RT 247					0 /6	0 /6	0 /6	O	0.077			0300	
V	From				J.L	1									
<u>Vest</u> 247)Ramp	City of Norfolk (Maint: 6		4100 G	99%	0%	1%	0%	0%	0%	C	0.071			4100	
247) Hamp	To:	I-64-W FROM RT 24				170	0 70	0 70	0 70	O	0.071			4100	
	From		7 Hampton Blvd	311 211 1211	CL										
247)27th St	City of Norfolk	0.79	9400 F	97%	1%	1%	0%	1%	0%	C	0 092			10000	
247)2711101	Combined Traffic Estimates for 2 Parallel Roady			97%	1%	1%	0%					E	0.567	15000	
	Combined Traine Estimates for 21 arailel Hoady			31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	•	0.001	'	0.507	13000	
07th Ct	City of Norfalls		ewellyn Ave 9700 F	97%	10/	10/	00/	10/	00/		0.070			10000	
247) 27th St	City of Norfolk	0.77			1%	1%	0%					_	0.000	10000	
	Combined Traffic Estimates for 2 Parallel Roady	_ •	20000 F 247 26Th St	97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	21000	
	- 1														
Pomp	City of Norfolk (Maint: 6	IS-00264-E008A(L)/IS- 64) 0.18	-00264-W008A(U NA)/TO BERI	KLE						NIA			NA	
337 Ramp	City of Noriok (Maint. 6	1SR-00337-P(L)/122-		TO PT 464	2	1					IVA			INA	
	T		` '		٠.٥										
Ramp	City of Norfolk (Maint: 6		I-264-W014A TC	1-64							NΙΛ			NA	
264 Hamp	City of Norion (Maint. o	,	1 I-264 EAST & V	/FCT		1					INA			INA	
	From														
Ramp	City of Norfolk (Maint: 6		I-264-W014C TC	1-64							NΙΛ			NA	
264 Hallip	Tra	·	I-264 EAST & W	FST44		1					INA			INA	
	From			LOTT		<u>_</u>									
East 264)	City of Chesapeake (Main		I-64; I-664 25000 F	96%	0%	1%	1%	2%	0%	F	0 120			27000	
264)	Combined Traffic Estimates for 2 Parallel Roady			96%	0%	1%	1%			F	-	E	0.692	55000	
	Compilied Trailic Estillates for 2 Farallel Roady			30%	U 7/0	1 70	I /0	∠ /0	U 70	r	0.092	1	0.002	55000	
East	To: From:	WC	L Portsmouth												
264)	City of Portsmouth (Maint	t: 64) 0.23	25000 F	96%	0%	1%	1%	2%	0%	F	0.129			27000	
\smile	Combined Traffic Estimates for 2 Parallel Roady	ways on this Route:	51000 F	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	55000	
	Tω		enwood Drive												

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

		TTOTION	viaintenan	100 7 11				Tru	ıok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
East	From	- Gr	eenwood Dri	ivo			ZAXIE	3+Axie	TITAII	ZIIali		1 actor		i actor		
64)	City of Portsmouth		22000	F	96%	0%	1%	1%	2%	0%	F	0.246			25000	F
04)	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	
	Combined Traine Estimates for 2 Taransi				0070	0 70		1 /0	270	0 /0	•	0.1	•	0.040	01000	`
ast	From	SR 2	239 Victory I	Blvd												
64)	City of Portsmouth	(Maint: 64) 1.16	22000	Α	96%	0%	1%	1%	2%	0%	С	0.143			26000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	96%	0%	1%	1%	2%	0%	С	0.106	Α	0.703	52000	
ALT.	To From	SR 33	7 Portsmouth	h Blvd												
ast ALT	City of Portsmouth	(Maint: 64) 0.50	17000	F	96%	0%	1%	1%	2%	0%	F	0.136			22000	
460	Combined Traffic Estimates for 2 Parallel	'		F	96%	0%	1%	1%	2%	0%	E	0.08	F	0.679	50000	
	Combined Trainic Estimates for 21 araner				30 /6	0 76	1 /0	1 /0	2 /0	0 /6	•	0.00	•	0.073	30000	
st ALT	To From	US	7 Frederick	Blvd												
460	City of Portsmouth	(Maint: 64) 0.99	28000	G	96%	0%	1%	1%	2%	0%	F	0.099			30000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	61000	
	To	D	es Moines A	ve												
ast ALT	City of Portsmouth	•	26000	G	96%	0%	1%	1%	2%	0%	_	0.099			28000	
460	Combined Traffic Estimates for 2 Parallel	•		G	96%	0%	1%	1%	2%	0%	· -	0.099	F	0.577	58000	
	Combined Trainic Estimates for 2 Faraller	noadways on this noute.	54000	G	90%	076	1 70	1 70	270	0%	Г	0.09	Г	0.577	36000	
st ALT	To From	SR	141 Effingha	m St												
460 Elizabeth River	Downtown Tunnel City of Portsmouth	(Maint: 64) 0.87	35000	F	96%	0%	1%	1%	2%	0%	F	0.111			38000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	
	To		WCL Norfoll	<												
ast ALT 64) 460 Elizabeth River	Downtown Tunnel City of Norfolk (N		35000	F	96%	0%	1%	1%	2%	0%	_	0.111			38000	
460 Elizabeth River		,		-		0%			2%			0.111	Α	0.502	77000	
	Combined Traffic Estimates for 2 Parallel	noadways on this noute.	70000	F	96%	076	1%	1%	270	0%	Г	0.099	А	0.502	77000	
ast ALT	To From	<u> </u>	-464, SR 33	7												
64)(460)(337)Berkley E	Bridge City of Norfolk (N	Maint: 64) 0.41	52000	G	96%	0%	1%	1%	2%	0%	F	0.096			56000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	
	То		ALT US 460)			<u> </u>									
ast	City of Norfolk (N	-			96%	0%	10/	10/	20/	00/	N	0.096			53000	
337	,	•	48000	N			1%	1%	2%	0%			F	0.040		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	90000	N	96%	0%	1%	1%	2%	0%	N	0.088	г	0.646	100000	
st ALT	To From	SR 3	337 Tidewate	er Dr												
4)(460)(337)	City of Norfolk (N	Maint: 64) 0.65	48000	F	96%	0%	1%	1%	2%	0%	F	0.096			53000	
.)(.00)(00.)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.646	101000	
		•														
	To	110 //4	0 Brambleto	n Ave												
	To From	•	0 Brambleto		000/	00/	40/	40/	00/	00/	_	0.400			00000	
ast 64	Troper Proof City of Norfolk (Norfolk	Maint: 64) 0.81	54000	n Ave F F	96% 96%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.108 0.088	F	0.601	63000 126000	

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

				/lalliterial					Tru	ok			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	Fron	n:	SR 40	5 Ballentine	Rlvd			2/1/10	JTAXIC	IIIaii	ZIIali		1 actor		i actor		
264)	City of Norfolk (N	Maint: 64)	2.34	53000	F	96%	0%	1%	1%	2%	0%	F	0.11			61000	F
204)	Combined Traffic Estimates for 2 Parallel		Route:	110000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	F
	т	,		3 Military I													
East	From	.4-1-1-04)		-		000/	00/	40/	40/	40/	00/	_	0.440			44000	_
264	City of Norfolk (N		1.05	35000	F	98%	0%	1%	1%	1%	0%	F	0.116	_		41000	F
	Combined Traffic Estimates for Parallel	Roadways on this	s Route:	NA									0.086	F	0.575	NA	
East	T.c. Fron	n:	I-64 Ham	pton Roads	Beltway	/											
(264) Virginia Beach Norf	folk Expwy City of Norfolk (M	Maint: 75)	0.74	98000	N	96%	0%	1%	1%	2%	0%	Ν	0.094			102000	N
	Combined Traffic Estimates for 2 Parallel	I Roadways on this	Route:	100000	N	96%	0%	1%	1%	2%	0%	Ν	0.078	F	0.559	105000	Ν
	то	0:		. Virginia B	each												
East	Fron	n:		I-264 East													
264 Ramp	City of Portsmouth	(Maint: 64)	0.32	2600	F								0.109			2600	F
	То	00	124-854	0 E, Greenv	vood Dr												
East	Fron) GREENW		R											
264 Ramp	City of Portsmouth	(Maint: 64)	0.10	3200	G								0.093			3200	G
	10	0.		40 FROM F	RT 264												
East	From	(Mainte CA)		I-264 East									0.000			F700	F
Ramp	City of Portsmouth	(Maint: 64)	0.14	5700 599 Cavalie	F Dlvd								0.083			5700	F
	From			4-E TO RT													
East (264) Ramp	City of Portsmouth	(Maint: 64)	0.14	2100 KT	33/ G								0.085			2100	G
264) Hamp	To the state of th	: (Want. 04)	-	7 FROM R									0.005			2100	ч
East	Fron	1-264-F		E 1700- FR		'K BLVD)										
(264) Ramp	City of Portsmouth		0.25	140	F	311 11 11 11 11							0.690			220	F
	т.	1 264 F00	SR TO PO	UTE 17 NO	лрти б	DEDEDIC	'V										
East	Fron				JK III-I	KEDEKIC	.IX									NIA	
Ramp	City of Portsmouth		0.03	NA OM ROUTE	264 EA	CT							NA			NA	
	From						***										
East (264) Ramp	City of Portsmouth		0.02	OUTE 17 NO NA	JRTH-F	REDERIC	K						NA			NA	
264) Hamp	To T	<u> </u>		M ROUTE	264 EA	ST		i					INA			INA	
East	Fron	•		DES MOI													
(264) Ramp	City of Portsmouth		0.14	3000	G	Ľ							0.11			3000	G
204)	то	0:		59 FROM F				\neg									
East	Fron	I-264	-E TO RO	UTE 141-EI	FFINGH	AM ST											
(264) Ramp	City of Portsmouth		0.20	2100	G								0.158			2100	G
	Tr.	S	SR 141 FRO	OM ROUTE	E 264 EA	ST											
East	Fron	I-264-E T	O ROUTE	141 NORT	H-EFFI	NGHAM S	ST										
(264) Ramp	City of Portsmouth		0.10	NA									NA			NA	
$\overline{}$	To	I-264	-E007C TO	O CRAWFO	ORD ST	REET S											

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

		Noriok Maintenan	ce Alea					
Route	Jurisdiction	Length AADT	QA 4Tire E	2110	Truckkle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir Factor AAWD	T QW
East 264 Ramp	City of Portsmouth (Maint: 64	I-264-E007C TO CRAWFO 0.13 1500 SR 141 Effinghar	G			0.092	1500	G
East 264 Ramp	From: City of Portsmouth (Maint: 64	I-264-E007B TO CRAWFO 0.21 2700 CRAWFORD STRI	G			0.140	2700	G
East 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-E(L)/TO ROUTE 0.42 NA 6-00264-W008A(R)/IS-00264- 00				NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	1-264-E TO ROUTE 460 WESTO 0.21 1400 US 460 RAMP FROM RT 264 I	F			0.206	1400	F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E TO ROUTE 405 MERR 0.10 6400 SR 405; 122-8637	RIMAC AVENUE			0.102	6400	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO RT 13 SOUTH 0.14 3300 US 13 FROM ROUTE 264 E	G			0.172	3300	G
East 264 Ramp	City of Norfolk (Maint: 64)	1-264-E013X TO RT 13 NORTH 0.14 6100 US 13 FROM ROUTE 364 E	G			0.115	6100	G
East 264 Ramp	City of Norfolk (Maint: 64)	1-264-E BEGIN COLL RD TO I 0.11 NA 1-264-E013A TO RT 13 SOUTH				NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)		G	· · · · · · · · · · · · · · · · · · ·		0.088	18000	G
East 264 Ramp	City of Norfolk (Maint: 64)	0.11 NA I-264-E013B TO RT 13 NORTH		·		NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	0.09 20000 S 13-N047A FROM RT 13 NORT	G TH-MILITARY HW	Y		0.09	20000	G
East Collector Road at I-64	City of Norfolk (Maint: 64)	US 13 Military H 0.42 27000 I-64 Hampton Roads	F 98% ()% 1%	6 1% 1% 0%	F 0.091	28000	F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014A TO RT 6 0.18 NA I-64-E284B FROM RT				NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	0.21 NA I-264-E014B TO RT 6				NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	0.09 24000 I-64-W284B FROM RT	G			0.096	24000	G

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

			···a···to··a·	100 7 11												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
East	From:	I-64-W284	B FROM R	T 64 W	FST		ZAXII	e 3+Axie	HHall	ZIIali		Facioi		racioi		
Ramp	City of Norfolk (Maint: 64		51000	G	251							0.082			51000	G
'	To	I-264-E015A TO R	T 402 COL	CII NICN	TOWN D	D										
ast	From:			H-NEV	VIOWN R	ID .										
Ramp	City of Norfolk (Maint: 64	0.15	NA									NA			NA	
ast	To: From:	SR 403-S000A FROM	I RT 403 SO	UTH-N	EWTOWN	N RD										
Ramp	City of Norfolk (Maint: 64	0.21	NA									NA			NA	
'	To	I-264-E015B TO RT	T 402 NOD2	CH NICV	TOWN D	ıD.										
ast	From:															
Ramp	City of Norfolk (Maint: 64		40000	F	97%	0%	0%	2%	1%	0%	F	0.078			39000	F
	10.	I-264-E END COLI)3										
ast	From:		013X TO I-0		Γ							0.407			0000	,
Ramp	City of Norfolk (Maint: 64		8300 4A I-264- 1	G	1.64							0.137			8300	(
	Famil															
ast Ramp	City of Norfolk (Maint: 64		013X TO I-6 3700	64 WES	<u>[</u>							0.09			3700	(
Ramp	Tr.		FROM I-26	-	,							0.03			3700	,
ast	Fron:		-E TO I-64													
Ramp	City of Norfolk (Maint: 64		NA	WEST								NA			NA	
94)	To:		4C I-264- 1	4C TO I	-64											
ev	From:	I-264-R I-264-	-W013C RA	MPS TO	O & FR											
Ramp	City of Norfolk (Maint: 64		NA									NA			NA	
<u> </u>	Tα	I-264-E FROM	I-64 REVE	RSIBLE	IN MED											
est	From:	I-6	4 WB I-664	EB												
Ramp	City of Chesapeake (Maint:		5800	F								0.102			5900	
<i></i>	To:	I-26	4 WB; I-664													
est 64)	City of Chesapeake (Maint:	64) 0.71	I-64; I-664 26000	F	96%	0%	1%	1%	2%	0%	F	0.122			28000	
04)	Combined Traffic Estimates for 2 Parallel Roadwa	•		F	96%	0%	1%		2%	0%	, E	0.087	F	0.598	55000	
	Combined Traine Estimates for 21 drainer floadwa				30 70	0 70	1 70	1 /0	270	0 70		0.007	•	0.550	33000	
est	To: From:		CL Portsmo	uth												
64)	City of Portsmouth (Maint: 0	•		F	96%	0%	1%		2%	0%	F	0.122			28000	I
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	51000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.598	55000	
ant	To Front	Gr	reenwood Dr	rive												
est 64)	City of Portsmouth (Maint: 0	64) 1.34	24000	G	96%	0%	1%	1%	2%	0%	F	0.127			26000	(
J-1	Combined Traffic Estimates for 2 Parallel Roadwa	,		G	96%	0%	1%		2%	0%	F	0.1	F	0.643	51000	(
					0070	0 /0		. 73	_ /3	0,0	•	0	•	3.0.0	0.000	`
est	From:		239 Victory													
64)	City of Portsmouth (Maint:	•	24000	Α	96%	0%	1%		2%	0%	С	0.141			27000	ŀ
	Combined Traffic Estimates for 2 Parallel Roadwa	-		Α	96%	0%	1%	1%	2%	0%	С	0.106	Α	0.703	52000	ŀ
	To:	SR 33	37 Portsmout	h Blvd												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
/est_ALT	From:		7 Portsmouth	Blvd												
264 (460)	City of Portsmouth $\overline{(I)}$	Maint: 64) 0.84	26000	F	96%	0%	1%	1%	2%	0%	F	0.118			28000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	43000	F	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	50000	F
/est ALT	To: From:	US 1'	7 Frederick 1	Blvd												
264)(460)	City of Portsmouth (I	Maint: 64) 0.55	28000	F	96%	0%	1%	1%	2%	0%	F	0.118			31000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.557	61000	(
	To		South St				\neg \vdash									
est ALT	City of Portsmouth (I	Maint: 64) 1.17	28000	G	96%	0%	1%	1%	2%	0%	F	0.100			30000	(
64 (460)	Combined Traffic Estimates for 2 Parallel F	,		G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.584	58000	
	Τα		41 Effinghar			0,0		. , 0		0,70	•	0.000	•	0.00		
est ALT	From: L				000/	00/	40/	40/	00/	00/	_	0.000			00000	
Elizabeth River D		,	35000	F	96%	0% 0%	1%	1%	2% 2%	0% 0%	F	0.099	۸	0.500	38000	
	Combined Traffic Estimates for 2 Parallel F			F	96%	0%	1%	1%	2%	0%	г	0.099	Α	0.502	77000	
est ALT	To: From:	W	CL Norfolk													
460 Elizabeth River D		,	35000	F	96%	0%	1%	1%	2%	0%	F	0.099			38000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	
est ALT	To: From:	I-	464, SR 337	7												_
460 (337) Berkley Brid	dge City of Norfolk (Ma	aint: 64) 0.78	45000	G	96%	0%	1%	1%	2%	0%	F	0.081			48000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	97000	G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	
1	T _{oc} From:	Tio	dewater Driv	/e			\Box									
est (337)	City of Norfolk (Ma	aint: 64) 0.84	42000	F	96%	0%	1%	1%	2%	0%	F	0.111			47000	
14/ (307)	Combined Traffic Estimates for 2 Parallel F	,	90000	N	96%	0%	1%	1%	2%	0%	Ν	NA			100000	
	To	US 460, SR 168		ramblet	on Ave											
est	City of Norfolk (Ma	<i>'</i>	57000	F	96%	0%	1%	1%	2%	0%	F	0.103			64000	
54	Combined Traffic Estimates for 2 Parallel F	•		F	96%	0%	1%	1%	2%	0%	F	0.103	F	0.601	126000	
	Topic	-			0070	0 70		1 /0	270	0 70	•	0.000	•	0.001	120000	
est	From:		5 Ballentine													
54	City of Norfolk (Ma	,	57000	F	96%	0%	1%	1%	2%	0%	F -	0.097	_		64000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	110000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	
est	To:	US 1	3 Military H	Iwy			_									_
34)	City of Norfolk (Ma	aint: 64) 1.08	25000	F	97%	0%	1%	1%	1%	0%	F	0.11			29000	
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.086	F	0.575	NA	
net .	Ta Fron:	I-64 Ham	pton Roads	Beltwa	у											_
est 54)Virginia Beach Norfolk E	Expwy City of Norfolk (Ma	aint: 75) 0.30	2200	F	99%	0%	0%	0%	0%	0%	F	0.085			2700	
	Combined Traffic Estimates for 2 Parallel F	,	100000	N	96%	0%	1%	1%	2%	0%	Ν	0.078	F	0.559	105000	
	To:		Virginia Be				Ti.									

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

		Notion Maintenance Area		
Route	Jurisdiction	Longth AADT OA ATiro Bug	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West 264 Ramp	City of Chesapeake (Maint: 64)	I-264-W TO I-664 WEST 0.42 18000 F I-664-W FROM I-264 WEST	0.129	21000 F
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO GREENWOOD DRIVE 0.17 2300 G 124-8540 FROM RT 264	0.087	2300 G
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West 0.27 2900 G 124-8540 Greenwood Dr	0.103	2900 G
West Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 239 0.20 8600 G SR 239 SR 239- A TO AND FROM RT	0.084	8600 G
West ALT (264) Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 337 0.37 3900 G SR 337 FROM RT 264	0.1	3900 G
West 264 Ramp	City of Portsmouth (Maint: 64)	-264-W TO ROUTE 1700- FREDERICK BLVD 0.25 11000 G US 17 FROM ROUTE 264 WEST	0.096	11000 G
West 264 Ramp	City of Portsmouth (Maint: 64)	0.04 NA US 17 FROM ROUTE 264 WEST	NA NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64)	0.02 21000 G	0.098	21000 G
West Ramp	City of Portsmouth (Maint: 64)	I-264-W007B TO COURT ST 0.07 NA CRAWFORD STREET N	NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W007A TO COURT ST 0.18 NA 124-8761 Court St	NA NA	NA
West 264 337 Ramp	City of Norfolk (Maint: 64)	I-264-W I-464-S; 464-W IN MEDIAN 0.22 NA I-264-E008A TO BERKLE	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	264-W(B)/INSPECTION STA ROAD (RESTRICTED 0.06 NA IS-00464-S(B)/FROM INSPECTION STATION	NA NA	NA
West Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB 0.19 NA City Hall Ave WB	NA NA	NA
West Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DRIVE 0.44 NA SR-00337(U)/AISR-00337-S003A(L)/Gap Terminu	NA NA	NA

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

	To To To To					
Route	Jurisdiction Length /	AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT	QW
West 264 Ramp	City of Norfolk (Maint: 64) 0.06	6200 G		0.119	6200	G
Nest 264 Ramp	City of Norfolk (Maint: 64) 0.09	CLAIBORNE AVENUE NA 1 ROUTE 264 WEST		NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64) 0.12	60 EAST-BRAMBLETON AV 9400 G 1 ROUTE 264 WEST		0.081	9400	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.07	CLAIBORNE AVENUE NA RNE AVENUE		NA	NA	
Vest 264 Ramp	City of Norfolk (Maint: 64) 0.15	405-MERRIMAC AVENUE 5600 G & FROM ROUTE		0.076	5600	G
Nest 264 Ramp	City of Norfolk (Maint: 64) 0.12	13 SOUTH-MILITARY HIG 6500 G TTE 264 WEST COLL RD		0.102	6500	G
Vest 264 Ramp	City of Norfolk (Maint: 64) 0.15	TE 13 NORTH00- MILITARY 9200 G TTE 264 WEST COLL RD		0.078	9200	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.06	& FROM 64 H.O.V.IN ME 2000 F 000A RAMPS TO & FR		0.266	2600	F
Vest 264 Ramp	City of Norfolk (Maint: 64) 0.09 4	403 N000B	0% 0% 0% 0%	F 0.076	50000	G
Vest 264 Ramp	City of Norfolk (Maint: 64) 0.27	FROM RT 64 WEST NA T 403 SOUTH-NEWTOWN R		NA	NA	
Vest 264 Ramp	City of Norfolk (Maint: 64) 0.45	67000 G C TO RT 64 WEST	_	0.079	67000	G
Vest 264 Ramp	City of Norfolk (Maint: 64) 0.14	NA		NA	NA	
Nest 264 Ramp	City of Norfolk (Maint: 64) 0.17	FROM RT 64 WEST 37000 G B TO RT 64 EAST		0.092	37000	G
Nest 264 Ramp	City of Norfolk (Maint: 64) 0.13	NA FROM RT 64 EAST		NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64) 0.42 4	40000 G E 13 NORTH00- MILITARY		0.083	40000	G

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

		TTOTION WIGHTONIA	100 7 11 00											
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		Tru 3+Axle	-		QC	K Factor QI	Oir Factor	AAWDT	Q۱
Vest	From: I-26	64-W013B O ROUTE 13 NO	RTH00- M	11LITAR	Y									
Ramp	City of Norfolk (Maint: 64)	0.08 NA									NA		NA	
	Toll	12 NO 17D EDGM DOLUTE 1	2 NODELI	00 1411 1	Tr.	_								
/est	11000	13-N047B FROM ROUTE 13	3 NORTH	00- MILI	1									
Ramp	City of Norfolk (Maint: 64)	0.11 33000	G								0.089		33000	
\mathcal{L}		64-W013A TO RT 13 SOUT	H-MILITA	ARY HIG	1	\neg \vdash								
Vest	Ton.													
Ramp	City of Norfolk (Maint: 64)	0.09 NA									NA		NA	
Vest	To US	13-S047B FROM ROUTE 13	3 SOUTH	00- MILI	Γ									
Ramp	City of Norfolk (Maint: 64)	0.16 32000	G								0.079		32000	
264) (1411)	The state of the s	-264-W END COLL RD FRO		12 61 8		_					0.075		02000	
	1)5, 04 &										
Vest	City of November (Administration)	I-264-W TO I-64									0.000		10000	
Ramp	City of Norfolk (Maint: 64)	0.24 18000	G								0.096		18000	
	10.	I-264-E014A I-264- 14	IA TO I-64	ŀ										
Vest	From:	I-264-W013X TO I-6												
Ramp	City of Norfolk (Maint: 64)	0.18 10000	G								0.148		10000	
<u> </u>	To:	I-64-E FROM I-264	WEST44											
/est	From:	I-264 W CD Road at	t Exit 14											
Ramp	City of Norfolk (Maint: 64)	0.08 NA									NA		NA	
	To:	Ramp to I-64	W											
	From:	ECL Suffolk	ζ											
Portsmouth Blvd	City of Chesapeake	0.72 13000		96%	0%	1%	1%	2%	0%	С	0.095	0.537	13000	
	Ted	CD 101 I 1'C'I	D. 1											
Portsmouth Blvd	City of Chesapeake	SR 191 Joliff I 0.68 20000		96%	0%	1%	1%	2%	0%	F	0.093	0.563	21000	(
37/Fortsmouth biva	Oily of Chesapeake	0.08 20000	G	90 /6	0 /0	1 /0	1 /0	Z /0	0 /6	'	0.093	0.505	21000	•
	To: From:	I-664												
Portsmouth Blvd	City of Chesapeake	0.60 30000	G	98%	0%	0%	0%	0%	0%	F	0.09	0.512	32000	
	To:	Capri Circle W	⁷ est											
Portsmouth Blvd	City of Chesapeake	0.67 24000		98%	0%	0%	0%	0%	0%	С	0.092	0.503	25000	
	Tol					_								
Double was a stable District	From:	Taylor Rd	_	98%	0%		0%	00/	00/	F	0.001	0.500	00000	
Portsmouth Blvd	City of Chesapeake	0.24 26000	G	90%	0%	0%	0%	0%	0%	Г	0.091	0.509	28000	
	To: From:	Dock Landing												
Portsmouth Blvd	City of Chesapeake	0.49 27000	G	98%	0%	0%	0%	0%	0%	F	0.089	0.500	29000	
	То:	WCL Portsmou												
	From:	ECL Chesapea								_				
97) Portsmouth Blvd	City of Portsmouth	0.34 25000	G	99%	0%	0%	0%	0%	0%	F	0.088	0.541	27000	
	Tor	Hodges Ferry I	Rd			\lnot \vdash								
Portsmouth Blvd	City of Portsmouth	0.60 22000		99%	0%	0%	0%	0%	0%	F	0.095	0.574	23000	
	T.	T1 1 · Y				—-i								
Portamouth Plyd	City of Bostomouth	Elmhurst Lan		009/	Λ0/	00/	00/	00/	00/	^	0.005	0.614	21000	
Portsmouth Blvd	City of Portsmouth	1.17 19000		99%	0%	0%	0%	0%	0%	С	0.085	0.611	21000	
<u>~</u>	Tor	SR 239 Victory l	Blvd											

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

				_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
	From:	SR 239 Victory B											
9337 Portsmouth Blvd	City of Portsmouth	0.23 13000	G 99%	0%	0%	0%	0%	0%	F	0.082	0.617	14000	C
ALT.	To: From	US 58, ALT US 460 Ai	rline Blvd										
ALT (337) (460) Portsmouth Blvd	City of Portsmouth	0.10 14000	G 99%	0%	0%	0%	0%	0%	F	0.080	0.581	15000	(
337 (460) Portsmouth Blvd	Only of Fortismount			0 70		0 /0	0 70	0 70	•	0.000	0.001	10000	`
ALT	From:	ALT SR 337 Turnpi	ke Rd										
337)(460) Portsmouth Blvd	City of Portsmouth	0.16 11000	G 99%	0%	0%	0%	0%	0%	F	0.083	0.616	12000	
	To:	Ramp to I-264											
ALT		Ramp to I-264 E; Functional											
337)(460) Portsmouth Blvd	City of Portsmouth	0.29 11000	N 99%	0%	0%	0%	0%	0%	N	0.083	0.616	12000	
	To- Fram:	Ramp From I-264 E,	US 460		-								
337)Portsmouth Blvd	City of Portsmouth	0.98 10000	G 96%	1%	0%	1%	1%	0%	F	0.087	0.542	11000	(
	To	Deep Creek Bly	_z d										
9337 Portsmouth Blvd	City of Portsmouth	0.17 6200	G 96%	1%	0%	1%	1%	0%	F	0.083	0.625	6600	
337) i oriemodii ziva				1 70		1 /0	1 /0	070	•	0.000	0.020	0000	
	From:	ALT US 17 Frederic										.=	
Portsmouth Blvd	City of Portsmouth	0.79 8200	G 96%	1%	0%	1%	1%	0%	С	0.122	0.763	8700	
<u> </u>	To:	US 17 Elm Ave											
337)Elm Ave	City of Portsmouth	US 17 Portsmouth 0.32 5800	G 96%	1%	0%	1%	1%	0%	F	0.104	0.522	6100	
337 Lilli Ave		US 17 George Washington		1 /0		1 /0	1 /0	0 /6	'	0.104	0.522	0100	
		US 17 George Washington I											
337)Elm Ave	City of Portsmouth	0.72 6400	G 96%	1%	0%	1%	1%	0%	F	0.121	0.616	6800	
567)	Tol												
Clm Avo	City of Dortomouth	SR 239 Victory B		00/	10/	20/	20/	00/	F	0.140	0.546	0500	
Elm Ave	City of Portsmouth	0.23 8000	G 93%	0%	1%	3%	2%	0%	г	0.149	0.546	8500	
	To: From:	Burtons Point R											
337)Elm Ave	City of Portsmouth	0.32 6300	G 93%	0%	1%	3%	2%	0%	С	0.16	0.533	6700	
\smile	To:	WCL Chesapeal											
	From:	ECL Portsmout											
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 6300	N 93%	0%	1%	3%	2%	0%	Ν	0.16	0.533	6700	
<u> </u>	To: From:	Toll Authority Bour											
337)Poindexter St	City of Chesapeake	0.11 6300	G 93%	0%	1%	3%	2%	0%	С	0.16	0.533	6700	
\smile	Tot	I-464											
337)Poindexter St	City of Chesapeake	0.56 12000	G 96%	1%	0%	1%	1%	0%	F	0.089	0.634	12000	
337). Girdoniei Gi	Tα	US 460 Bainbridge		.,,		. , ,	. , 0	0 / 0	•	0.000	0.00	000	
	From:	US 460; Poindexte											
337)Bainbridge Blvd	City of Chesapeake	0.74 2000	G 96%	1%	0%	1%	1%	0%	F	0.093	0.588	2200	
	Tσ	SCL Norfolk											
	Prom:	NCL Chesapeak											
337)Bainbridge Blvd	City of Norfolk	0.28 1500	F 93%	1%	2%	2%	2%	0%	С	0.087	0.616	1600	
\smile	To:	Main St											
337 Main St		Bainbridge Blv		40′		00/	00/	00/	_	0.000	0.54	0000	
ooz IMain St	City of Norfolk	0.21 5800	F 93%	1%	2%	2%	2%	0%	F	0.098	0.51	6300	

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

												1.6		Б.		
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
337 Liberty St	From: City of Nort	folk 0.1	Main St 1 4900 State St	F	93%	1%	2%	2%	2%	0%	F	0.096		0.719	5300	F
337 State St	City of Nort Combined Traffic Estimates for Parallel		Liberty S 5 4900		93%	1%	2%	2%	2%	0%	N	0.096 NA		0.719	5300 NA	N
			Berkley A	ve			<u> </u>									
337 State St	City of Nort	folk 0.0	7 13000 I-464	F								0.113		0.683	14000	F
	From:		SR 337 Sta	te St												
337)(337)Ramp	City of Norfolk (N	Maint: 64) 0.1		F								0.121			7800	F
\bigcirc	To:		I-464 NI													
007 404	City of Norfolk (N	Maint: 64) 0.10	State St	<u> </u>	S	pp I-464	1 for dir	ectional :	traffic v	olume e	etima	tes for thi	s sec	nment		
337 (464)	Combined Traffic Estimates for 2 Parallel	•		N	95%	0%	1%	1%	2%	0%	N	0.080		0.779	54000	N
	To	Tioadways on this riou	I-264	i iv	33 /6	0 76	1 /0	1 /0	2 /0	0 /6	IN	0.000	•	0.773	34000	- 11
ALT	From:		I-464													
337 264 460 Berkley Brid	dge City of Norfolk (N	Maint: 64) 0.4	1		Se	ee I-264	for dir	ectional	traffic v	olume e	stima	tes for thi	s sec	ment.		
307/204/400	Combined Traffic Estimates for 2 Parallel	,	te: 97000	G	96%	0%	1%	1%	2%	0%	F	0.086		0.667	105000	C
	To	i ioaanayo on ano moa	EndLabe		0070	0,0	- i	. , 0	_,,	0,0	•	0.000		0.00.	.00000	
ALT	From		State St													
337 (264) (460)	City of Norfolk (M	Maint: 64) 0.6	5		Se	ee I-264	for dir	ectional [•]	traffic v	olume e	stima	tes for thi	s sec	gment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	te: 94000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.646	101000	G
	To		US 460 St I	Pauls Blvo	d											
ALT	From:		I-264													
337)(460)	City of Norfolk (N	Maint: 64) 0.23	2 26000	N	98%	1%	1%	0%	0%	0%	Ν	0.084		0.782	28000	١
	To		Tidewater													
	From:		US 460 St I	Pauls Blvc												
337 (264)	City of Norfolk (N				Se	ee I-264	for dir	ectional	traffic v	olume e	stima	tes for thi	s seg	gment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	te: 90000	N	96%	0%	1%	1%	2%	0%	Ν	0.088	F	0.646	100000	Ν
	To		Tidewater													
	From		US 460 St I								_					_
337 Tidewater Dr	City of Nort				96%	0%	0%	0%	3%	0%	F	0.085		0.524	25000	F
<u> </u>	To		Brambleton A													
337)(460) Brambleton Ave	City of Nort		32000 32000		96%	1%	1%	1%	1%	0%	F	0.077		0.595	35000	F
\sim	Tro- From:		Church S	St												
337) 460 Brambleton Ave	City of Nort	folk 0.3	1 21000	F	96%	1%	1%	1%	1%	0%	F	0.079		0.573	23000	F
	To	ALT	US 460 St I	Pauls Blvo	d											
	From:	US	460 Saint Pa	uls Blvd		•										
337 Brambleton Ave	City of Nort	folk 0.2	27000	F	96%	0%	0%	0%	3%	0%	F	0.077		0.628	31000	F
	To: From:		Boush S	t												
337 Brambleton Ave	City of Norf	folk 0.0	7 32000	N	96%	0%	0%	0%	3%	0%	Ν	0.075		0.639	37000	١
\smile	To		SR 337 Par D	uke St												

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

		NOTIOK I	waintenan	ce Ar	U a											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SB.	337 Par Duke	St			ZAXIC	OTAXIC	THAI	ZIIdii		1 40101		1 actor		
337 (58) Brambleton Ave	City of Norfo		32000	F	96%	0%	0%	0%	3%	0%	F	0.075		0.639	37000	F
	To: From:		Colley Ave													
337 58 Brambleton Ave	City of Norf	olk 0.26	25000	F	96%	0%	0%	0%	3%	0%	F	0.08		0.561	29000	F
	From:		US 58 US 58 .				+									
337 Brambleton Ave	City of Norfo	olk 0.22	25000	N	96%	0%	0%	0%	3%	0%	Ν	0.08		0.561	29000	Ν
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	N								NA			NA	
	Τα		Hampton Blvd													
337) Hampton Blvd	City of Norfe		8 Brambleton 30000	Ave F	96%	0%	0%	0%	3%	0%	F	0.079		0.639	35000	F
337) Hampton Biva	Oity of North	OIK 0.50			30 /6	0 76	0 /6	0 /6	J /6	0 76	'	0.073		0.009	33000	'
Hampton Plyd	Tion From: City of Norfo	olk 0.22	21st Street 30000	F	96%	0%	0%	0%	3%	0%	F	0.075		0.560	35000	F
337 Hampton Blvd	City of North				90%	076	0%	0%	3%	0%	Г	0.075		0.560	33000	Г
Llamaton Dlud	To- From:		R 247, 26th S		069/	00/		00/	20/	00/	F	0.070		0.602	21000	F
337 Hampton Blvd	City of Norfo	olk 0.71	26000	F	96%	0%	0%	0%	3%	0%	Г	0.078		0.603	31000	Г
	To: From:		ld Dominion 1			00/		201	00/	00/		0.000		0.57	00000	
337 Hampton Blvd	City of Norfe	olk 2.07	31000	Α	96%	0%	0%	0%	3%	0%	С	0.099		0.57	36000	Α
	To: From:		65 Little Cree													
337 Hampton Blvd	City of Norfo	olk 0.18	29000	F	96%	0%	0%	0%	3%	0%	F	0.078		0.609	34000	F
	To: From:		06 Terminal 1													
337 Hampton Blvd	City of Norfo		21000	F	96%	0%	0%	0%	3%	0%	F	0.098		0.516	25000	F
	From:		iral Taussig I Blvd; Maryl		/e.											
(337) Admiral Taussig Blvd	City of Norfo		22000	F	96%	0%	0%	0%	3%	0%	F	0.104		0.838	25000	F
	To:		I-564													
	From:	S	R 337 State S	t												
337 Ramp	City of Norfolk (M	laint: 64) 0.12	7800	F								0.121			7800	F
$\overline{}$	To:		I-464 NB													
East	From:		R 337 TO I-66													
337 Ramp	City of Chesapeake	· /	3500	F								0.118			3500	F
	10.		-E FROM RT													
East	City of Chesapeake	SR 337 I-664-Y (Maint: 64) 0.28	W011A TO I- 2400	-664 A	ND FR							0.081			2400	F
337 Ramp	Oity of Offesapeake	, ,	W FROM R									0.001			2400	'
East ALT	From:		337 TO RT 2				1									
337) 460 Ramp	City of Portsmouth		3600	G								0.077			3600	G
,	Tor		-E FROM RT													
East	From:	SR 337 TRUXTON	N STREET TO	O ROU	JTE 464 S	0							-			
(337)Ramp	City of Chesapeake		800	G								0.17			800	G
\smile	To:	I-464-S004X FROM	1 RT 337 EA	ST00-	POINDEX	T										

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trai	OC OK	Dir AAWD	T QW
East 337) Ramp	City of Chesapeake (Maint: 64)	SR 337 TO RT 464 0.17 610 G		0.142	610	G
337)	To:	I-464-N FROM RT 337		0.1.12		
West	From:	SR 337 I-664-E011B TO AND FROM I-6				
Ramp	City of Chesapeake (Maint: 64)	0.24 6800 F I-664-E FROM RT 337	\neg	0.086	6800	F
Vest	From:	SR 337 TO I-664				
Ramp	City of Chesapeake (Maint: 64)	0.24 5600 F	<u> </u>	0.078	5600	F
<u> </u>	To:	I-664-W FROM RT 337				
<u>Vest</u> 337)Ramp	City of Portsmouth (Maint: 64)	SR 337 TO RT 264 0.17 1400 G		0.099	1400	G
337) Hamp	<u> </u>	I-264-W RAMP FROM RT 337 FROM RT 337		0.039	1400	G
Vest	From:	SR 337 TO RT 464 SOUTH				
Ramp	City of Chesapeake (Maint: 64)	0.18 1800 G		0.112	1800	G
	то: І-4	64-S004X FROM ROUTE 337 WEST00- POIND				
<u>West</u> 337)Ramp	City of Chesapeake (Maint: 64)	SR 337 TO ROUTE 464 NORTH 0.12 3100 G		0.082	3100	G
337/114111		64-N FROM ROUTE 337 WEST00- POINDEXTE		0.002	3100	
Vest	From:	1SR-00337-P(B)/TO WATERSIDE DRIVE				
Ramp	City of Norfolk (Maint: 64)	0.08 NA		NA	NA	
<u> </u>		-00264-W010B(B)/FROM TIDEWATER DRIVE				
337)(264) Ramp	City of Norfolk (Maint: 64)	0264-E008A(L)/IS-00264-W008A(U)/TO BERKLE 0.18 NA		NA	NA	
397/204/	To: 1SI	R-00337-P(L)/122-08592- 000A(U)/TO RT 464 S				
Pomp	City of Norfolk (Maint: 64)	-00264-W(B)/IS-00464-S(L)/464-W IN MEDIAN 0.22 See I-26	4 for directional traffic values	aatimataa far thia aa	amant	
337 264 Ramp		0.22 See 1-20 00264-E008A(L)/IS-00264- 008A(U)/TO BERKLE	4 for directional traffic volume	estimates for this se	gment.	
	From:	I-264 W				
Ramp From Tidewater Dr to I-264 W	City of Norfolk	0.13 NA Tidewater Dr		NA	NA	
	From:	Ramp to I-264 W				
Tidewater Dr	City of Norfolk	0.12 NA		NA	NA	
<u> </u>	To: From:	East City Hall Ave				
Tidewater Dr	City of Norfolk	0.15 NA Charlotte St		NA	NA	
ALT	From:	SR 337 Portsmouth Blvd				
337)Turnpike Rd	City of Portsmouth	1.05 3800 G 85% 1%	1% 3% 10% 0%	F 0.085	0.513 4000	G
\smile	To	US 17 Frederick Blvd				
<u>ALT</u> 337)Turnpike Rd	City of Portsmouth	0.30 11000 G 85% 1%	 1% 3% 10% 0%	F 0.083	0.623 11000	G
\smile	то	Howard St				
ALT 337)Turnpike Rd	City of Portsmouth	0.54 8800 G 85% 1%	1% 3% 10% 0%	C 0.083	0.603 9400	G
33/) i diripike nd	To T	Harbor Dr	1/0 3/0 10/0 0/0	0 0.000	0.003 9400	G

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

_								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT Library Do	From:		Cassell Ave		050/	40/	40/	00/	100/	00/	_	0.007		0.550	4000	
Harbor Dr	City of Portsmouth	0.05	4300	G	85%	1%	1%	3%	10%	0%	F	0.097		0.552	4600	C
ALT	To: From:		County St													
337 Harbor Dr	City of Portsmouth	0.11	5500	G	85%	1%	1%	3%	10%	0%	F	0.086		0.583	5800	(
ALT	To: From:		High St													
Harbor Dr	City of Portsmouth	0.24	13000	G	85%	1%	1%	3%	10%	0%	F	0.087		0.587	13000	(
301)	Τα		US 58													
ALT	From:	ALT US 460 (40/	10/	00/	00/	00/	_	0.000		0.700	00000	
Waterside Dr/Boush St	City of Norfolk	0.72	21000	F	97%	1% 1%	1%	0%	0%	0%	F	0.096	F	0.732	23000	
	Combined Traffic Estimates for 2 Parallel Road			F	97%	170	1%	0%	0%	0%	Г	0.096	Г	0.598	25000	
<u>ALT</u>	To: From:	C	ity Hall Ave	e												
Waterside Dr/Boush St	City of Norfolk	0.44	19000	F	97%	1%	1%	0%	0%	0%	F	0.094		0.505	21000	l
	Combined Traffic Estimates for 2 Parallel Road			F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.517	23000	
	Tα		37 Bramblet													
ALT Dames	From:		337 Watersi									0.100			1 4000	
Ramp	City of Norfolk (Maint:	•	14000 I-264 East	F			1					0.166			14000	
	From:		5 Kempsvill	la Dd												_
Newtown Rd	City of Norfolk	0.31	27000	F	98%	0%	1%	0%	0%	0%	С	0.078		0.549	29000	
100)	To		Beach Norfo													
Newtown Rd	From: City of Norfolk	0.71	33000	<u> G</u>	98%	0%	1%	0%	0%	0%	F	0.077		0.563	35000	(
100)	Τα		8 Va Beach													
	From:	SR 16	68; Tidewate	er Dr												
Princess Anne Rd	City of Norfolk	0.53	15000	G	99%	0%	1%	0%	0%	0%	F	0.089		0.566	16000	(
	Тос	SR	166 Park A	ve												
	Front		I-264													
Ballentine Blvd	City of Norfolk	0.64	22000	F	92%	1%	2%	3%	2%	0%	С	0.086		0.582	24000	
	100		58; 122-85													_
105)Ramp	City of Norfolk (Maint:		05; 122-863° 4800	7 Ga G								0.089			4800	(
105 Hamp	Ta	I-264-E FROM ROU			C AVEN	UE.						0.009			4000	
	From:		O & FROM													_
105)Ramp	City of Norfolk (Maint:		7600	G	L							0.082			7600	
1	Tα	I-264-W FROM ROU	TE 405-ME		AC AVEN	UE										
	From	SR 33	7 Hampton	Blvd										·		_
International Blvd	City of Norfolk	1.33	17000	F	94%	0%	0%	0%	5%	0%	С	0.102		0.645	19000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	34000	F								0.093	Α	0.608	36000	
	To From:		Ruthven Rd													
106 Terminal Blvd	City of Norfolk (Maint:	64) 0.28	17000	N	94%	0%	0%	0%	5%	0%	Ν	0.102		0.645	19000	1
<u> </u>	To:		I-564													

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

			NOTION	viairiteriari	ice Air	Ja											
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		Tr			QC	K	QK	Dir	AAWDT	QW
East	From	m:	Ramp from SR 406	Fastbound t	to I-564	Faethoun	ıd	ZAXI	e 3+Axle	TITAL	ZITAII		Factor		Factor		
A06 Ramp	City of Norfolk (N	Maint: 64)	0.06	7200	G	Lastooun	ıu						0.119			7200	G
400	To	o:	Ramps to I-64 Wes			Granby S	St										-
	From	m:	I-50	64 Northbou	ınd												
4g6 Ramp	City of Norfolk (N	Maint: 64)	0.34	17000	F			•					0.102			17000	F
· Be	Combined Traffic Estimates for 2 Parallel	l Roadways	s on this Route:	34000	F								NA			36000	F
	To	o:		minal Blvd V	Westbo	und											
	From	m:	SR 16	8 Campostel	lla Rd												
407)Indian River Rd	City of Nor	rfolk	0.71	18000	F	96%	1%	1%	1%	2%	0%	С	0.094		0.611	19000	F
	To	o:		CL Chesapea													
Ladian Bissa Bd	From	m:		ECL Norfolk		000/	00/		40/	00/	00/	_	0.000		0.500	04000	_
407 Indian River Rd	City of Chesa	ареаке	0.71	20000	G	98%	0%	1%	1%	0%	0%	F	0.096		0.569	21000	G
	To From	n:		Oaklette Ave													
407 Indian River Rd	City of Chesa	apeake	0.90	26000	G	98%	0%	1%	1%	0%	0%	С	0.092		0.611	28000	G
<u> </u>	To	o:	WCI	L Virginia B	each												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	m:		ECL Suffolk													
460 58 (13) Military Highw	vay City of Chesapeake	e (Maint: 64	1) 2.94	71000	Α	92%	0%	1%	1%	6%	0%	С	0.096		0.570	74000	Α
~~~ ~~	To From	io: m:		I-664													
{460}{58}{13}	City of Chesapeake	e (Maint: 64	4) 0.11	11000	F	92%	0%	1%	1%	6%	0%	F	0.13		0.506	11000	F
\$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 	To From	io: m:	U	S 58; SR 19	1												
(460) (13) (191)	City of Chesa	apeake	0.18	6800	G	91%	1%	2%	2%	4%	0%	F	0.137		0.723	7300	G
\bigcirc	To Take The Carlot of the Carl	œ	SR 19	1, S Military	/ Hwv			\neg									
460 13 Military Highway	City of Chesa	apeake	0.45	5400	Ğ	91%	1%	2%	2%	4%	0%	F	0.151		0.726	5700	G
	Combined Traffic Estimates for 2 Parallel	l Roadways	s on this Route:	5400	G								0.123	F	0.583	NA	
	Te	·c	\$	Military Hw	737												
460 (13) Military Highway	City of Chesa	meake	2.44	8200	G	91%	1%	2%	2%	4%	0%	С	0.150		0.523	8700	G
400) (13)	T.	in:			-												
460 (13) Military Highway	City of Chesa	noako	1.37	I-64 17000	G	97%	0%	1%	1%	1%	0%	F	0.105		0.527	18000	G
460 (13) Military Highway	Oity of Offesa	феакс					0 /6	1 /0	1 /0	1 /0	0 78	•	0.103		0.527	10000	u
Military I limburgu	To From	m:		orge Washin	_	•	00/		40/	10/	00/		0.105		0.50	00000	
460 13 Military Highway	City of Chesa	ареаке	1.01	19000	G	97%	0%	1%	1%	1%	0%	F	0.105		0.53	20000	G
~~~	To From	or m:		196 Canal 1													
460 (13) Military Highway	City of Chesa	apeake	2.20	31000	Α	97%	0%	1%	1%	1%	0%	С	0.123		0.529	34000	Α
~ ~	To From	o: m:		Military Hwy 13 Military F													
460 (166) Bainbridge Blvd	City of Chesa	neake	0.74	12000	G	96%	1%	 1%	0%	2%	0%	F	0.097		0.596	12000	G
460 Bainbridge Blvd	Sity of Official	- Pouno				0070	1 /0		0 /0	<b>L</b> /0	0 /0	•	0.007		3.000	12000	G
Painhridge Dhad	City of Chan	nooks		Freeman Ave		069/	10/	10/	00/	20/	00/	F	0.000		0.500	12000	
460 166 Bainbridge Blvd	City of Chesa	цреаке 	1.25	11000	G	96%	1%	1%	0%	2%	0%	г	0.090		0.509	12000	G
~~~	To From	io: m		nesapeake A													
460 166 Bainbridge Blvd	City of Chesa		0.81	8800	G	96%	1%	1%	0%	2%	0%	С	0.088		0.575	9400	G
\sim \sim	To	0:	SR 3	37 Poindexto	er St												

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

		Norrolk Mainten					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Bainbridge	Blvd			27 000	01717110	TTTGII	Liian		1 40101	1 40101		
160 166 Poindexter St	City of Chesapeake	0.56 7100	G	98%	0%	1%	0%	0%	0%	С	0.098	0.558	7500	G
	Тα	Liberty	St.											
460 (166) 22nd St	City of Chesapeake	0.39 5600	G	98%	0%	1%	0%	0%	0%	F	0.121	0.584	6000	G
100 (100)	To:	SCL Norf						• , •	- 7		•			
~~	From:	NCL Chesar	oeake											
460 (166) Wilson Rd	City of Norfolk	0.65 8700	F	98%	0%	1%	0%	0%	0%	F	0.109	0.604	9500	F
\sim	To:	Campostella												
Compostalla Dd	City of Norfalls	0.73 4900		069/	1%	1%	1%	10/	00/	F	0.113	0.700	E2000	ı
160 166 168 Campostella Rd	City of Norfolk	0.73 4900 0	F	96%	176	170	170	1%	0%	Г	0.113	0.783	53000	-
~~~	Tro: From:	Kimball T												
160 (166) (168) Brambleton Ave	City of Norfolk	0.30 <b>4400</b> 0	) F	96%	1%	1%	1%	1%	0%	С	0.082	0.614	47000	I
200	T _C	Park Av	e											
160 (168) Brambleton Ave	City of Norfolk	0.40 <b>3400</b> 0	) F	96%	1%	1%	1%	1%	0%	F	0.082	0.558	37000	ı
	То	Tidewater	Dr.											
460 (337) Brambleton Ave	City of Norfolk	0.10 <b>3200</b> 0		96%	1%	1%	1%	1%	0%	F	0.077	0.595	35000	
160 (337) Eramoloton 7110	ony or remain			0070	. 70		1 /0	1 /0	070	•	0.077	0.000	00000	
~	From	Church		000/	40/		40/	40/	00/		0.070	0.570	00000	
60 337 Brambleton Ave	City of Norfolk	0.31 <b>2100</b> 0		96%	1%	1%	1%	1%	0%	F	0.079	0.573	23000	
ALT	From:	ALT US 460 St I												
160 (460 St Pauls Blvd	City of Norfolk	0.24 <b>2100</b> 0		96%	2%	1%	0%	1%	0%	F	0.08	0.535	23000	
400 (400) 011 4000 2114							0,0	. , 0	0,0	•	0.00	0.000		
Ct Davila Divid	From:	ALT US 460 Par; M			00/	10/	00/	10/	00/	_	0.070	0.500	07000	
St Pauls Blvd	City of Norfolk	0.07 <b>25000</b>	) F	96%	2%	1%	0%	1%	0%	F	0.078	0.506	27000	F
~~~	To: From:	US 58 Virginia E												
Monticello Ave	City of Norfolk	0.66 2000 0) F	96%	2%	1%	0%	1%	0%	С	0.073	0.528	22000	I
~	То	21st St				<u> </u>								
Monticello Ave	City of Norfolk	0.49 16000		96%	2%	1%	0%	1%	0%	F	0.082	0.527	17000	1
	To	Charach	74											
Granby St	City of Norfolk	0.81 2400 0		96%	2%	1%	0%	1%	0%	F	0.091	0.543	26000	
Grandy St	Oity of Norioik			30 /6	2 /0	1 /6	0 /6	1 /0	0 /6	'	0.031	0.545	20000	'
~	To: From:	Llewellyn												_
Granby St	City of Norfolk	0.45 29000) F	96%	2%	1%	0%	1%	0%	F	0.095	0.649	31000	ı
~	To: From:	Willow Wo	od Dr											
Granby St	City of Norfolk	1.30 33000	G	98%	1%	1%	0%	0%	0%	С	0.084	0.559	35000	(
~	Tα	Thole S	t											
Granby St	City of Norfolk	0.37 2800 0		96%	2%	1%	0%	1%	0%	F	0.090	0.511	31000	
30)	, c					 i		, -	- / -	-				
Cranby Ct	City of Norfalls	SR 165 Little 0		069/	20/	10/	00/	10/	00/	F	0.005	0.500	07000	
Granby St	City of Norfolk	0.44 2400 0) F	96%	2%	1%	0%	1%	0%	г	0.095	0.569	27000	
~	To: From:	I-64; I-5												
Granby St	City of Norfolk	0.69 2300 0) F	98%	1%	1%	0%	0%	0%	С	0.095	0.769	25000	F
~	To:	I-64 Eas	st											

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

						Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	Q۱
460 Granby St	City of Norfolk	I-64 East 0.30 21000 F	98%	1%	1%	0%	0%	0%	F	0.098	0.689	23000	F
460) Grandy St	To To	Bay View Blvd		170		070	070	070		0.000	0.000	20000	
Granby St	City of Norfolk	0.89 12000 F	98%	1%	1%	0%	0%	0%	С	0.113	0.675	13000	
<u></u>	To	SR 168 Tidewater Di											
Granby St	City of Norfolk	0.71 11000 F		1%	1%	0%	0%	0%	F	0.104	0.659	12000	
~	То:	US 60 Ocean View Av	/e										
~	From:	US 460 TO I-64 WES								0.400		4000	
Ramp	City of Norfolk (Maint: 64)	0.07 4300 C I-64-W FROM US 460-GRANE								0.100		4300	
East	From:	US 460 TO ROUTE 264 I											
460 Ramp	City of Norfolk (Maint: 64)	0.14 4400 (0.103		4400	
	The state of the s	264-E FROM ROUTE 460 EAST-I	BRAMBLET	ON									
East	From:	US 460 Granby St											
Ramp	City of Norfolk (Maint: 64)	0.13 4300 (ì							0.141		4300	
	10.	I-564 Northbound											
Vest 460 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 I								0.099		8000	
460 (11411)		64-E FROM ROUTE 460 WESTO		ETO						0.000		0000	
ALT	From:	Joliff Rd											
460 58 Airline Blvd	City of Chesapeake	1.72 7000 (9 7%	2%	1%	0%	1%	0%	С	0.088	0.52	7500	
~ ~	To: From:	WCL Portsmouth ECL Chesapeake											
ALT 460 \ \(58 \) Airline Blvd	City of Portsmouth	0.29 11000 (9 7%	2%	1%	0%	1%	0%	F	0.082	0.529	12000	
~ · ·	To	Greenwood Dr											
ALT 460 (58) Airline Blvd	City of Portsmouth	0.20 15000 C	97%	2%	1%	0%	1%	0%	F	0.079	0.602	16000	
460 58 Airline Blvd	City of Portsmouth		3 97%	2%	1%	0%	170	0%	Г	0.079	0.002	16000	
ALT	To: From:	Elmhurst Lane											
Airline Blvd	City of Portsmouth	1.30 8900 C	97%	2%	1%	0%	1%	0%	F	0.079	0.571	9400	
ALT	To: From:	VICTORY BLVD											
460 58 Airline Blvd	City of Portsmouth	0.28 11000 C	97%	2%	1%	0%	1%	0%	F	0.078	0.587	11000	
\sim	To	US 58, SR 337											
ALT 460 (337) Portsmouth Blvd	City of Portsmouth	0.10 14000 (3 99%	0%	0%	0%	0%	0%	F	0.080	0.581	15000	
460 (337) i oriomodii 2114	To To			070		070	0 70	070	·	0.000	0.001	10000	
ALT Boots we state Blood	From:	ALT SR 337 Turnpike		601	000	061	001	001	_	0.000	0.046	10000	
460 337 Portsmouth Blvd	City of Portsmouth	0.16 11000 (99%	0%	0%	0%	0%	0%	F	0.083	0.616	12000	
ALT	To: From	I-264											
460 (337) Portsmouth Blvd	City of Portsmouth	0.29 11000 N	l 99%	0%	0%	0%	0%	0%	Ν	0.083	0.616	12000	
\sim	Tα	RT 337 & I-264											

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

Abril Signature Signatur	Route	Jurisdictio	on Len	gth AADT	QA	4Tire	Bus		Trı			QC	K	QK	Dir	AAWDT	QW
Main	ΔΙΤ	From		SR 337 TO R				2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
1.294_FROW RT 3372 1.294_F		City of Portsmouth	(Maint: 64) 0.5		1 204	See	e VA 33	7 for di	rectional	traffic	volume e	estima	ites for t	his se	gment.		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: Sample Sample Form Sample		To	I-														
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 96% 0% 1% 1% 2% 0% F 0.08 F 0.679 50000 F	~~~	From:	(14 : 1 : 24)		-264		1.004										
City of Portsmouth (Maint: 64) 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.9	460 (264)			-	_							stimat			•	50000	_
City of Portsmouth (Maint: 64) 0.99 See -284 for directional traffic volume estimates for this segment.	~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: 43000	F	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	50000	F
City of Portsmouth (Maint: 64) 0.99 See 1264 for directional traffic volume estimates for this segment.	ALT	Tor From:		US 17 Frederic	ck Blvd												
City of Norfolk (Maint: 64) City	~~	City of Portsmouth	(Maint: 64) 0.9	9		Se	ee I-264	for dire	ectional t	traffic v	olume e	stimat	es for th	is seg	ıment.		
City of Portsmouth (Maint: 64) 0.67 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S4000 G 96% 0% 1% 1% 2% 0% F 0.09 F 0.577 58000 G 5800 G	\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: 57000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	61000	G
City of Portsmouth (Maint: 64) 0.67 See 1.284 for directional traffic volume estimates for this segment.		To		Deep Creek	Blvd			_									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: Status 14 Effinglem St 14 Effinance In International Interflic volume estimates for this segme		City of Portsmouth	(Maint: 64) 0.6			Se	oe I-264	for dire	ectional t	traffic v	olume e	stimat	es for th	is sec	ıment		
SR 141 Effinghum St	460 (264)		'		. G							F		_		58000	G
See -284 for directional traffic volume estimates for this segment. See -284 for directional traffic volume estimates for this segment. See		To To				0070	070		1,0	270	0 70	•	0.00	•	0.077	00000	Ğ
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 70000 F WCL Norfolk		From:			ham St												
No.	460 264 Elizabeth River ['									stimat _			•		_
ALT	~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: 70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
See 1-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 70000 F 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 77000 F	AI T	To From		WCL Norf	olk												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7000	~~~	Downtown Tunnel City of Norfolk (M	Maint: 64) 0.5	55		Se	ee I-264	for dire	ectional t	traffic v	olume e	stimat	es for th	is seg	ment.		
ALT			Roadways on this Rou	ite: 70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 97000 G 96% 0% 1% 1% 2% 0% F 0.086 A 0.667 105000 G		To		I-464													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 97000 G 96% 0% 1% 1% 2% 0% F 0.086 A 0.667 105000 G ALT SR 337 Main Street SR 337 Main Street See -264 for directional traffic volume estimates for this segment.	ALT	ridge City of Norfolk (M	(aint: 64) 0.4	L1		94	/26 مو	for dir	ectional t	traffic v	oluma a	etimat	as for th	ie ear	ımant		
SR 337 Main Street SR 347	460 (264) (337) Berniey Br		,		. G									_		105000	G
City of Norfolk (Maint: 64) 0.65 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 94000 G 96% 0% 1% 1% 2% 0% F 0.088 F 0.646 101000 G 1.264 ALT		Combined Traine Estimates for 2 Taraner				0070	070		1 70	270	0 70	•	0.000	,,	0.007	100000	ŭ
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 94000 G 96% 0% 1% 1% 2% 0% F 0.088 F 0.646 101000 G ALT	ALT	From:			Street												
ALT From: SR 337 Tidewater Drive	460 (264) (337)	•	,			Se											
City of Norfolk (Maint: 64) 0.22 26000 N 98% 1% 1% 0% 0% 0% N 0.084 0.782 28000 N ALT	\sim \circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: 94000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.646	101000	G
City of Norfolk (Maint: 64) 0.22 26000 N 98% 1% 1% 0% 0% 0% N 0.084 0.782 28000 N ALT	ΔΙΤ			I-264													
ALT SR 337 Tidewater Drive SR 337 Tidewate	\sim	City of Norfolk (N	Maint: 64) 0.2	22 26000	N	98%	1%	1%	0%	0%	0%	Ν	0.084		0.782	28000	Ν
City of Norfolk (Maint: 64) 0.24 26000 F 98% 1% 1% 0% 0% 0% F 0.084 0.782 28000 F Combined Traffic Estimates for 3 Parallel Roadways on this Route: 35000 G 0.089 F 0.791 38000 G O.089 F 0.791 38000	\sim	To	,	P 227 Tidowet	tor Drivo												
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 35000 G Combined Traffic Estimates for 3 Parallel Roadways on this Route: 35000 G Combined Traffic Estimates for 3 Parallel Roadways on this Route: 35000 G Combined Traffic Estimates for 3 Parallel Roadways on this Route: 35000 G St Pauls Blvd St Pauls Blvd	ALT	From				0001	4-1			051	051		0.657		0 = 0 0	00000	_
St Pauls Blvd From St Pauls Blvd From Fenchurch St Fen	460					98%	1%	1%	0%	0%	0%	۲		_			•
ALT From Fenchurch St	-	Combined Traffic Estimates for 3 Parallel	Hoadways on this Rou					 1					0.089	F	0./91	38000	G
City of Norfolk (Maint: 64) 0.45 41000 G 98% 1% 1% 0% 0% 0% F 0.081 0.596 44000 G	ALT	From:															
ALT US 460 Brambleton Ave US 460 Brambleton Ave US 460 Brambleton Ave US 460 Brambleton Ave O.24 21000 F 96% 2% 1% 0% 1% 0% F 0.08 0.535 23000 F	460 St Pauls Blvd	City of Norfolk (M	Maint: 64) 0.4			98%	1%	1%	0%	0%	0%	F	0.081		0.596	44000	G
ALI (460) St Pauls Blvd City of Norfolk 0.24 21000 F 96% 2% 1% 0% 1% 0% F 0.08 0.535 23000 F	~	To	II	S 460 Bramble	eton Ave												
460 460 50 Paulis DIVU	ALT Ct Paula Plud	Prom:				000/	00/	10/	00/	10/	00/	_	0.00		0.505	00000	_
	460 460 St Pauls Blvd	City of Nort					2%	1%	υ%	1%	υ%	۲	0.08		0.535	23000	F

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT 460 Ramp	City of Norfolk (N		JS-00460(B)/ 0.17	TO CITY I	HALL A	VENUE							NA			NA	
460) (1411)	To:		W010B(B)/F		264 EA	ST VIA A	LT 4						INA			IVA	
ALT	From	5	I-264	-W TO RT	337												
160 264 Ramp	City of Portsmouth	(Maint: 64)	0.37			Se	e I-264	for dire	ectional t	traffic vo	olume e	stimat	es for th	is seg	ment.		
$\stackrel{\circ}{\sim}$	To	c		7 FROM R													
ALT	City of Doutemouth	(Mainte C4)	SR 337 0.84	Portsmout	h Blvd	C-	- L 064	for dire	otional i	roffic	م مسام	atim at	es for thi		mont		
160 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	•		42000	_	96%	0%	1%	1%	2%	0%	Siiiiiai E	0.08	is seg F	0.679	50000	F
	Combined Trainic Estimates for 2 Parallel	noadways on ti			F	90%	0%	1 70	1 70	2 70	0%	Г	0.06	Г	0.679	30000	Г
LT	To: From:	,	US 17	7 Frederick	Blvd												
60 (264)	City of Portsmouth	` '	0.55			Se	e I-264	for dire	ectional	traffic vo	olume e	stimat	es for th	is seg	ment.		
\Rightarrow	Combined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.557	61000	G
.LT	To: From:		Dec	ep Creek B	lvd												
·60 (264)	City of Portsmouth	(Maint: 64)	1.17			Se	e I-264	for dire	ctional t	traffic vo	olume e	stimat	es for thi	is sea	ment.		
190 204	Combined Traffic Estimates for 2 Parallel		nis Route:	54000	G	96%	0%	1%	1%	2%	0%		0.085	_	0.584	58000	C
	To	<u> </u>		41 Effingha													
LT E I B.	From	(14 : 1 04)		+1 Emilgia	ııı sı		1.004										
Elizabeth River D		,	0.45		_							stimat	es for th	-		77000	
	Combined Traffic Estimates for 2 Parallel	Roadways on tr	ils Houte:	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	А	0.502	77000	F
LT	To: From:	:	W	CL Norfol	k												
Elizabeth River D		,	0.56			Se	e I-264	for dire	ectional 1	traffic vo	olume e	stimat	es for th	is seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
	To	c	I-	464, SR 33	7												
lorth	From:			I-64													
164	City of Chesapeake	. ,	0.79	28000	F	95%	0%	1%	1%	2%	0%	F _	0.122	_		32000	۲
	Combined Traffic Estimates for 2 Parallel	Roadways on th	ns Route:	56000	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.746	64000	G
orth	To:		US 1	3 Military	Hwy												
164)	City of Chesapeake	(Maint: 64)	1.06	26000	F	95%	0%	1%	1%	2%	0%	F	0.125			29000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	51000	F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	59000	F
	To	4	F	reeman Av	e			_									
orth	City of Chesapeake	(Maint: 64)	1.89	24000	۸	95%	0%	1%	1%	2%	0%	С	0.153			28000	Δ
164	Combined Traffic Estimates for 2 Parallel	. ,			A	95% 95%	0%	1%	1%	2% 2%	0%	С	0.133	Α	0.7	55000	A
	Combined Traine Estimates for 2 Faidher	1 loauways Ull II				<i>9</i> J /0	0 /0	1 /0	1 /0	£ /0	U /0	U	0.110	^	0.7	55000	-
orth	To: From:		SR 33	37 Poindex	ter St												
464)	City of Chesapeake	,	0.76	26000	G	95%	0%	1%	1%	2%	0%	F	0.118			30000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	8.0	53000	G
	To		S	CL Norfol	k												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	SCL Nor		0==/						_					
464	City of Norfolk (Maint: 64)	0.41 2600	-	95%	0%	1%	1%	2%	0%	F	0.118	_		30000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4700) G	95%	0%	1%	1%	2%	0%	F	0.081	F	8.0	53000	G
North	To: From:	Main Str	eet												
464)	City of Norfolk (Maint: 64)	0.60 2500		95%	0%	1%	1%	2%	0%	F	0.114			28000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4700) G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	54000	G
North	To- Front	SR 33	7												
464 (337)	City of Norfolk (Maint: 64)	0.16 2500) N	95%	0%	1%	1%	2%	0%	Ν	0.114			28000	Ν
(10.1)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4700) N	95%	0%	1%	1%	2%	0%	Ν	0.080	F	0.779	54000	Ν
	To:	I-264													
North	From:	I-464-N TO I-													
464 (17) Ramp	City of Virginia Beach (Maint: 64					-					0.120			9500	G
\bigcirc \bigcirc	To:	I-64-E FROM RT		ГН											
North	City of Chesapeake (Maint: 64)	I-464-N TO 0.18 710 0									0.00			7100	_
A64 Ramp	Trail Trail	0.18 7100 US 13 US 13- 36B TO	-	OM RT		1					0.09			7100	Г
North	From:	I-464-N TO FREEM													
Ramp	City of Chesapeake (Maint: 64)			NOL							0.082			4300	F
1	To:	131-8598; 131-8598- B I	FROM AN	ND TO R											
North	From:	I-464-N TO	RT 337												
(464)Ramp	City of Chesapeake (Maint: 64)										0.111			2100	G
	To:	SR 337 FROM													
North	City of Changes (Mainty Cd.)	I-464-N TO									0.104			700	_
464 Ramp	City of Chesapeake (Maint: 64)	0.10 720 SR 337 TO I	G			1					0.184			720	G
North	From:	I-464 No				1									
(464) Ramp	City of Norfolk (Maint: 64)	0.12 2800		93%	0%	1%	3%	2%	0%	F	0.111			30000	F
1	To:	SR 33													
North		-464-N TO ROUTE 264 W	EST & BE	ERKLEY S	T										
Ramp	City of Norfolk (Maint: 64)	0.13 NA									NA			NA	
$\overline{}$	Tec	SR 337-N025A STATE	ST @ ROI	UTE 337											
North	From:	I-464-N006A TO RO	UTE 264 V	WEST											
464 Ramp	City of Norfolk (Maint: 64)	0.04 NA									NA			NA	
North	To: From:	SR 337-N025A FRO	M STATI	E ST											
	City of Norfolk (Maint: 64)	0.08 NA									NA			NA	
Ramp															
Ramp	To	I-464-N006T INSPECTIO	N STATIO	ON ROAD		\neg \vdash									
North (464) Ramp	City of Norfolk (Maint: 64)	I-464-N006T INSPECTIO 0.25 NA	N STATIO	ON ROAD							NA			NA	

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

Davida	Lucia d'arta		****		4T!	D		Tru	ck		-00	K	01/	Dir	A A \ A \ \ C T	. 0144
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-464-N006B INS		STATIO	N ROAD							NIA			NIA	
Ramp	City of Norfolk (M $_{_{\mathrm{Tot}}}$	<u> </u>	NA ATE STREE	FT			_					NA			NA	
Courth	From:	51	I-64													
South 464	City of Chesapeake	(Maint: 64) 1.32	28000	G	95%	0%	1%	1%	2%	0%	F	0.111			32000	G
101	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.746	64000	G
	To	US	13 Military H	Hwv												
South	City of Chesapeake		26000	F	95%	0%	1%	1%	2%	0%	F	0.115			30000	E
464	Combined Traffic Estimates for 2 Parallel	,		F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	59000	· F
	Combined Traine Estimates for 2 Taraner			-	33 /6	0 70	1 70	1 /0	270	0 70	•	0.005	'	0.773	33000	•
South	From:		eeman Avenu													
464	City of Chesapeake	,	23000	Α	95%	0%	1%	1%	2%	0%	С	0.157			27000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	95%	0%	1%	1%	2%	0%	С	0.110	Α	0.7	55000	Α
South	To: From:	C	ollector Road	ıd												
464)	City of Chesapeake	(Maint: 64) 0.43	20000	F	95%	0%	1%	1%	2%	0%	F	0.136			23000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	0.8	53000	G
2 "	Too		SCL Norfolk				\neg \vdash									
South 464	City of Norfolk (M	laint: 64) 0.36	20000	F	95%	0%	1%	1%	2%	0%	F	0.136			23000	F
404)	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	0.081	F	0.8	53000	G
	To:					0,0		. , 0		0,70	•	0.00.	•	0.0	00000	<u> </u>
South	From:		Main Street		2==/					221						
464	City of Norfolk (M		23000	G	95%	0%	1%	1%	2%	0%	-	0.105	_	0.770	26000	G
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle {\rm To}}$	Roadways on this Route:	47000 I-264	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	54000	G
Courth	From:	CD 10)4 TO I-64 W	VECT												
South 464)Ramp	City of Chesapeake		8200	G								0.095			8200	G
404)	Τα	I-64-W291X		-	JTH											
South	From:	I-464	-S TO I-64 E	EAST												
Ramp	City of Chesapeake	(Maint: 64) 0.36	4300	G								0.177			4300	G
$\overline{}$	To:	I-64-E FR	OM RT 464	4 SOUTE	ł											
South	From:		64-S TO RT													
464 Ramp	City of Chesapeake		5400	F								0.113			5400	F
$\stackrel{\smile}{=}$	10:		AND FROM													
South	City of Changesko		TO FREEMA									0.117			2000	0
Ramp	City of Chesapeake $_{_{\mathrm{Tot}}}$	(Maint: 64) 0.13	3000 8598- A TO	G AND FI	ROM I		_					0.117			3000	G
Courth	From:	I-464-S004X TO R				D	<u> </u>									
South 464 Ramp	City of Chesapeake		NA	uu- PUII	NDEXTE	K						NA			NA	
404)	To:	SR 337 FRO		464 COI	TTLI											

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

			NOTION	viairiteria	lice Ai	Ja											
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From:		I-464-S BEG COLL	ECTOD DI) DT 22	7 DOINIDE	ZV	ZAXIE	3+Axle	TITALI	ZITAII		Factor		Factor		
Ramp	City of Chesapeake	(Maint: 6		4900	F	FOINDL	žA.						0.088			4900	F
464) (1611)	ony or onosapound												0.000			1000	•
South	To: From:	S	R 337-W023A FRO	M ROUTE	337 WE	ST00- PO	IND										
464 Ramp	City of Chesapeake	(Maint: 6	4) 0.14	NA									NA			NA	
South	To: From:		I-464-S004A TO R	Γ 337 EAS	Г00- РО	NDEXTE	R										
(464) Ramp	City of Chesapeake	(Maint: 6	4) 0.09	NA									NA			NA	
\smile	To:		SR 337-E023A FRO	M RT 337 F	EAST00-	POINDE	XT										
South	From:				27 10 1 00	TORABE	211										
Ramp	City of Chesapeake		•	NA									NA			NA	
<u> </u>	10:		I-464-S END COLL	ECTOR RI	000- RT	337 POIN	ID										
North	From:			64-Westbou	ınd												
564 Ramp	City of Norfolk (N	Maint: 64)	0.29	NA									NA			NA	
N	To:		Ramps from	US 460 an	nd I-564	Rev											
North 564 Ramp	City of Norfolk (N	Maint: 64)	0.16	NA									NA			NA	
564 Mamp	City of Norioik (iv	141111. 04)		om I-64 Ea	ethound								INA			INA	
North	From:			JS 460 Gra													
564)	City of Norfolk (N	laint: 64)	0.51	32000	F	98%	0%	0%	2%	0%	0%	F	0.127			38000	F
304)	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	63000	G
	To:	liodanay	SR 406 Inte				070	Ť	1 /0	0 70	0 70	•	0.001	•	0.07	00000	ŭ
North	From:		SR 406 Inte														
564)	City of Norfolk (M	Maint: 64)	1.81	12000	F	98%	0%	0%	2%	0%	0%	С	0.216			NA	
30.7	Combined Traffic Estimates for 2 Parallel		s on this Route:	32000	G	98%	0%	0%	1%	1%	0%	С	0.13	Α	0.865	NA	
	To:			Admiral Tau				Ť				_					
Rev	From:			I-64 Rev													
Reversible Ramp	City of Norfolk (N	laint: 64)	0.31	NA									NA			NA	
564) 1 to voicible 1 tump	To:	:	Ramps to I-56		From I-5	64 SB											
Rev	From:		•	I-564 Rev													
Ramp	City of Norfolk (N	laint: 64)	0.08	4500	G								0.292			4500	G
564 Tramp	To:	iaiiii. 04)		64 Northbo									0.232			4300	ч
	Francis																
South	City of Norfalls (N	Aciati CA	0.16	64 Eastbou									0 1 4 0			00000	F
564 Ramp	City of Norfolk (M	nami. 64)		23000	F	D 1							0.140			23000	Г
South	From:			R 165 Little JS 460 Gra		Kű											
564)	City of Norfolk (M	Maint: 64)	0.64	21000	G	98%	0%	0%	0%	1%	0%	F	0.153			25000	G
304)	Combined Traffic Estimates for 2 Parallel	,			G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	63000	G
	To:	· roudway		06 Terminia		00 /0	0 /0	70	1 /0	0 /0	0 /0	•	0.001	•	0.07	00000	u
South	From:		SR 406 Inte			Blvd		-									
564)	City of Norfolk (N	Maint: 64)	1.84	20000	G	98%	0%	0%	0%	1%	0%	С	0.212			24000	G
	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	1%	1%	0%	C	0.13	В	0.865	NA	
	Tanana Tanana Zaminataa iai Zi arana			Admiral Tau			0 /0		. /0	. /0	5 / 5	_	0.10	_	5.500	. •/ ١	

Route	Jurisdictio	on	Length			4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 564 Ramp	City of Norfolk (N	Maint: 64)	0.16	54 Southbou 2600	ınd G								0.176			2600	G
564 Mamp	To	× (100 minus)		East Little (<u> </u>							0.170			2000	а
South	From	12	I-56	64 Southbou	ınd												
Ramp	City of Norfolk (N	Maint: 64)	0.35	NA									NA			NA	
\bigcirc	То	Ramps fro	m SR 406 aı				460										
South 564)Ramp	City of Norfolk (N	Agint: 64)	SR 406-E	001A FROM	M RT 40	6							NA			NA	
564 hamp	City of Noriolk (N			OC TO RT	64 WFS	Т		_					INA			INA	
South	From	Ramp from	n I-564 Sout				lvd										
Ramp	City of Norfolk (N	Maint: 64)	0.25	NA									NA			NA	
<u> </u>	То	00	US	460 Granby	y St												
South	From	12		m I-564 So		i											
Ramp	City of Norfolk (N	Maint: 64)	0.45	6800	G								0.107			6800	G
<u> </u>	10	X.		4 Westbou													
South	From	4-1-1-04)		64 Southbou									0.004			7400	_
Ramp	City of Norfolk (N	//aint: 64)	80.0	7400 I-564 Rev	G								0.294			7400	G
	From																
East 664)Hampton Roads Beltwa	cy City of Chesapeake	(Maint: 64)	0.16	VCL Suffoll 38000	G	94%	0%	1%	1%	4%	0%	E	0.095			41000	G
664 Hampton Hoads Beltwa	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	, E	0.093	F	0.591	83000	G
	Combined Traine Estimates for 21 araner	-	t I-664 is		-		0 /6	1 /0	1 /0	4 /0	0 /6	'	0.031	•	0.551	03000	u
	To	,r				77 004											
East	From			59 Pughsvill													
664 Hampton Roads Beltwa		` ,	2.02	42000	F	94%	0%	1%	1%	4%	0%	F	0.107			41000	F
	Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4%	0%	F	0.085	F	0.542	87000	F
		Eas	t I-664 is	signed as	s Souti	h I-664											
East	To From	<u>x</u>	SR 337	Portsmout	h Blvd												
Hampton Roads Beltwa	y City of Chesapeake	e (Maint: 64)	1.10	47000	F	94%	0%	1%	1%	4%	0%	F	0.103			47000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	95000	F	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	96000	F
		Eas	t I-664 is	signed as	s Souti	h I-664											
	To	7	64-663 I	Dock Landii	ng Road												
East 664)Hampton Roads Beltwa	cy City of Chesapeake	(Maint: 64)		41000	G	94%	0%	1%	1%	4%	0%	_	0.088			45000	G
064 Hampion Roads beliwa	Combined Traffic Estimates for 2 Parallel	,	1.18		G	94% 94%	0% 0%	1% 1%	1%	4% 4%	0% 0%	F	0.088	F	0.505	94000	G
	Combined Trainic Estimates for 2 Parallel	-	is Houle.				U 70	I 70	I 70	470	U-76	Г	0.003	Г	0.505	94000	G
	_																
East	To From	US	3 13, US 58,	US 460 Mi	lıatry Hi	ghway											
664 Hampton Roads Beltwa	y City of Chesapeake	e (Maint: 64)	1.13	57000	F	94%	0%	1%	1%	4%	0%	F	0.09			61000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	113000	F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	122000	F
		Eas	t I-664 is	signed as	s Sout	h I-664											
	To	v US	S 13, US 460) Military H	Iighway	South											

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

_							_		Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		JS 13, US 46														
664 Hampton Roads Beltway	City of Chesapeake		0.27	58000	G	94%	0%	1%	1%	4%	0%	F	0.108			61000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	114000	G	94%	0%	1%	1%	4%	0%	F	NA			122000	G
	_	Ea	st I-664 is			n I-664											
	To:			I-64; I-264													
East	From:	(1.1		Ramp to 1													_
664 Ramp	City of Chesapeake	(Maint: 64)	0.46	31000	F								0.088			32000	F
<u> </u>	10:			I-64 WB													
East	From:			I-664 East													
664)Ramp	City of Chesapeake	(Maint: 64)	0.35	6200	G								0.282			6200	G
	To:			ughsville R													
East	City of Change asks		E010B TO P		LE ROAI	D NORTH	ĺ						NIA			NIA	
664 Ramp	City of Chesapeake		0.08	NA									NA			NA	
<u> </u>	10.		-8529 FROM														
East	From:		E010A TO P		LE ROA	D NORTH	I										
664 Ramp	City of Chesapeake	(Maint: 64)	0.03	NA									NA			NA	
<u> </u>	To:		131-8529	TO & FRO	OM ROU	J											
East	From:			I-664 East													
664 Ramp	City of Chesapeake	(Maint: 64)	0.36	2700	G								0.093			2700	G
\bigcirc	To:		SR 33	7 Portsmout	th Blvd												
East	From:		I-66	4-E TO RT	337												
664 Ramp	City of Chesapeake	(Maint: 64)	0.22	5400	G								0.101			5400	G
	To:	SR	337 SR 337-	W014A TO	AND FF	ROM I-6											
East	From:			I-664 East													
(664)Ramp	City of Chesapeake	(Maint: 64)	0.06	NA									NA			NA	
004)	To:	(ast Exit 12I	B Ramp												
Foot	From:	1 664 E0	12A TO DO			D00 NO	рт										
East (664) Ramp	City of Chesapeake		0.08	NA	NG KUA	1D00- NO	KI						NA			NA	
664	Oity of Offesapeake	(Marrit. 04)		7 TO & FRO	OM POL	T							INA			INA	
			131-032			,											
East	erom:	(14 : 1 : 0.4)	0.47	I-664 East									0.000			0000	_
664 Ramp	City of Chesapeake	(Maint: 64)	0.47	9900	G								0.096			9900	G
	10.			Military Hi													
East	From:		-664-E TO R			EAST											
664 Ramp	City of Chesapeake		0.25	1900	G								0.110			1900	G
$\overline{}$	To:	US	S 58 FROM I	ROUTE 664	4 EASTS	OUTH											
East	From:			I-664 East													
664 Ramp	City of Chesapeake	(Maint: 64)	0.12	2500	F	92%	0%	1%	1%	6%	0%	F	0.122			2600	F
\smile	To:		US 13	3; 1US 13-P	FRO												
East	From:		I-664-EI	3; Ramp to	I-64 WB												
Ramp	City of Chesapeake	(Maint: 64)	0.56	19000	F								0.077			24000	F
	Τσ	. ,		I-264-EB													

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:		V	VCL Suffol	k			27 000	01717110	TTTGII	Liian		1 40101		1 40101		
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.62	39000	G	94%	0%	1%	1%	4%	0%	F	0.083			42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	77000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
		We	est I-664 is	signed a	s Nort	h I-664											
	To:		64-659	9 Pughsville	Road												
West	From:	(Mainte C4)				0.40/	00/	10/	10/	40/	00/	_	0.000			40000	F
664 Hampton Roads Beltway			2.10	45000	F	94%	0%	1%	1%	4%	0%	-	0.089	_	0.540	46000	•
	Combined Traffic Estimates for 2 Parallel	-			F	94%	0%	1%	1%	4%	0%	F	0.085	F	0.542	87000	F
		VVE	est I-664 is			n I-664											
West	To: From:		SR 33	7 Portsmout	th Blvd												
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.03	48000	F	94%	0%	1%	1%	4%	0%	F	0.083			49000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	95000	F	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	96000	F
		-	est I-664 is		s Nort	h I-664											
	To:			k Landing I													
West	From:	(14 : 1 0 4)				0.40/	00/		40/	40/	00/	_	0.000			10000	_
664 Hampton Roads Beltway		,	1.48	46000	F	94%	0%	1%	1%	4%	0%	F _	0.083	_		49000	F
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	94000	G
		We	est I-664 is	signed a	is Nort	h I-664											
West	To: From:	U	S 13, US 58,	US 460 Mi	ilitary Hi	ghway											
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.21	57000	F	94%	0%	1%	1%	4%	0%	F	0.088			61000	F
004)	Combined Traffic Estimates for 2 Parallel	,			F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	122000	F
		•	est I-664 is				0,0	. , 0	. , ,	.,0	0,0	•	0.07.0	•	0.00		•
	To:			I-64; I-264													
West	From:			I-664 West				<u> </u>									
(664)Ramp	City of Chesapeake	(Maint: 64)	0.19	8200	F								0.097			8200	F
	To:	,	I-664 W	est Exit 10	B Ramp												
West	From:	I-6	64-W010A T	O PUGHS	VILLES	OUTH		Ī									
(664)Ramp	City of Chesapeake		0.05	NA									NA			NA	
	To:	131-	8529 FROM	ROUTE 66	64 WEST	NORTH											
West	From:		I-664	1-W TO RT	337												
(664)Ramp	City of Chesapeake	(Maint: 64)	0.22	3600	G								0.096			3600	G
	To:		337 SR 337-	-E014B TO	I-664 A	ND FR											
West	From:			I-664 West													
(664)Ramp	City of Chesapeake	(Maint: 64)	0.36	6600	G	_							0.094			6600	G
$\overline{}$	To:		SR 33	7 Portsmout	h Blvd												
West	From:			I-664 West													
(664)Ramp	City of Chesapeake	(Maint: 64)	0.14	3000	F	_							0.108			3000	F
$\overline{}$	To		I-664 W	est Exit 12	B Ramp												
West	From:	I-664-W	012A TO DO	OCK LAND	ING RC	AD-SOU	TH										
(664)Ramp	City of Chesapeake	(Maint: 64)	0.07	NA									NA			NA	
$\overline{}$	To:		131-8527	TO & FRO	OM DOC	7											

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

Route	Jurisdiction	Length AADT	QA 4Tire	Rus	Truck xle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
West (664) Ramp	From:	I-664 West				0.400		05000	
664 Ramp	City of Chesapeake (Maint: 64)	0.06 25000	F		_	0.100		25000	F
West	To: From:	I-664-W013B TO 58,13&	460 EAST]				
West 664 Ramp	City of Chesapeake (Maint: 64)	0.53 23000	G		_	0.108		23000	G
	Τα	US 58 TO ROUTE 66	54 EA						
West 664 Ramp	From:	I-664 West							
664 Ramp	City of Chesapeake (Maint: 64)	0.10 2200	F		-	0.174		2200	F
<u> </u>	To:	US 58 Military High	iway]				

					No	rtolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
460 (7) Monticello Ave	0.25	4600 To	F	98%	1%	1%	A1US 460 0% St Pauls B	0%	0%	F	0.091		0.579	5000	F	2015
City of Virginia Beach																
(F143) Midtown Way	0.55	330 To	G		134		ead End gent Unive	ersity Dr			0.144		0.520	330	G	2015
City of Chesapeake					13	1 0001 100	gent Cinve	oisity Di								
F144)	0.10	1200	R				s SR 168				NA			NA		04/28/200
(F145) Bulldog Rd	0.06	From 840	G				ntern St				0.148		0.598	840	G	2015
(F145) Buildog Rd	0.00	To				De	ead End				0.140		0.000	040	<u> </u>	2010
(F148) Tennyson St	0.10	40 To	G				ead End	DI 1			0.161		0.5	40	G	2015
		From	1:				reat Bridge ullen Rd	Blvd								
(F150) Libertyville Rd	0.34	1300 _{To}	G				Bainbridge	Blvd			0.112		0.608	1300	G	2015
(F151) Firman St	0.17	100	G				ithway St				0.233		0.511	100	G	2015
		From	1				ead End									
F ₁₅₃ Rotunda Ave	1.67	580	F	92%	2%	2%	ilitary High	4%	0%	С	0.106		0.548	630	F	2015
Rotunda Ave	0.69	580 From	N	92%	2%	2%	Portsmout 0% Greenwoo	4%	0%	N	0.106		0.548	630	N	2015
City of Portsmouth											•					
F154 Liberty St	0.40	20 To	G				ead End				0.22		0.556	20	G	2015
City of Chesapeake						1 02	zewen st				<u> </u>					
(F156) Burns St	0.12	60	G				orcas Rd				0.246		0.516	60	G	2015
City of Norfolk			·			De	ead End									
(F157)	0.29	2600	G				ead End				0.107		0.522	2600	G	2015
City of Change - I		To	1			US 13 I	Military H	wy								
City of Chesapeake (F336) Jolliff Rd	0.19	30	G				01 Jolliff R	d			0.222		0.583	30	G	2015
		From	12				ead End									
F337 Branchview Way	0.47	60 To	G				ead End	d			0.128		0.5	60	G	2015
(F683) Blake St	0.32	840	G		ı		reat Bridge				0.092		0.614	840	G	2015
\bigcup		To	1				ead End									
F684 Finck Lane	0.13	690 To	G				reat Bridge	Blvd			0.253		0.563	690	G	2015
(F808) W Military Hwy	0.06	From 40	G				ead End				0.247		0.524	40	G	2015
(F808) VV William y Tiwy	0.00	To				US 5	58; FR-923				0.247		0.024	+∪	<u> </u>	2013

					No	rfolk Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From													
(F000)	0.65	100	G			Dead End				0.168		0.571	100	G	2015
(F809)	0.00	To				US 58 Military H	wv			-0.100		0.57 1	100	ч	2013
		From				US 13 Military H				1					
(F812) Ridgeway Ave	0.46	70	G			CS 13 William y 11	·· <u>·</u>			0.179		0.519	70	G	2015
0 ,		To	:			Dead End									
		From				US 58 Military H	wy								
(F923) Snowden St	0.58	20	G			•				0.381		0.625	20	G	2015
\bigcup		To				Dead End									
City of Norfolk															
Componente Divid	0.47	From		000/	00/	Curlew Dr	00/	00/				0.577	0000	_	0015
1 Corporate Blvd	0.47	2400 _{To}	F	99%	0%	1% 0%	0%	0%	F	0.144		0.577	2600	F	2015
			1			US 13 Military H									
Sewells Point Rd	1.00	From	<u> </u>	070/	10/	SR 247 Norview 2 2% 0%	Ave 0%	00/	С	0.088		0.533	0000	F	2015
3 Sewells Point Rd	1.96	7300 To	F	97%	1%	2% 0% SR 165 Little Creel		0%		0.000		0.555	8000	Г	2013
		From					x IXu			1					
Tazewell St	0.06	1900				Duke St				0.158		0.64	1900	F	2015
1 azeweli St	0.00	1900 To				Alt SR 337 Boush	St			0.130		0.04	1300	'	2013
		From					i ot								
5 Duke St	0.29	1900	F	97%	1%	Tazewell St	0%	0%	С	0.11		0.622	2100	F	2015
\ 1 <u>5</u> 2 /	ned Traffic:		F	97%	1%	1% 0%	0%	0%	F	0.092	F	0.541	46000	F	2010
Combii	noa mamo.	72000	Ė	01 70	1 /0	Brambleton Av		070		7	•	0.0+1	40000	•	
		From			CD 337	7 State St; 122-8592		A va							
6	0.40	NA			3K 337	/ State St, 122-6392	Delkiey A	4100		NA			NA		
6 122	0.10	To	c			End State Mainten	ance			iii					
		From			I-464-N	I006A STATE ST @		337							
6 Ramp	0.07	3500	F		1 10111		ROUIL	551		0.127			3500	F	2015
Ramp		To	c		I-46	64-N006B FROM S	ΓATE ST								
		From	d			City Hall Ave									
7 Monticello Ave	0.47	2600	F	98%	1%	1% 0%	0%	0%	С	0.09		0.576	2900	F	2015
122		To				SR 337 Brambleton	Avia								
7 Monticello Ave	0.25	4600	F	98%	1%	1% 0%	0%	0%	F	0.091		0.579	5000	F	2015
Monticello Ave	0.20	To	Ė	0070	1 /0	US 460 St Pauls E		070	•			0.070	0000	•	20.0
		From	d			Alt US 460 Overp				1					
8 City Hall Ave WB	0.13	NA				All US 400 OVER	1435			NA			NA		
122		To				Ramp From I-64 V	WB								
		From				122-8623 TO I-64 F									
(8023) Ramp	0.14	5800	G							0.205			5800	G	2015
(8023) Ramp		To			I-6	64-E FROM BAY A	VENUE								
		From				Powhatan Ave									
8560 49th St	0.56	4700	F	97%	1%	2% 0%	0%	0%	С	0.075		0.509	5100	F	2015
(122)		To	c			SR 337 Hampton I	Blvd								
O •		From				Hampton Blvd								_	
8560 49th St	0.42	3900 _{To}	F	97%	1%	2% 0%	0%	0%	F	0.089		0.562	4300	F	2015
		To	1			Colley Ave									
O Dalli A	o	From	<u> </u>	0751	401	Powhatan Ave		001				0.00	0000	_	00:5
8561 Bolling Ave	0.48	2000	F	97%	1%	2% 0%	0%	0%	F	0.103		0.66	2200	F	2015
		From				SR 337 Hampton I	Blvd								
8561 Bolling Ave	0.48	2300	F	97%	1%	2% 0%	0%	0%	F	0.123		0.589	2500	F	2015
		To				Jamestown Cresc	ent								
		From				Powhatan Ave									
8562 1222 43rd St	0.98	11000	F	97%	1%	2% 0%	0%	0%	F	0.078		0.572	12000	F	2015
		To	1			Colley Ave									
		From				US 58 Brambleton	Ave								
8563 Colley Ave	0.21	14000	F	99%	0%	1% 0%	0%	0%	F	0.084		0.669	15000	F	2015
<i>'''</i>		To				Olney Rd									

					No	rfolk Maintenar	ice Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk		From	d			Olney Rd				1				
8563 Colley Ave	0.40	12000	F	99%	0%	1% 0%	0%	0%	F	0.08	0.651	13000	F	2015
	0.07	From	<u> </u>	200/	00/	Princess Anne		201			0.505	1 1000		0015
Colley Ave	0.37	13000	F	99%	0%	1% 0%	0%	0%	F	0.082	0.565	14000	F	2015
<u> </u>		To From				21st Street								
S563 Colley Ave	0.30	14000	F	99%	0%	1% 0%	0%	0%	F	0.085	0.563	16000	F	2015
122		To				27th Street								
_		From				27th St								
S ₅₆₃ Colley Ave	1.04	14000	F	99%	0%	1% 0%	0%	0%	С	0.092	0.561	15000	F	2015
Jamestown Crescent	0.74	6700 From	F	99%	0%	52rd Street 1% 0%	0%	0%	F	0.095	0.558	7300	F	2015
		To	c			SR 337 Hampton	Blvd							
		From	13			Dead End								
Powhatan Ave	0.75	1600	F	99%	0%	1% 0%	0%	0%	F	0.09	0.668	1700	F	2015
		To				Bolling Ave								
Powhatan Ave	0.81	6400 From	F	99%	0%	1% 0%	0%	0%	F	0.088	0.522	6900	F	2015
Powhatan Ave	3.51	To	-	20 /0	5 /0	38th St	J /0	3,0	•		0.022	5550	•	_510
		From				Powhatan Av	e							
3564) 38th St	0.57	5000	F	99%	0%	1% 0%	0%	0%	F	0.084	0.616	5400	F	2015
38th St	3.37		·	2070	2 / 0			2,0	•		3.0.0	0.00	•	_5.0
O 2011 5:		From	1			SR 337 Hampton				<u> </u>				
38th St	0.41	6300	F	99%	0%	1% 0%	0%	0%	F	0.107	0.644	6900	F	2015
		To				Colley Ave								
38th St	0.53	9600	F	99%	0%	1% 0%	0%	0%	С	0.095	0.576	10000	F	2015
38th St	0.00	5000		00 /0	0 70	170 070	0 70	0 70		0.000	0.070	10000	•	2010
		From				Llewellyn Av	e							
3564 38th St	0.17	4500	F	99%	0%	1% 0%	0%	0%	F	0.092	0.771	4900	F	2015
122)		To				US 460 Granby	St							
		From				US 460								
La Vallette Ave	0.48	1700	F	99%	0%	1% 0%	0%	0%	F	0.100	0.521	1900	F	2015
122)		To	c			Columbus Av	e							
		From	ı			Olney Rd								
S565) Colonial Ave	1.08	5700	F	99%	0%	1% 0%	0%	0%	F	0.087	0.544	6200	F	2015
3565 Colonial Ave	1.00	0,00		0070	0 70	170 070	070	0 70			0.011	0200	•	
		From				27th St								
Colonial Ave	1.07	2000	F	99%	0%	1% 0%	0%	0%	F	0.097	0.615	2100	F	2015
		To	c			New Hampshire	Ave							
		From				Gasnold Ave	;							
New Hampshire Ave	0.24	140	F	99%	0%	1% 0%	0%	0%	F	0.177	0.519	150	F	2015
		To				Colonial Ave	·							
		From	c			Colley Ave								
3566) 41st St	0.05	830	F	99%	0%	0% 0%	0%	0%	F	0.1	0.587	900	F	2015
41st St	2.20	To	r <u> </u>	/ -	- , •	Mayflower R		•	-	一 <u>,</u>	2.007		•	_3.0
		From				Carolina Ave								
8566) Mayflower Ave	0.22	1600	F	99%	0%	0% 0%	0%	0%	F	0.1	0.587	1700	F	2015
Mayflower Ave		To	-			Delaware Av			-	\neg				
		From	ı			Mayflower R								
Delaware Ave	0.55	4000	G	99%	0%	0% 0%	0%	0%	F	0.084	0.543	4300	G	2015
Delaware Ave				- / -										, . .
<u> </u>		From	<u> </u>			Llewellyn Av								
Delaware Ave	0.12	7000	F	99%	0%	0% 0%	0%	0%	С	0.102	0.762	7700	F	2015
<i></i>		To	1			US 460 Granby	St							
		From	c			Brambleton A	ve							
Boush St	0.21	8500	F	99%	0%	0% 0%	0%	0%	F	0.109	0.622	9300	F	2015
Boush St	0.21	5500		0070	J /0			0 /0	•		0.022	2000	•	_0.0
		From				Va Beach Bly								
Llewellyn Ave	0.30	7800	F	99%	0%	1% 0%	0%	0%	F	0.111	0.533	8500	F	2015
142)		To				Princess Anne	Rd							
S ₃₅₆₇) Llewellyn Ave	0.50	8200 From	F	99%	0%	1% 0%	0%	0%	F	0.104	0.721	8900	F	2015
B567 Liewellyn Ave	0.50			JJ /0	J /0		0 /0	U /0	- 1	0.104	0.721	0300	'	2013
		To				21st Street								

					INO	HOIK IVIAI	ntenanc	e Alea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk															
8567 Llewellyn Ave	0.72	6700	F	99%	0%	1%	0%	0%	0%	F	0.099	0.583	7300	F	2015
<u> </u>	0.14	5900	F	99%	0%	35t	h Street	0%	0%	С	0.094	0.519	6400	F	2015
Llewellyn Ave	0.14	3900 To	Ė	33 /6	0 /6		h Street	0 /6	0 /6	U	0.094	0.519	6400	ı	2013
<u> </u>		From					8th St							_	
Llewellyn Ave	0.20	11000	_ F	99%	0%	1%	0%	0%	0%	F	0.084	0.609	12000	F	2015
8567 Llewellyn Ave	0.28	7400 From	F	99%	0%	1%	ware Ave 0%	0%	0%	F	0.088		8100	F	2015
122		To				US 460	Granby S	it							
		From	1			Col	lley Ave								
8568 Olney Rd	0.50	9200	F	98%	0%	1%	0%	0%	0%	С	0.097	0.675	10000	F	2015
<u> </u>	0.04	From		000/		8 Virginia l				_		0.000	4500		0045
8568 Olney Rd	0.31	1400	G	98%	0%	1%	0%	0%	0%	F	0.133	0.602	1500	G	2015
		16					icello Ave				<u> </u>				
8569) Granby St	0.36	4500	G	98%	0%	122-85 1%	685 Main S 0%	0%	0%	F	0.089	0.515	4800	G	2015
(8569) Granby St	0.30	→ 5UU To	-	JO /0	U /0		ambleton 2		U /0	1.	0.009	0.010	4000	G	2013
		From					bleton Ave								
8569 Granby St	1.27	7000	F	98%	0%	1%	0%	0%	0%	F	0.083	0.535	7600	F	2015
122)		To				Ch	urch St								
		From				Rale	eigh Ave								
8572 Claremont Ave	0.51	800	F	99%	0%	0%	0%	0%	0%	F	0.13		870	F	2015
\\(\text{\\circ}\exit{\(\text{\\circ}\exit{\\exit{\\circ}\exit{\circ}\exit{\\circ}\exit{\\circ}\exit{\\circ}\exit{\\circ}\exit{\circ}\exit{\circ}\exit{\\cir\circ}\exit		To				SR 337 H	Hampton B	lvd			<u> </u>				
8572 21st St	0.29	6200	F	99%	0%	0%	0%	0%	0%	С	0.092	0.559	6800	F	2015
122/		To	_			Col	lley Ave								
21st St	0.48	12000	F	99%	0%	0%	0%	0%	0%	F	0.086	0.563	13000	F	2015
122		To	_			I lov	vollun Ct								
8572) 21st St	0.25	8800	F	99%	0%	0%	wellyn St 0%	0%	0%	F	0.08	0.592	9500	F	2015
21st St	•	To	Ė				icello Ave			-				-	
		From	1				a Beach B	lvd							
8573) Ballentine Blvd	0.50	12000	F	94%	1%	2%	3%	1%	0%	С	0.084	0.556	13000	F	2015
8573 Ballentine Blvd		To									-				
8573) Ballentine Blvd	0.54	9300 From	F	94%	1%	SR 166 Pri 2%	3%	1%	0%	F	0.086	0.514	10000	F	2015
Ballentine Blvd	0.04	9300 To	Ė	U-T /U	1 /0		Terrace	. /0	3 /0	•	7.000	0.014	10000	•	_010
		From					34 Tait Te	rr							
8573 Ballentine Blvd	0.49	7900	F	94%	1%	2%	3%	1%	0%	F	0.086	0.534	8600	F	2015
		To	1		1	22-8613 C	hesapeake	Blvd	-						
		From					Granby S	St							
8574 Willow Wood Dr	1.10	9300	F	99%	0%	1%	0%	0%	0%	С	0.087	0.621	10000	F	2015
		To	<u> </u>			SR 168	Tidewater	Dr							
<u> </u>		From				ALT SR 33									
8575 St Pauls Blvd	0.31	9200	F	99%	0%	1%	0%	0%	0%	F	0.129	0.620	9900	F	2015
		To From				Alt US 4	60; Marke	t St							
8575 Fenchurch St	0.41	5500	F	99%	0%	1%	0%	0%	0%	F	0.091	0.542	6000	F	2015
			_			US 460 B	rambleton	Ave			— —				
8575) Church St	0.23	15000	F	97%	1%	1%	1%	1%	0%	F	0.086	0.572	17000	F	2015
(8575) Church St		To	-		т	JS 58 Virg		Blvd							
8575) Church St	0.13	16000	F	97%	1%	1%	1%	1%	0%	F	0.087	0.569	17000	F	2015
(8575) Church St	0.10		<u>. </u>	0.70	. /0					•		0.000		•	_0.0
8575) Church St	0.84	20000	F	97%	1%	Princes 1%	ss Anne Ro	1%	0%	С	0.089	0.549	21000	F	2015
(8575) Church St	0.04	20000		J170						U	0.069	0.549	Z1000	I.	2013
		From	<u> </u>			247 Lafayet									
8575 Church St	0.05	14000	F	97%	1%	1%	1%	1%	0%	F	0.087	0.557	16000	F	2015
<u> </u>		To	1			2	7th St								

					INO	irioik ivia	ıntenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
8575 Church St	0.21	11000 To	F	97%	1% US 4	1% 460 Granb	27th St 1% y St; Mont	1% icello Av	0% e	F	0.091		0.670	12000	F	2015
		From:				D	ead End									
Princess Anne Rd	0.62	1200	F	97%	1%	1%	0%	0%	0%	С	0.102		0.593	1300	F	2015
8576 Princess Anne Rd	0.08	5400 From:	F	98%	1%	1%	Hampton I	0%	0%	F	0.076		0.52	5800	F	2015
8576 Princess Anne Rd	0.32	7500 To:	F	98%	1%	1%	0% onial Ave	0%	0%	F	0.079		0.568	8200	F	2015
Princess Anne Rd	0.18	10000	F	98%	1%	122-8563 1%	5 Colonial 0%	Ave 0%	0%	F	0.080		0.54	11000	F	2015
8576 Princess Anne Rd	0.28	8900 From:	F	98%	1%	1%	vellyn Ave 0%	0%	0%	F	0.076		0.513	9700	F	2015
8576 Princess Anne Rd	0.49	7600	F	98%	1%	1%	0%	0%	0%	С	0.08		0.587	8200	F	2015
8576 Princess Anne Rd	0.29	From:	F	98%	1%	1%	0%	0%	0%	F	0.08		0.549	12000	F	2015
		10.					ewater Dr									
Charlotte St	0.17	3300 To:	F				Bus Wood				0.109		0.653	3600	F	2015
8580 122 Wood St	0.13	830	F				s US 460	100			0.087			910	F	2015
S580 Charlotte St	0.32	2100 From:	F	97%	1%	1%	1% ewater Dr	1%	0%	F	0.09		0.501	2300	F	2015
		From					peake Blv	d			ì					
Fishermans Rd	0.44	3500 _{To:}	F	98%	1%	1%	0% urgis Rd	0%	0%	С	0.092		0.684	3800	F	2015
		From				Fish	ermans Rd									
Sturgis Rd	0.11	590	F	98%	1%	1% Bay	0% View Blvd	0%	0%	F	0.177		0.607	640	F	2015
Sturgis St	0.64	1200 To:	F	98%	1%	1%	0% n View Av	0%	0%	F	0.105		0.543	1300	F	2015
R582) City Hall Ave	0.14	From:				Alt SR	337 Bouch	St			NA			NA		
122		To				Mon	ticello Ave									
City Hall Ave	0.45 ed Traffic:	8300 35000	F G			WIGH	ticeno 71ve	<u>, </u>			0.112 NA		0.704	9000 38000	F G	2015
		To				Alı	US 460									
City Hall Ave	0.18	NA To		122-85	82-E001	B MARKE	ET STREE	T CONN	UNDERF	PA .	NA			NA		
East 8582 Ramp	0.10	Prom:			122-	·08582(B)/	TO RTE 2	64 WES	Γ		NA			NA		
(44)		To		A1US-	00460-P	P(L)/IS-002	264-W(B)/	FROM S	ΓPAULS	В						
East 8582 122 Ramp	0.45	Prom:		122-8		ARKET ST					NA			NA		_
<u> </u>		To			I-264-l	E FROM (CITY HAL	L AVEN	UE							
8585) Main St	0.25	4600 To	G	97%	1%	1%	oush St 1%	1%	0%	F	0.108		0.515	4900	G	2015
8585) Bank St	0.16	From:	F	97%	1%		Bank St Main St 1%	1%	0%	F	0.129		0.82	2500	F	2015
122/		To				A1US 460	-P City Ha	ll Ave								

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
S586) Plume St	0.42	2500	G	97%	1%	Boush St 1% 1%	1%	0%	F	0.142	0.747	2600	G	2015
8586) Plume St	0.42	2300 To		31 /6	1 /0	St Pauls Blvd		0 /6		0.142	0.747	2000	G	2013
		From				Park Ave				i				
S588) Corprew Ave	0.77	4400	F	97%	1%	1% 1%	1%	0%	F	0.086	0.586	4700	F	2015
8588 Corprew Ave	_	To				Merrimac Av								
		From				SR 337 State S	St							
Indian River Rd	0.23	1100	F	97%	1%	1% 1%	1%	0%	F	0.137	0.844	1200	F	2015
122)		To From				Main Street				\neg —				
Indian River Rd	0.66	2100	F	97%	1%	1% 1%	1%	0%	С	0.124	0.707	2300	F	2015
122/		To				Marsh St								
Indian River Rd	0.53	From	F	97%	1%	Berkley Ave	1%	00/	F	0.106	0.539	14000	F	2015
ndian River Rd	0.55	13000 _{To}	ŕ	9770	1 70	1% 1% US 460 Wilson		0%	Г	0.106	0.559	14000	Г	2013
		From												
Liberty St	0.57	4400	F	93%	1%	SR 337 Main 1% 4%	s 1%	0%	F	0.095	0.515	4800	F	2015
Liberty St	0.07	To	Ė	-0/0	. ,0	WCL Chesapea		3,0	-		3.010	.550	-	_5.0
		From				State St								
Berkley Ave	0.11	12000	F	95%	1%	2% 1%	2%	0%	С	0.088	0.552	13000	F	2015
122/		To	_			Main St								
Berkley Ave	0.21	12000	F	96%	0%	2% 1%	1%	0%	F	0.101	0.547	13000	F	2015
Berkley Ave		To												
Berkley Ave Ext	0.80	3600 From	F	96%	0%	Fauquier St 2% 1%	1%	0%	С	0.091	0.534	3900	F	2015
Berkley Ave Ext	0.00	T-			0 70						0.001	0000	•	
Berkley Ave Ext	0.45	3500 From	F	96%	0%	US 460 Wilson 2% 1%	1%	0%	F	0.085	0.538	3800	F	2015
Berkley Ave Ext	0.43	3300		30 /6	0 78			0 /6	'	0.003	0.556	3000	'	2010
Parkley Ave Ext	0.07	3100	F	069/	00/	Campostella R		00/	F	0.086	0.560	2400	F	2015
Berkley Ave Ext	0.27	3100 To	Ė	96%	0%	2% 1% WCL Chesapea	1% ke	0%	-	0.000	0.569	3400	ı	2010
		From			1CD 2	37-P; 122-8592 BE		V						
Ramp	0.09	1500	G		13K 3	57-F, 122-6392 BE	KKLE1 A	ı v		0.228		1500	G	2015
3592) Ramp		То			I-464-	S FROM BERKLE	Y AVENU	JЕ						
		From				Campostella R	d							
Springfield Ave	0.52	160	F	96%	1%	2% 1%	0%	0%	С	0.113	0.65	180	F	2015
122		To				Sycamore St								
		From				Military Hwy	r							
Spring Meadow Blvd	0.55	740	F	99%	0%	1% 0%	0%	0%	С	0.091	0.613	800	F	2015
		To				Hunt Rd								
\sim		From				Liberty St								
3595 S Main St	0.27	1600	<u>_F</u>	95%	1%	2% 1%	1%	0%	С	0.120	0.692	1700	F	2015
<u> </u>		То				Indian River R	d							
	-1-1-00	From	ب	000/	001	Ingleside Rd	001	00′	_		2.50:	0000	_	004
Village Ave/Sewells Po	oint 1∺0 1/	3500 _{To}	F	88%	2%	1% 3%	6%	0%	С	0.11	0.534	3800	F	2015
		From	l			Princess Anne								
North Shore Rd	0.57	560	F	97%	1%	Cloncurry Ro	0%	0%	F	0.092	0.525	610	F	2015
North Shore Rd	0.57	300		JI /0	1 /0			U /0	1	0.032	0.323	010	ı	2013
North Chara Dd	0.70	From	<u> </u>	069/	00/	Hampton Blv		00/		0.000	0.660	1400	Г	2015
North Shore Rd	0.73	1300 _{To}	F	96%	0%	2% 1% Diven St	1%	0%	F	0.092	0.669	1400	F	2015
		From				North Shore R	d							
Diven St	0.60	1400	F	97%	1%	1% 1%	0%	0%	С	0.084	0.555	1500	F	2015
122/		To			I	nternational Termin	al Blvd							
		From				SR 337 Hampton	Blvd							
Beechwood Ave	0.49	260	F	99%	0%	1% 0%	0%	0%	F	0.112	0.576	290	F	2015
1447		т-	1			Beechwood A								

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK Dir Factor	AAWDT	QW	Yea
ity of Norfolk														
(Kingloov Long	0.25	4000		97%	1%	Granby St 1% 0%	09/	09/	F	0.09	0.600	4200	F	2015
Kinglsey Lane	0.25	4000 Te	_	31 /6	1 /0	1% 0% Newport Av	0%	0%	-	0.09	0.699	4300	'	2010
		From				Kingsley Lar								
8611 Newport Ave	1.16	2500	F	97%	1%	1% 0%	0%	0%	С	0.1	0.561	2800	F	2015
122)		Te				Little Creek I	Rd							
_		From				Princess Anne	Rd							
8613 Maltby Ave	0.27	2500	G	96%	0%	2% 1%	1%	0%	F	0.098	0.547	2700	G	2015
		To				Cary St				<u> </u>				
Maltby Ave	0.15	3100	G	96%	0%	2% 1%	1%	0%	F	0.092	0.507	3300	G	2015
122/		To	_			St Julian Av	a.							
Maltby Ave	0.20	920 From	F	96%	0%	2% 1%	1%	0%	F	0.092	0.537	1000	F	2015
Maltby Ave		To				Rugby St								
		From				122-8837 Rugby	Street							
Maltby Ave	0.12	70	F	96%	0%	2% 1%	1%	0%	F	0.123	0.632	70	F	2015
		To From				Dead End								
Chesapeake Blvd	0.62	1300	G	96%	0%	Tait Terrace	1%	0%	F	0.095	0.52	1400	G	201
Chesapeake Blvd	0.02	1300		30 78	0 70	270 170	1 /0	0 70	'	0.000	0.52	1400	ď	201
Observation Blood	0.40	From	<u> </u>	000/	00/	Kitchener Av		00/			0.540	4000	_	004
Chesapeake Blvd	0.10	1500	G	96%	0%	2% 1%	1%	0%	F	0.08	0.542	1600	G	201
<u> </u>		From				122-8573 Ballentii	ne Blvd							
8613 Chesapeake Blvd	0.04	1500	N	96%	0%	2% 1%	1%	0%	Ν	0.08	0.542	1600	Ν	201
<u> </u>		Te From				Military Hw	v			—				
Norview Ave	0.51	12000	F	99%	0%	0% 0%	0%	0%	С	0.068	0.571	14000	F	201
Norview Ave		To				Azalaa Cardan	D.4			_				
Norview Ave	0.21	12000	F	99%	0%	Azalea Garden 0% 0%	0%	0%	F	0.070	0.626	13000	F	201
Norview Ave	0.21	To	Ė	0070		orfolk Internationa		0 70	•		0.020	10000	•	
		From				Granby St	1			1				
8618) Bay View Blvd	0.61	7200	F	99%	0%	1% 0%	0%	0%	F	0.089	0.53	7800	F	201
Bay View Blvd											5.55			
Pay View Plyd	0.50	From	ᆫ	99%	00/	Tidewater D	0%	0%		0.087	0.608	12000	F	201
Bay View Blvd	0.52	11000	F	99%	0%	1% 0%	0%	0%	С	0.067	0.606	12000	Г	201
<u> </u>		From				Chesapeake B								
8618 Bay View Blvd	1.10	5500	F	99%	0%	1% 0%	0%	0%	F	0.086	0.595	6000	F	201
<u> </u>		From	1			Cape View A								
8618) Cape View Ave	0.41	3300	F	98%	1%	1% 0%	0%	0%	С	0.095	0.544	3600	F	201
8618 Cape View Ave	0.41	To	Ė	0070	1 /0	US 60 Ocean Vie		070		0.000	0.044	0000	•	201
		From				Chesapeake B								
8619) Beach View St	0.71	950	F	99%	0%	0% 1%	0%	0%	F	0.115	0.576	1000	F	201
Beach View St	0.71	330		33 /6	0 /0	0 / 0 1 / 0	0 /0	0 70	'	0.113	0.570	1000	į	201
_		To	4			Ocean View	St							
		From	1			Ocean View								
	0.54	From		99%	n%	Tidewater D	r	0%	C	0.112	0.504	1100	F	201
	0.54	From 1000	F	99%	0%	Tidewater D	r 0%	0%	С	0.112	0.504	1100	F	201
Shepard Ave		1000				Tidewater D 0% 1% Chesapeake B	r 0%							
Shepard Ave	0.54	1000	F	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1%	r 0%	0%	C F	0.112	0.504	1100	F	
Shepard Ave		1000				Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A	r 0% lvd 0% ve							
Shepard Ave Shepard Ave	0.49	1000 From 1100	F	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av	r 0% lvd 0% ve e	0%	F	0.101	0.622	1200	F	201
Shepard Ave Shepard Ave		1000 From 1100				Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard AN 0% 1%	0% 0% 0% 0% 0% 0% 0% 0%							201
Shepard Ave Shepard Ave Cape View Ave	0.49	1000 From 1100 To From 280	F F	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av 0% 1% Tallwood S	0% lvd 0% ve e 0%	0%	F	0.101	0.622	1200	F F	201
Shepard Ave Shepard Ave Cape View Ave	0.49	1000 To From 280	F	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av 0% 1% Tallwood S 0% 1%	0% lvd 0% owe e 0% 0%	0%	F	0.101	0.622	1200	F	201
Shepard Ave Shepard Ave Cape View Ave	0.49	1000 From 1100 To From 280	F F	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av 0% 1% Tallwood S 0% 1% Dead End; G	0% lvd 0% vve e 0% 0% ow	0%	F	0.101	0.622	1200	F F	201
Shepard Ave Shepard Ave Cape View Ave Cape View Ave	0.49	1000 1100 1100 To From 280 To 280 To From From From From From From From Fro	F F	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av 0% 1% Tallwood S 0% 1% Dead End; G Sunset Drive	r 0% owe e 0% owe appears	0%	F	0.101	0.622 0.632 0.632	1200	F F	2019
Shepard Ave Shepard Ave Cape View Ave Second Cape View Ave	0.49 0.19 0.04	1000 From 1100 To From 280	F F N	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av 0% 1% Tallwood S 0% 1% Dead End; G	r 0% owe e 0% owe app e 0% owe	0%	F F N	0.101 0.125 0.125	0.622	1200 300 300	F F N	2019
Shepard Ave Shepard Ave Cape View Ave Second Cape View Ave	0.49 0.19 0.04	1000 1100 1100 To From 280 To 280 To From From From From From From From Fro	F F N	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av 0% 1% Tallwood S 0% 1% Dead End; G Sunset Driv 1% 0% Bay View Bl	0% ove e ove ove ove ove ove ove ove ove o	0%	F F N	0.101 0.125 0.125	0.622 0.632 0.632	1200 300 300	F F N	2015 2015 2015
Shepard Ave Shepard Ave Cape View Ave Cape View Ave	0.49 0.19 0.04	1000 To From 280 280 To From 450 To T	F F N	99%	0%	Tidewater D 0% 1% Chesapeake B 0% 1% Cape View A Sheppard Av 0% 1% Tallwood S 0% 1% Dead End; G Sunset Driv 1% 0%	0% ove e ove ove ove ove ove ove ove ove o	0%	F F N	0.101 0.125 0.125	0.622 0.632 0.632	1200 300 300	F F N	2015 2015 2015 2015 2015 2015

					No	rtolk Mai	ntenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle	•••		QC	K Factor	QK F	Dir Factor	AAWDT	QW	Year
City of Norfolk																
		From	<u> </u>				pard Ave								_	
Old Ocean View Rd	0.73	2100	F	98%	1%	1%	0%	0%	0%	F	0.095	(0.604	2300	F	2015
<u> </u>		To				Bay V	View Blvd				\neg —					
8621) Old Ocean View Rd	0.76	790	F	98%	1%	1%	0%	0%	0%	F	0.099		0.558	850	F	2015
Old Ocean View Rd		To					water Dr									
											_					
		From					Granby St								_	
8623 Bay Ave	0.33	1700	F	98%	1%	1%	0%	0%	0%	F	0.184			1900	F	2015
122)		To					I-64									
8623) Bay Ave	0.30	13000	F	99%	0%	0%	0%	0%	0%	С	0.114		0.842	14000	F	2015
8623) Bay Ave	0.50	13000		33 /6	0 /6			0 /6	0 /6		0.114	,	J.042	14000	'	2010
<u> </u>		From					View St									
	0.00		<u> </u>	000/	00/		ay Ave	00/	00/	_			0.074	7000	_	0045
8623 First View St	0.36	7000	F	99%	0%	0%	0%	0%	0%	F	0.107	,	0.671	7600	F	2015
<u> </u>		То				Bear	rdon Ave				_					
First View St	0.47	5700 From	F	99%	0%	0%	0%	0%	0%	F	0.098		0.815	6100	F	2015
B623 First View St	0. 17	5.00		5570	3 /0	0 70	5 / 0	J /J	3,3	· .		,		3.00	•	_510
_		From				Ch	erry St									
First View St	0.44	5600	F	99%	0%	0%	0%	0%	0%	F	0.091	(0.631	6100	F	2015
8623 First View St		To					ean View A	Ave			1					
		-									1					
\bigcirc		From	Щ_				View St	a · ·			<u> </u>				_	
Maple Ave	0.35	590	F	99%	0%	0%	0%	0%	0%	F	0.132	(0.593	640	F	2015
<i></i>		To				De	ad End									
		From				C	anby St									
Cuburban Bland	0.07			000/	10/			00/	00/		0.005		O EE 4	1200	_	2015
Suburban Pkwy	0.87	1200	<u>_F</u>	98%	1%	1%	0%	0%	0%	F	0.095	,	0.554	1300	F	2015
<u> </u>		To				Th	nole St									
		From				Gra	anby St									
R626 Thole St	0.39	7800	F	98%	1%	1%	0%	0%	0%	F	0.080		0.506	8500	F	2015
3626 Thole St	0.00	7000	•	JU /0	1 /0	1 /0	0 70	0 70	0 70	•	0.000	,	5.500	0300		2010
<u> </u>		To				Parl	kdale Dr									
R626) Thole St	0.72	7700	F	98%	1%	1%	0%	0%	0%	С	0.088		0.541	8400	F	2015
8626) Thole St		To				SR 1687	Tidewater I)r								
<u> </u>		From	<u> </u>				Creek Rd								_	
Meadow Creek Rd	0.49	2200	F	98%	1%	1%	0%	0%	0%	F	0.092	(0.603	2400	F	2015
122)		To				De	ad End									
		From				Azalaa	Garden Rd	1								
Heutte Dr	1 20	2200	F	98%	10/				00/	F	0.110		0 500	2500	F	2015
8630) Heuπe Dr	1.20	2300		90 /6	1%	1%	0%	0%	0%	- 1	0.110	,	0.502	2500	'	2013
		10				Sh	ore Dr									
		From				122-3 Sew	ells Point R	load								
8631 Johnstons Rd	0.21	5900	F	97%	1%	1%	1%	0%	0%	С	0.087	(0.561	6400	F	2015
Johnstons Rd			-						•	_			- *			
		From					peake Blvd									
3631 Johnstons Rd	0.58	9900	F	97%	1%	1%	1%	0%	0%	F	0.088	(0.615	11000	F	2015
122		-				* ***	. **				 1					
O lake to 5 to	2.22	From	<u> </u>	0001	401		tary Hwy	001	001		0.00-		0.510	7100		
3631 Johnstons Rd	0.93	6600	F	98%	1%	1%	0%	0%	0%	С	0.095	(0.512	7100	F	2015
		To				I ittla	Creek Rd									
Halprin Dr	1 05	3700 From	F	98%	1%	1%	0%	Nº/	00/	F	0.121		0.724	4000	F	2015
8631 Halprin Dr	1.05	3/00	г	30 %	1 70	170	U 70	0%	0%	г	0.121	,	J.124	4000	r	2015
<u> </u>		To				De	ad End				—					
8631) 5th Bay St	0.16	450	F	98%	1%	1%	0%	0%	0%	F	0.116		0.545	490	F	2015
5th Bay St		To	-	/ -	. , ,		sant Ave	- , -	2.3	*	\neg			•		
			<u> </u>													
_		From				Tide	water Dr									
Norview Ave	0.29	5600	F	98%	1%	1%	0%	0%	0%	F	0.106	(0.686	6100	F	2015
122/						· ·	.C.115				 1					
	. = :	From	<u> </u>	0651	4-1		gefield Dr	001	061							
\bigcirc \cdots		5200	F	98%	1%	1%	0%	0%	0%	С	0.105	(0.628	5600	F	2015
Norview Ave	0.79					Chesaj	peake Blvd									
Norview Ave	0.79	To														
Norview Ave	0.79	To				Ц	utte Dr									
		From		Q7º/	10/		eutte Dr	n º/	Nº/	F	0.106		1 652	450	F	2015
	0.79	To	F	97%	1%	He 1%	outte Dr 0%	0%	0%	F	0.106		0.653	450	F	2015
		From	F	97%	1%	1%	0%	0%	0%	F	0.106		0.653	450	F	2015
8633 Walters Dr	0.20	From 410				1% Little	0% Creek Rd				_					
(12)		From	F	97%	1%	1% Little 1%	0%	0%	0%	F C	0.106		0.653	450 1300	F F	2015

					INO	rtoik Mainte	nance Area								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK F	Dir Factor	AAWDT	QW	Year
City of Norfolk										. 40101		40101			
<u> </u>	0.40	From		000/	40/	Military		201				0.004	700	_	0015
Meadow Lake Dr	0.43	720	F	98%	1%		0%	0%	F	0.109	(0.601	780	F	2015
		From	l			Aldow									
8636) Robin Hood Rd	0.99	5700	F	97%	1%	Chesapeal)% 1%	0%	F	0.096		0.515	6200	F	2015
8636) Robin Hood Rd	0.55	To	÷	31 /6	1 /0	Sewells Po		0 70		0.000	,	0.010	0200	Į.	2010
		From				Sewells	Pt Rd								
8636 Robin Hood Rd	0.36	4400	F	97%	1%	1% 0)% 1%	0%	F	0.099	(0.607	4800	F	2015
		To From				Azalea Ga	rden Rd								
8636 Robin Hood Rd	0.40	8600	F	97%	1%	1% 0)% 1%	0%	С	0.116	(0.579	9400	F	2015
		To From				Ellsmere	e Ave								
Robin Hood Rd	0.33	11000	F	97%	1%	1% 0)% 1%	0%	F	0.094	(0.533	12000	F	2015
122)		To	c		S	R 165 North N	Military Hwy								
		From	i:			122-8639 Kiml	ball Terrace								
8637 Ballentine Blvd	0.23	4100	F	98%	1%		0%	0%	С	0.103	(0.604	4500	F	2015
		To				·	entine Blvd; Ga	р							
Merrimac Ave	0.36	1100	F	98%	1%		each Blvd; Gap 0% 0%	0%	F	0.107		0.51	1200	F	2015
8637 Merrimac Ave		То	Ė			SR 166 Prince									
		From	:			Northampt									
Wesleyan Dr	0.36	20000	F	97%	1%)% 1%	0%	F	0.093		0.683	21000	F	2015
122		To	c			WCL Virgin	nia Beach								
		From				Brambleto	on Ave								
8639 Kimball Terrace	0.99	4000	F	96%	1%	1% 1	1%	0%	F	0.103		0.647	4400	F	2015
122)		To				Ballentine									
8639) Westminister Ave	0.50	2900	`L	96%	1%	Chick 1% 1	St 1%	0%	F	0.089		0.503	3100	F	2015
8639 Westminister Ave	0.50	2900 To	Ė	30 /6	1 /0	Stapleton		0 /6	1	0.009	,	0.303	3100	'	2013
		From				Dead I									
8639 Westminister Ave	0.33	100	F	96%	1%	1% 1	1%	0%	F	0.149		0.73	110	F	2015
122)		To				Ingleside									
8639) Ingleside Rd	1.00	3000	F	96%	1%	Westminis 1% 1	ter Ave	0%	F	0.090		0.577	3300	F	2015
Ingleside Rd	1.00		<u> </u>		1 /0				•			0.077	0000	•	2010
8639) Ingleside Rd	0.65	13000		96%	1%	Va Beach 1% 1	n Blvd % 1%	0%	F	0.096		0.546	14000	F	2015
100 Ingleside Rd	0.03	13000		90 /6	1 /0			0 /6	1	0.090	,	0.540	14000	'	2013
	0.40	From	<u> </u>	000/	10/	Princess A		00/				0.500	10000		0015
8639 Ingleside Rd	0.46	14000	F	96%	1%	1% 1	1%	0%	С	0.089	,	0.509	16000	F	2015
		From				Tait Ter									
8639 Cromwell Rd	0.58	14000	F	96%	1%	1% 1	1%	0%	F	0.092	(0.514	15000	F	2015
		From				Chesapeal									
8639 Cromwell Rd	0.85	11000	F	96%	1%		1%	0%	F	0.089	(0.524	12000	F	2015
<u> </u>		To				Tidewat	er Dr								
O		From	<u> </u>			Va Beach	n Blvd							_	
Azalea Garden Rd	0.79	9300	F							0.102	(0.524	10000	F	2015
		To From				Princess A	nne Rd								
Azalea Garden Rd	0.31	15000	F							0.111	(0.593	17000	F	2015
<u> </u>		To From				Sewells	Pt Rd								
Azalea Garden Rd	0.64	8100	F	96%	1%	1% 1	1%	0%	F	0.105	(0.537	8800	F	2015
		To From				Robin Ho	od Rd			\supset					
8641 Azalea Garden Rd	0.39	8200	F							0.097	(0.587	8900	F	2015
122/		То	4			Elmhurs	t Ave			<u> </u>					
8641) Azalea Garden Rd	0.42	8400 From	F							0.094	(0.579	9100	F	2015
Azalea Garden Rd		To				Military	Hwy								
		From	i.			US 58 Va Be	each Blvd								
86422 Raby Rd	0.25	11000		94%	2%	US 58 Va Bo	each Blvd	0%	С	0.085	(0.611	12000	F	2015

					INO	rioik ivia	intenance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		QC	K Factor	OK	Dir actor	AAWDT	QW	Year
City of Norfolk															
Oakaa Dalii aaaa Dal	0.45	From	<u> </u>	0.40/	00/		aby Rd	/ 00/			0	540	11000	_	0045
Sabre Rd/Lowery Rd	0.45	9700	F	94%	2%	3%	1% 19	% 0%	F	0.080	Ü.	.512	11000	F	2015
<u> </u>	0.40	From	<u> </u>	0.40/	20/		Military Hwy								
Lowery Rd	0.43	7300 To	F	94%	2%	3%	1% 19	6 0%	F	0.098	0.	.539	8000	F	2015
		From					Kempsville Rd			_					
8644) Poplar Hall Dr	0.56	2000	F	98%	1%	1%	piper Lane 0% 0°	6 0%	F	0.091	0	.572	2200	F	2015
Poplar Hall Dr	0.50	2000		30 70	1 /0			0 070	'	0.001	O.	.572	2200	· ·	2013
8644) Poplar Hall Dr	0.59	13000		98%	1%	US 13 1%	Military Hwy 0% 09	6 0%	С	0.098	0	.507	14000	F	2015
Poplar Hall Dr	0.55	13000 To	Ė	30 /6	1 /0		enrock Rd	0 076		0.030	U.	.507	14000	'	2013
_		From					lar Hall Dr								-
8644 Glenrock Rd	0.40	5000	F	98%	1%	1%	0% 09	% 0%	F	0.108	0.	.536	5400	F	2015
		To				US 58 V	/a Beach Blvd								
		From					ırlew Dr								
8646 S Military Hwy	0.19	2400	F	99%	0%	1%	0% 09	6 0%	F	0.121	0.	.569	2700	F	2015
		To	1				ellger Dr								
8646) Sellger Dr	0.59	3400	F	99%	0%	1%	itary Hwy 0% 09	6 0%	С	0.097	0.	.532	3800	F	2015
8646 Sellger Dr	0.00	To	Ė	0070	0 70		idd Blvd	0 070					0000	•	_0.0
		From					ellger Dr								
Kidd Blvd	0.24	3100	F	99%	0%	1%	0% 09	6 0%	F	0.116	(0.6	3300	F	2015
		To	1			C	urlew Dr								
<u> </u>		From					uehanna Dr								
Newtown Rd	0.57	4800	<u>_F</u>	98%	0%	1%	0% 09		F	0.082	0.	.551	5300	F	2015
		From					rincess Anne Rd /a Beach Blvd								
8678 Newtown Rd	0.16	36000	F	98%	0%	1%	0% 0°	6 0%	С	0.083	C).53	39000	F	2015
Newtown Rd		To					Va Beach								
		From				Robi	n Hood Rd								
8754 Herbert St	0.42	440	F	97%	1%	1%	0% 09	6 0%	С	0.112	0.	.590	480	F	2015
122/		To				Wind	ermere Ave								
Min days and Arra	0.00	From	<u> </u>	070/	10/		erbert St	/ 00/			0	FC0	070	_	0015
Windermere Ave	0.23	340 To	F	97%	1%	1%	0% 09	<u>6 0%</u>	F	0.103	U.	.562	370	F	2015
		From													-
Raleigh Ave	0.15	2000	F	90%	0%	1%	11-de-Sac 3% 69	6 0%	С	0.103	0	.594	2200	F	2015
Raleigh Ave	0.15	2000 To	ė	30 70	0 70		remont St	0 070		0.100	O.	.554	2200	· ·	2013
		From	4				view Ave			1					
8765) Sedgefield Dr	0.54	960	F	94%	2%	3%	1% 1°	6 0%	F	0.097	0.	.538	1000	F	2015
122		То	Ė				lpotts Rd								
		From					h Bay St								
8766) Pleasant Ave	1.18	870	F	96%	2%	2%	1% 09	6 0%	F	0.095	C).55	940	F	2015
Pleasant Ave		To					hore Dr								
<u> </u>		From	<u> </u>) Shore Ave								
8766 Pleasant Ave	0.49	1300	F	96%	2%	2%	1% 09	% 0%	С	0.086	0.	.618	1500	F	2015
		10					Bay Street								
Namusu Blass	0.70	From	<u> </u>	000/	10/		sailles Ave	/ 00/			0	000	1000	_	0015
Norway Place	0.76	1100	F	98%	1%	1%	0% 09 w Wood Dr	<u>6 0%</u>	F	0.147	U.	.603	1200	F	2015
		From	_							- 					
8768) Dominion Ave	1.49	1300	F	98%	1%	1%	0% Creek Rd	6 0%	F	0.097	Λ	.537	1400	F	2015
Dominion Ave	1.≒3	To	Ė	JU /0	1 /0		alters Dr	0 0/0	-	0.097	U.	.001	1400	'	2013
		From	-							1					
							ore Place								
OZZO Alsace Ave	0.16	880	F	98%	1%	1%	0% nº	6 N%	F	0 161	Λ	636	960	F	2015
8770) Alsace Ave	0.16	880 To	F	98%	1%	1% Tid	0% 09	<u>6 0%</u>	F	0.161	0.	.636	960	F	2015
Alsace Ave	0.16		F	98%	1%	Tid	ewater Dr	6 0%	F	0.161	0.	.636	960	F	2015
Alsace Ave	0.16	To	F F	98%	1%	Tid			F C	0.161		.503	960 4500	F F	2015

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk		From											
Muskogee Ave	0.29	1400	F	95%	2%	Tappahannock Dr 3% 0% 0%	0%	F	0.106	0.663	1500	F	2015
Philpotts Rd	0.80	1900 From	F	95%	2%	Tidewater Dr 3% 0% 0% Sewells Point Rd	0%	С	0.096	0.634	2100	F	2015
		From				Huntsman Rd			_				
G784 122 Curlew Dr	1.61	2800	F	98%	1%	1% 0% 0% Newtown Rd	0%	F	0.088	0.554	3000	F	2015
		Fron	1:			Hampton Blvd			<u> </u>				
35th St	0.22	1300	F	98%	1%	1% 0% 0%	0%	F	0.121	0.641	1400	F	2015
35th St	0.18	1500 From	F	98%	1%	Killam Ave 1% 0% 0%	0%	F	0.117	0.718	1600	F	2015
3791 35th St	0.47	3200 From	F	98%	1%	Colley Ave 1% 0% 0%	0%	С	0.099	0.54	3400	F	2015
3791 35th St	0.08	3200 From	F	98%	1%	Debree Ave 1% 0% 0%	0%	F	0.094	0.589	3500	F	2015
		Fron	17			Llewellyn Ave							
3791 35th St	0.16	3200 To	F	98%	1%	1% 0% 0% Granby St	0%	F	0.106	0.684	3500	F	2015
		Fron	ı:			Olney Rd W							
Mowbray Arch	0.66	580	F	98%	1%	1% 0% 0%	0%	F	0.104	0.519	630	F	2015
		Tr) ·			Olney Rd E			_				
Toit Towass	0.00	From		000/	10/	Ballentine Blvd	00/		0.000	0.50	0400	_	2015
Tait Terrace	0.09	2300 To	F	98%	1%	1% 0% 0% Ingleside Rd	0%	F	0.088	0.52	2400	F	2015
Occasi Viena Aug	0.44	From		000/	10/	21St Street	00/		0.000	0.714	050	_	0015
Ocean View Ave	0.44	320 Tr	F	98%	1%	1% 0% 0% 28Th Street	0%	F	0.098	0.714	350	F	2015
		Fron	1:			Tidewater Dr			i				
Rugby St	0.33	1000	F	98%	1%	1% 0% 0%	0%	F	0.099	0.566	1100	F	2015
122/		To):			Maltby Ave							
		Fron				122-8644 Glenrock Rd							
Poplar Hall Dr	0.41	8000	F	99%	1%	1% 0% 0%	0%	С	0.109	0.642	8700	F	2015
		To				US 58 Va Beach Blvd							
Atlantic St	0.07	2300	` <u></u>	96%	0%	A1SR 337 Waterside Dr 2% 1% 1%	0%	F	0.133	0.800	2500	F	2015
Atlantic St	0.07	2300);	30 /6	0 /6	122-8585 Main Street	0 70	'	0.133	0.000	2300	'	2010
		Fron	1:	I-	64-E272.	A BAYVILLE STREET FI	ROM & T						
9001 Ramp	0.03	640	G						0.122		640	G	2015
122/		To):		I-64-I	E FROM BAYVILLE STR	EET						
		Fron				New Gate Rd							
9002)Ramp	0.13	1200	G						0.152		1200	G	2015
		10	"			I-64 E			_				
9017)Ramp	0.10	1800	'L	93%	0%	SR 337 1% 3% 2%	0%	F	0.22		1900	G	2015
901 /) lamp	0.10	TOUU	,	JJ /0	U /0	I-464 South	070	1"	0.22		1 900	G	2010
		Fron	1:			ROBIN HOOD ROAD			<u> </u>				
9026 122 122	0.06	NA To		SI	R 165-N(034A FROM ROBIN HOO	D ROAD		NA		NA		
ity of Portsmouth		Fron	ı	51					- ' -				
1 Bayview Blvd	0.21	360	G	96%	2%	Mt Vernon Ave 2% 0% 0%	0%	С	0.104	0.643	380	G	2015
124 Dayview Divu	0.21	To		JU /0	<u>~</u> /0	Chautauqua Ave	, 0/0		0.104	0.040	500	u	2010
		Fron	1:										
						124-8525 River Shore Rd							
G516 Cedar Lane	0.42	690	G			124-8525 River Shore Rd			0.152	0.636	740	G	2015

					No	rfolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
8520 Towne Point Rd	0.71	9300	G	98%	0%	1%	L Suffolk 0%	0%	0%	F	0.094		0.566	9900	G	2015
(8520) Towne Point Rd	0.13	20000	G	98%	0%	Twir	Pines Rd 0%	0%	0%	F	0.082		0.519	22000	G	2015
(8520) Towne Point Rd	0.31	21000 From:	G	98%	0%	1%	Western F 0%	0%	0%	С	0.085		0.521	22000	G	2015
		10					Chesapeak	e								
8522 Portsmouth Blvd	0.34	5700	G	99%	0%	1%	lm Ave 0%	0%	0%	F	0.146		0.759	6000	G	2015
8522 Portsmouth Blvd	0.55	4000 To:	G	99%	0%	1%	ngham St 0% enter Pkwy	0%	0%	С	0.142		0.808	4300	G	2015
		From:						'			! 1					
(8523) Twin Pines Rd	0.90	8800	G	99%	1%	0%	Point Rd 0%	0%	0%	С	0.091		0.567	9300	G	2015
8523 Twin Pines Rd	0.51	3400 From:	G	99%	1%	0%	nnanoa Dr 0%	0%	0%	F	0.096		0.561	3600	G	2015
8523 Twin Pines Rd	0.12	3400 From:	N	99%	1%	0%	Pines Rd 0%	0%	0%	N	0.096		0.561	3600	N	2015
	0.00	From:		000/	10/		Pines Rd	00/	00/				0.554	1400		0015
(8523) Hedgerow Ln	0.28	1300 To:	G	99%	1%	0%	0% Shore Pd	0%	0%	F	0.129		0.554	1400	G	2015
		From					Shore Rd									
8524 Churchland Blvd	0.09	12000 To	G	99%	1%	0%	Chesapeako 0% Norfolk Ro	0%	0%	F	0.097		0.557	13000	G	2015
8524 W Norfolk Rd	0.11	3000	G	99%	1%		hland Blvd 0%		0%	F	0.089		0.536	3200	G	2015
8524 W Norfolk Rd	1.05	From:	G	99%	1%	Tyre 0%	Neck Rd 0%	0%	0%	С	0.094		0.594	6300	G	2015
(8524) W Norfolk Rd	1.47	4500	G	99%	1%	Ce:	dar Lane 0%	0%	0%	F	0.129		0.754	4700	G	2015
		To:				SR 164	Western F	wy								
8524 W Norfolk Rd	0.46	540	G	99%	1%	0%	0%	0%	0%	F	0.136		0.672	570	G	2015
174		To				Bro	adway St									
8525 Sterling Point Rd	0.38	1500	G	98%	1%	Feu 1%	dist Drive 0%	0%	0%	F	0.101		0.534	1600	G	2015
<u> </u>		From					ligh St		221		\neg					
8525 Cedar Lane	1.18	11000 _{To.}	G	98%	1%	1%	0%	0%	0%	С	0.088		0.528	11000	G	2015
Onder La	0.23	From:	G	98%	1%		Norfolk Ro orfolk Rd 0%	0%	0%	F	0.126		0.694	16000	G	2015
(8525) Cedar Ln		To		/ •		SR 164 W				-						
(8525) Cedar Ln	0.47	9500 From:	G	98%	1%	1%	0%	0%	0%	F	0.103		0.518	10000	G	2015
(8525) Cedar Ln		To					Shore Rd	- / -	- / -							
8525 River Shore Rd	0.11	7400	G	98%	1%	1%	dar Lane 0%	0%	0%	F	0.091		0.585	7800	G	2015
8525 River Shore Rd	0.85	3300 From:	G	98%	1%	1%	thurst Rd 0%	0%	0%	F	0.084		0.543	3500	G	2015
<u> </u>		To					erow Lane									
8526 Chautauqua Ave	0.58	1100	G	98%	1%	 1%	ıl-d-Sac 0%	0%	0%	F	0.099		0.688	1200	G	2015
(8526) Chautauqua Ave	0.12	1800	G	98%	1%	Cle 1%	veland St 0%	0%	0%	С	0.087		0.58	1900	G	2015
8526 Chautauqua Ave	0.14	960	G	98%	1%	1%	etroit St 0%	0%	0%	F	0.095		0.5	1000	G	2015
<u> </u>		To		·		W	esley St									

					INO	HOIK IVIAII	iteriarice A	rea						
Route	Lengt	h AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron	.1			***	1 0							
8526) Chaltauqua A	Ave 0.26	1100	G	98%	1%	1%	sley St 0% 0%	% 0%	F	0.078	0.684	1200	G	2015
(8526) Chaltauqua A	100 0.20	Т100	, —	30 /6	1 /0		iew Blvd	76 0 76	'	0.076	0.004	1200	а	2013
		Fron	1											
(8528) Churchland E	3lvd 0.13	8400	G	98%	0%	1%	lorfolk Rd 0% 0%	% 0%	F	0.097	0.502	9000	G	2015
(8528) Churchland E	5ivu 0.13	0400		90%	0%	1 70	0% 0%	/o U7o	F	0.097	0.502	9000	G	2013
$\widehat{}$		Fron					Neck Rd							
8528 Churchland E	3lvd 0.27	9000	G	98%	0%	1%	0% 0%	% 0%	С	0.099	0.501	9600	G	2015
1.27		Te): 			High	St US 17							
		Fron	1:			NCL C	hesapeake							
Tyre Neck Ro	d 0.24	10000	G	99%	0%	0%	0% 0%	% 0%	F	0.097	0.608	11000	G	2015
124)		т				Hi	gh St							
8532 Tyre Neck Ro	d 0.18	5100 From	G	99%	0%	0%	0% 0%	% 0%	С	0.094	0.522	5500	G	2015
1 yre Neck Ro		-	_								****		-	
Town Novels B	-1 0.00	Fron	1	000/	00/		land Blvd				0.500	0000		0045
8532 Tyre Neck Ro	d 0.09	3100	G	99%	0%	0%	0% 0%	% 0%	F	0.104	0.506	3300	G	2015
		10	1			W No	rfolk Rd							
<u> </u>		Fron					ar Lane							
8534 Hatton Pt Rd	0.56	2600	G	99%	0%	0%	0% 0%	% 0%	F	0.1	0.628	2700	G	2015
<u> </u>		Te	0:			G	off St							
		Fron	1:			Hi	gh St						-	-
8536 Western Brai	nch Blvd 0.58	5100	G	97%	2%	1%	0% 0%	% 0%	F	0.094	0.578	5400	G	2015
124		T				ш	ah Ct							
8536) Hartford St	1.00	2900 From	G	97%	2%	1%	gh St 0% 0%	% 0%	С	0.093	0.529	3100	G	2015
8536 Hartford St	1.00	2900 T		31 /6	2 /0		rnon Ave	/6 0 /6	U	0.093	0.529	3100	G	2013
<u> </u>		Fron	<u> </u>				ory Blvd						_	
8537 Elmhurst Ln	1.41	3300	G	97%	3%	1%	0% 0%	% 0%	F	0.085	0.547	3600	G	2015
<u> </u>		T. Fron	1			Garw	ood Ave							
8537 Elmhurst Ln	0.18	3300	G	97%	3%	1%	0% 0%	% 0%	F	0.094	0.658	3500	G	2015
124		To				A :1:	D11							
8537) Elmhurst Ln	0.71	6500 From	G	97%	3%	1%	ne Blvd 0% 0%	% 0%	С	0.095	0.506	6900	G	2015
Elmhurst Ln	0.71	0300		31 /6	J /6	1 /0	076 07	76 076	0	0.033	0.500	0300	u	2013
$\widehat{}$		Fron	17				okee Rd							
8537 124 Elmhurst Ln	0.31	6300	G	97%	3%	1%	0% 0%	% 0%	F	0.097	0.561	6700	G	2015
1247		Т.	-			Portsm	outh Blvd			\neg				
8537 Elmhurst Ln	0.89	4800	G	97%	3%	1%	0% 0%	% 0%	F	0.096	0.52	5100	G	2015
Elmhurst Ln		Te					ore Dr							
		Fron	1:							1				
8538) Cherokee Ro	0.67	3600	G	97%	3%	1%	Ferry Rd 0% 0%	% 0%	F	0.095	0.508	3800	G	2015
8538) OHEIOREE NO	. 0.07	3000 Te		J1 /0	J /0		Park Ave	0 0/0	- 1	0.093	0.506	3000	u	2013
			1							_				
0	2 12	Fron		0001	401		ution Ave				0.010	F000	_	001-
8539 County St	0.40	4700	G	96%	1%	1%	1% 19	% 0%	F	0.091	0.616	5000	G	2015
<u> </u>		T. Fron	1			Penin	sula Ave							
8539 County St	0.31	5300	G	96%	1%	1%	1% 19	% 0%	С	0.091	0.564	5600	G	2015
124/		т					n Ave							
8539 County St	0.33	4600	G G	97%	2%	1%	0% 0%	% 0%	F	0.101	0.882	4900	G	2015
(8539) County St	0.33	7000		31 /0	£ /0	1 /0	0 /0 07	0 0/0		0.101	0.002	4300	u	2013
		Fron		-			gham St							
8539 County St	0.34	4000	G	97%	2%	1%	0% 0%	% 0%	С	0.114	0.716	4300	G	2015
124/		To	n n			Co	ourt St							
8539) County St	0.16	3400 From	G	97%	2%	1%	0% 0%	% 0%	F	0.099	0.744	3600	G	2015
	0.10	3400 Te		J1 /0	£ /0		vford St	0 /0		0.099	0.744	5550	u	2013
124										1				
8539) County Ct						Portemouth	Dlud CD 227							
124		Fron					Blvd SR 337			_			_	
124	y Rd 0.28	6500	G	99%	0%	0%	0% 0%	% 0%	F	0.091	0.55	6900	G	2015
124	y Rd 0.28	6500	G	99%		0%	0% 0%	% 0%	F	0.091	0.55	6900	G	2015
124			G	99%		0%			F	0.091	0.55	6900	G G	2015

					No	rtolk Ma	intenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				- CI	1 51				-					
8540 Hodges Ferry Rd	0.76	6000	G	99%	0%	0%	0%	0%	0%	С	0.087		0.517	6400	G	2015
8540) Greenwood Dr	0.57	16000	G	99%	0%	0%	line Blvd 0%	0%	0%	F	0.082		0.594	17000	G	2015
(8540) Greenwood Dr	0.57	10000		99 /o	0 /6			0 /6	0 /6	'	0.062		0.554	17000	G	2013
8540 Greenwood Dr	0.80	14000	G	98%	1%	1%	I-264 0%	0%	0%	F	0.087		0.55	15000	G	2015
8540 Greenwood Dr	0.63	9300 From	G	98%	1%	1%	alier Blvd 0%	0%	0%	F	0.085		0.541	9900	G	2015
8540 Greenwood Dr	1.05	3800 From	G	98%	1%	Vic 1%	tory Blvd 0%	0%	0%	С	0.1		0.534	4000	G	2015
		To From				Indep	endence S	St								
8540 Greenwood Dr	0.36	3800	G	98%	1%	1%	0% Creek Blv	0%	0%	F	0.111		0.523	4000	G	2015
9540 Greenwood Dr	0.50	3100 From	G	98%	1%	1%	0%	0%	0%	F	0.099		0.532	3300	G	2015
Greenwood Dr		To					/ashington									
East	<u> </u>	From				124-854	10 TO RT	264								
8540 Ramp	0.19	3200	F								0.085			3200	F	2015
174		To	1		I-264-V	V FROM (GREENW	OOD DR	IVE							
West		From	L			124-854	10 TO RT	264							_	
8540 Ramp	0.21	1900	G		Y 264 Y	U ED OL 1	an een ar	000.00			0.112			1900	G	2015
		From	1		1-264-V		GREENW		IVE							
8542) Snead Fairway	0.30	600	G	97%	2%	Chandl 0%	ler Harper 0%	Dr 0%	0%	С	0.107		0.714	640	G	2015
Snead Fairway	0.30	To		91 /0	2 /0		es Ferry R		0 /6		0.107		0.714	040	G	2013
		From	1				Airline Bl									
8543) City Park Ave	0.79	1800	G	98%	1%	0%	0%	0%	0%	F	0.1		0.577	1900	G	2015
City Park Ave		To														
Sity Park Ave	0.58	4700	G	98%	1%	0%	ortsmouth 0%	0%	0%	F	0.103		0.530	5000	G	2015
8543 City Park Ave	0.00	То	Ť	0070	. , ,		ifford St	0,0	0,70	•			0.000	0000	<u>.</u>	20.0
\sim		From					Park Ave									
8543 Clifford St	0.53	7400	G	98%	1%	0%	0%	0%	0%	С	0.102		0.56	7900	G	2015
		To					hatan Ave									
Powhatan Ave	0.26	6000	G	98%	1%	0%	0%	0%	0%	F	0.099		0.568	6400	G	2015
Powhatan Ave		То					King St								-	
		From	<u> </u>			Pow	hatan Ave									
8543) King St	0.79	6400	G	98%	1%	0%	0%	0%	0%	F	0.096		0.583	6800	G	2015
<u> </u>		To	1				lman Ave									
O Davidson Aug	0.50	From	<u> </u>	000/	40/		ortsmouth		00/				0.540	7000	_	0045
8544 Rodman Ave	0.58	7200 To	G	98%	1%	1%	0%	0%	0%	F	0.086		0.516	7600	G	2015
		From					oline Ave									
8544 Caroline Ave	0.19	380	G	98%	1%	1%	0%	0%	0%	F	0.124		0.533	400	G	2015
124/		To	_			US 58	Airline Bl	vd								
8544) Caroline Ave	1.05	2400	G	98%	1%	1%	0%	0%	0%	С	0.105		0.557	2600	G	2015
Caroline Ave		To				Sher	nandoah St									
		From				US 58	Airline Bl	vd								
8545 Rodman Ave	0.61	6200	G								0.091		0.544	6600	G	2015
		To	1			I	High St									
O		From				M	cLean St									
8546 Elliott Ave	1.60	2800	G								0.106		0.508	2900	G	2015
		To	1			Frederic	k Blvd US	3 17								
Dans Our de Black	0.04	From	<u> </u>	070/	10/		Chesapeal		00/		0.000		0.010	0400	_	0015
8547 Deep Creek Blvd	0.21	5700	G	97%	1%	1%	0%	0%	0%	F	0.096		0.618	6100	G	2015
		10				Mı	litary Rd									

					110	rfolk Maintenan	CE AIGA							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth														
8547) Deep Creek Blvd	0.91	6400	G	97%	1%	Victory Blvd 1% 0%	0%	0%	F	0.088	0.567	6800	G	2015
(8547) Deep Creek Blvd	0.51	0400	<u> </u>	31 /0	1 /0			0 70	'	- 0.000 	0.507	0000	u	2010
8547) Deep Creek Blvd	0.27	7900	i G	97%	1%	Greenwood D 1% 0%	0%	0%	F	0.09	0.554	8400	G	2015
(8547) Deep Creek Blvd	0.27	7300		31 /0	1 /0		0 70	0 70	'	— 0.03	0.554	0400	u	2010
8547) Deep Creek Blvd	0.46	8000 From	G	97%	1%	Wright Ave	0%	0%	С	0.087	0.577	8500	G	2015
Deep Creek Blvd	0.40	0000		31 /0	1 /0			0 70		0.007	0.577	0300	u	2013
8547) Deep Creek Blvd	0.16	8500		97%	1%	Portsmouth Blv	<u>∕d</u> 0%	0%	F	0.079	0.542	9000	G	2015
Deep Creek Blvd	0.10	6500	G	31 /6	1 /0	1/6 0/6	0 /6	0 /6	'	0.079	0.542	9000	G	2013
Da ara Oras als Blood	0.70	From		070/	10/	Frederick Blve		00/			0.505	4000		0015
8547 Deep Creek Blvd	0.78	4600 _{To}	<u> </u>	97%	1%	1% 0%	0%	0%	F	0.102	0.535	4900	G	2015
		From				Des Moines Av								
8548) Wesley St	0.21	430	'∟	89%	1%	Mt Vernon Av 2% 3%	e 4%	0%	F	0.113	0.523	460	G	2015
Wesley St	0.21	430		03 /6	1 /0			0 /6	'	<u>0.113</u>	0.525	400	ч	2013
()Waalan Ot	0.10	From	┖	070/	10/	Chautauqua Av		00/		0.105	0.000	070		0015
8548 Wesley St	0.12	350 To	G	97%	1%	1% 0%	0%	0%	F	0.105	0.632	370	G	2015
		r.	<u>. </u>			Lee Ave								
8549 Mt Vernon Ave	0.14	2300	G	97%	1%	High St 2% 0%	1%	0%	F	0.094	0.599	2400	G	2015
Mt Vernon Ave	0.14	2300		31 /6	1 /0		1 /0	0 /6	'	0.094	0.599	2400	G	2010
	1.01	From	<u> </u>	070/	40/	London Blvd	10/	201			0.504	0500		0045
Mt Vernon Ave	1.21	2400	G	97%	1%	2% 0%	1%	0%	С	0.09	0.524	2500	G	2015
			1			Bay View Blv								
Clavaland Ct	0.01	From	<u> </u>	070/	10/	Mt Vernon Av		00/			0.550	1000	_	0015
S ₅₅₀ Cleveland St	0.21	1800	G	97%	1%	0% 1%	1%	0%	F	0.088	0.552	1900	G	2015
<u> </u>		From				Chautauqua Av				<u> </u>				
8550 Cleveland St	0.16	4100	G	97%	1%	0% 1%	1%	0%	С	0.088	0.519	4300	G	2015
		- 11	<u> </u>			SR 168 ML King	Frwy							
O Landon Ct	0.40	From	<u> </u>	079/	10/	Effingham St	10/	00/		0.004	0.500	7100	_	2015
London St	0.49	6700	G	97%	1%	0% 1% Crawford St	1%	0%	F	0.094	0.568	7100	G	2015
		From								-				
8553) Peninsula Ave	0.10	670	G	97%	1%	County St 0% 1%	1%	0%	F	0.116	0.553	710	G	2015
Peninsula Ave	0.10	070		31 70	1 /0		1 70	0 70			0.555	710	u	2010
O Danimanila Ann	0.10	From	┖	070/	10/	High St	10/	00/		0.105	0.550	0400		0015
Peninsula Ave	0.16	2300	G	97%	1%	0% 1%	1%	0%	F	0.105	0.552	2400	G	2015
		From				SR 141 London I								
8553 Peninsula Ave	0.33	2200	G	97%	1%	0% 1%	1%	0%	F	0.090	0.583	2400	G	2015
		10				Leckie St								
O 0 171 17 A	0.40	From	<u> </u>	000/	40/	County St	201	201			0.574	000	0	0045
8554 Constitution Ave	0.10	930	G	98%	1%	1% 0%	0%	0%	F	0.094	0.574	990	G	2015
<u> </u>		From				High St								
8554 Constitution Ave	0.19	1100	G	98%	1%	1% 0%	0%	0%	F	0.094	0.574	1100	G	2015
		T _c From				SR 141 London I	Blvd			\Box				
8554 Constitution Ave	0.37	2200	G	98%	1%	1% 0%	0%	0%	F	0.094	0.574	2400	G	2015
124)		To				Leckie St								
O Lookio Ct	0.06	From	<u> </u>	000/	10/	Constitution Av		00/		0.100	0.654	00	_	2015
8554 Leckie St	0.06	70	G	98%	1%	1% 0%	0%	0%	F	0.138	0.654	80	G	2015
		From				Dead End								
8554 Leckie St	0.74	640	G	98%	1%	1% 0%	0%	0%	F	0.108	0.58	680	G	2015
<u> </u>		To From	1			Fort Lane								
8554) Fort Lane	0.07	1300	G	98%	1%	Leckie St	0%	0%	F	0.203	0.848	1400	G	2015
Port Lane	0.07	. 000 To	Ť	JU /0	1 /0	Crawford Pkw		J /0	-	0.200	0.040	1700	u	2010
_		From				Fort Lane	,							
8554 124 Crawford Pkwy	0.06	2600	G	98%	1%	1% 0%	0%	0%	F	0.132	0.757	2800	G	2015
124		To	c			Effingham St								

					No	rtoik Maint	tenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	K Factor	ΩK	Dir ctor	AAWDT	QW	Year
City of Portsmouth																
O 0 (18)		From	<u> </u>	2221		Effing					<u>ا</u>		-	.=		
Crawford Pkwy	0.28	3300	G	98%	1%	1%	0%	0%	0%	F	0.13	0.7	784	3500	G	2015
		To				Cou	rt St				— —					
S554 Crawford Pkwy	0.35	2600	G	98%	1%	1%	0%	0%	0%	F	0.1	0.5	516	2800	G	2015
Crawford Pkwy																
0 (10)	0.10	From	<u> </u>	000/	40/	Londo		20/	00/							0045
Crawford St	0.10	4800	G	98%	1%	1%	0%	0%	0%	F	0.113	0.8	347	5200	G	2015
<u> </u>		To				Hig	h St									
R554 Crawford St	0.11	4900 From:	G	98%	1%	1%	0%	0%	0%	F	0.1	0.6	399	5300	G	2015
Crawford St	•								• , •	-					-	
		From					nty St									
Crawford St	0.12	5200	G	98%	1%	1%	0%	0%	0%	С	0.099	0.6	355	5500	G	2015
124)		To				Wyt	he St									
		From:				Com	th Ct									
Washington St	0.57			98%	10/		th St 0%	0%	00/	F	0.115	0.5	592	060	G	2015
Washington St	0.57	900	G	90 /0	1%	1%		U /o	0%	- 1	0.113	0.0)3 <u>Z</u>	960	G	2010
<u> </u>		10	1			Crawfor	rd Pkwy									
		From				Londo	n Blvd									
S557) Effingham St	0.09	15000	G	99%	0%	0%	0%	0%	0%	F	0.078	0.7	718	16000	G	2015
Effingham St															-	
		From:					th St									
Effingham St	0.20	15000	G	99%	0%	0%	0%	0%	0%	С	0.087	3.0	316	16000	G	2015
124/		To				Cf	ed Disse-				—L					
O	0.00	From	┶	000/	00/	Crawfor		00/	00/			0.0	200	40000	_	0041
Effingham St	0.09	15000	G	99%	0%	0%	0%	0%	0%	F	0.101	0.8	396	16000	G	2015
		To				Ent. OSN	. Hospital									
		From				Portsmo	uth Blvd									
S558) Elm Ave	0.76	7400	G	98%	1%	0%		0%	0%	С	0.114	0.6	624	7800	G	2015
8558 Elm Ave	0.76	7400	G	90 /0	1 /0	0 /0	0 /6	U /o	0 /0	C	0.114	0.0	J24	7800	G	2013
		To: From:				I-2	264									
S558 Elm Ave	0.03	9500	G	98%	1%	0%	0%	0%	0%	F	0.114	0.6	624	10000	G	2015
3558 Elm Ave																
		To: From:					th St									
83558 Elm Ave	0.19	10000	G	98%	1%	0%	0%	0%	0%	F	0.114	0.6	682	11000	G	2015
124/		To				Cons	str. Ct									
Class Assa	0.10	From	┶	000/	10/		nty St	00/	00/	_	0.100	0.7	-17	10000		001
B ₃₅₅₈ Elm Ave	0.10	9500	G	98%	1%	0%	0%	0%	0%	F	0.109	0.3	517	10000	G	2015
<u> </u>		To:				Hig	h St									
₈₅₅₈ Elm Ave	0.11	6200 From	G	98%	1%	0%		0%	0%	F	0.114	0.5	519	6600	G	2015
8558 Elm Ave	0	0200		0070	. 70	0,0	0 70	0 70	0,0			0.0		0000	<u> </u>	_0.0
		To: From:				Londo	n Blvd									
Elm Ave	0.38	3700	G	98%	1%	0%	0%	0%	0%	F	0.137	3.0	333	3900	G	2015
124		To				Leck	cie St									
		From									i					
O December 1	0.50		<u> </u>	070/	001		uth Blvd	00/	001			٠.	-0-	4000	0	004
Des Moines Ave	0.59	1200	G	97%	2%	1%	0%	0%	0%	F	0.105	0.5	595	1200	G	2015
<u> </u>		To				Deep Cr	eek Blvd									
Des Moines Ave	0.07	6600 From:	G	97%	2%	1%		0%	0%	С	0.100	0 1	520	7000	G	2015
Des Moines Ave	0.07	0000	G	31 /0	∠ /0	1 /0	U /0	U /0	U /0	U	0.100	0.0	ا کار	, 000	G	2013
		To:				I-2	264									
Des Moines Ave	0.05	8200 From	G	97%	2%	1%		0%	0%	F	0.100	0.5	520	9000	G	2015
Des Moines Ave		To					th St	-				2.5			-	
			1			NCL Ch	_									
<u> </u>		From			1%	0%	0%	0%	0%	С	0.097	0.6	667	10000	G	201
O5599) Cavalier Blvd	0.68	9700	G	98%	1 /0	- / -										
Cavalier Blvd	0.68		G	98%	1 /0		Ct. Vinc C									
124		9700				Tazewell S			00/	_	0.007	^	00	2500		0017
(124)	0.68	9700 3300	G G	98%	1%	Tazewell S	0%	t 0%	0%	F	0.097	0.	89	3500	G	201
124		9700				Tazewell S			0%	F	0.097	0.	89	3500	G	2015
(124)		9700 3300				Tazewell S 0% Victor	0% ry Blvd		0%	F	0.097	0.	89	3500	G	2015
Cavalier Blvd	0.83	9700 From To:	G	98%	1%	Tazewell S 0% Victor	0% ry Blvd esapeake	0%								
Cavalier Blvd		9700 From 3300				Tazewell S 0% Victor NCL Ch	0% ry Blvd esapeake 0%		0%	F	0.097		89 578	3500 6200	G G	
Cavalier Blvd	0.83	9700 To From 5800 To T	G	98%	1%	Tazewell S 0% Victor NCL Ch 0% Victor	0% y Blvd esapeake 0% y Blvd	0%								
Cavalier Blvd Gason Gust Lane	0.83	9700 3300 To 5800	G	98%	1%	Tazewell S 0% Victor NCL Ch	0% y Blvd esapeake 0% y Blvd eton Pkwy	0%	0%		0.086	0.5	578	6200	G	2015
5599) Cavalier Blvd	0.83	9700 To From 5800 To T	G	98%	1%	Tazewell S 0% Victor NCL Ch 0% Victor	0% y Blvd esapeake 0% y Blvd gton Pkwy	0%				0.5				2015

					No	rtolk Mair	ntenance i	Area								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1 ⁻			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				1212 6	D . D									
8606) Afton Pkwy	0.51	1600	G	98%	1%	0%	Prospect Pky 0% (wy 0%	0%	F	0.141		0.742	1700	G	2015
Afton Pkwy		To				Victory	Blvd 239									
		From				West N	lorfolk Rd									
8755 Coast Guard Blvd	0.97	2800	G	91%	1%	1%	1% 5	5%	1%	F	0.147		0.885	3000	G	2015
124)		To				Mai	n Gate									
		From				Green	wood Dr									
8756 Garwood Ave	0.17	2900	G	91%	1%	1%		5%	1%	С	0.113		0.788	3100	G	2015
		То				Elmhu	ırst Lane									
O 111 1 21		From					ederick Blvd		221						_	
8758 High St	0.12	13000	G	98%	1%	1%)%	0%	F	0.088		0.586	14000	G	2015
		From					ne Blvd									
8758 High St	0.22	11000	G	98%	1%	1%)%	0%	F	0.086		0.552	11000	G	2015
124	•	То			- , -										-	
8758) High St	0.47	11000	G	98%	1%	1%	rnon Ave	0%	0%	F	0.087		0.509	12000	G	2015
High St	0.47	11000		JU /0	1 /0			<i>J</i> /0	U /0	'	0.007		0.503	12000	u	2013
O Himb Ot	0.70	From	<u> </u>	0001	401		ing Frwy	20/	001				0.000	10000		0015
8758 High St	0.79	15000	G	98%	1%	1%	0% (0%	0%	С	0.097		0.682	16000	G	2015
		From					n Ave									
8758 High St	0.32	10000	G	98%	1%	1%	0% (0%	0%	F	0.096		0.781	11000	G	2015
		To From				Effin	gham St				_					
8758) High St	0.51	7500 From	G	98%	1%	1%	~)%	0%	F	0.087		0.511	7900	G	2015
124/		То				Crav	vford St									
		From				Green	wood Dr									
McLean St	0.92	7600	G	98%	1%	1%)%	0%	F	0.087		0.574	8100	G	2015
124/		To				Airli	ne Blvd									
_		From				Deep C	reek Blvd									
8760 Lincoln St	0.83	1600	G	98%	0%	1%	0% (0%	0%	F	0.094		0.705	1700	G	2015
124)		To				Effin	gham St				\neg —					
8760 Lincoln St	0.66	2900 From	G	98%	0%	1%)%	0%	F	0.162		0.959	3100	G	2015
Z ₇₆₀ Lincoln St		То				Fi	rst St									
		From				Portsm	outh Blvd									
8761) Port Centre Pkwy	0.67	8500	G	98%	0%	1%)%	0%	С	0.121		0.914	9000	G	2015
(8761) Port Centre Pkwy		To				Crowford	St Noor I 26	4								
Great Court St	0.21	7900	G	97%	1%	1%	St Near I-264 0% (1 0%	0%	F	0.096		0.674	8400	G	2015
8761 Court St	J	. 500		0.70	. /0			- , -	0,0	•			0.07	3.00	~	_0.0
Court Ct	Λ 1 1	From	<u> </u>	070/	10/		inty St	70/	00/		0.100		0.500	7000		0015
(8761) Court St	0.11	7400		97%	1%	1%	0% (0%	0%	С	0.102		0.599	7900	G	2015
		From					gh St									
(8761) Court St	0.11	3300	G	97%	1%	1%	0% ()%	0%	F	0.101		0.528	3600	G	2015
		To From				Lon	don St				\Box					
8761 Court St	0.23	1300	G	97%	1%	1%	0% ()%	0%	F	0.118		0.791	1400	G	2015
		То			-	Crawfo	ord Pkwy									
		From				Columb	us Avenue									
8762 124 South St	0.10	3100	G	97%	1%	1%		0%	0%	F	0.127		0.970	3300	G	2015
		To					n Parkway									
8762) South St	0.00	2400	G	97%	10/		on Pkwy	1 0/.	Nº/	F	0.122		0.024	2700	G	2015
(8762) South St	0.09	3400	<u> </u>	3/70	1%	1%	0% (0%	0%		0.122		0.934	3700	G	2015
0 11 21		From	<u> </u>	0=::			oines Ave		051				0.55=			66.5
8762) South St	0.38	7500	G	97%	1%	1%	0% (0%	0%	С	0.098		0.557	8000	G	2015
		To From				Elr	n Ave									
8762 124 South St	0.34	2600	G	97%	1%	1%)%	0%	F	0.075		0.521	2800	G	2015
124/		To				Effin	gham St									
West		From		CR.	AWFOR	D STREET	N TO ROU	TE 264 V	WEST							
99024 Ramp	0.21	3000	F								0.183			3000	F	2015
124		To		I-264-	-W FRO	M CRAWF	ORD STREE	ET N & 1	BART S	5						
																

Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
	F				GI 11 1	21 1							
0.07	21000	G	97%	1%			0%	F	0.092	0.508	22000	G	2015
0.07	Z1000		31 /6					'	0.032	0.500	22000	u	2010
	From:								1				
0.73		G	99%				0%	С	0.123	0.785	1700	G	2015
0.70	To:		0070	0 70			0 70			0.700	1700	ŭ	2010
	From	1		LIS	17 George Was	ington Hwy			i				
2.95	400	G	97%	1%			0%	С	0.111	0.568	430	G	2015
	To:												
	From:			Е	Bus US 168 Battle	field Blvd							
5.92	2600	G	96%	1%			0%	С	0.109	0.532	2800	G	2015
	To:				WCL Virginia	Beach							
	From:				Volvo Pk	vy							
0.32	13000	G	99%	0%			0%	С	0.094	0.615	13000	G	2015
	To:				Eden Way I	orth							
	From:				Greenbriar I	kwy							
0.23	21000	G	97%	1%	1% 0%	1%	0%	С	0.08	0.765	23000	G	2015
	To				Old Greenbria	Pkwy	_						
	From:				Woodlake	Dr							
0.43	12000	G	98%	1%			0%	С	0.087	0.538	12000	G	201
	To:		_	•									
0.40			000/	40/			00/			0.504	4000	_	004
0.46	4500	G	98%	1%			0%	<u> </u>	0.093	0.561	4800	G	201
	10												
0.04			000/	00/			00/			0.507	4000	•	004
3.01	1500	G	99%	0%			0%	C	0.097	0.537	1600	G	2015
4 4 4			000/	10/			00/			0.517	4400	0	004
1.11	3900 To:	G	90%	170			0%	U	0.103	0.517	4100	G	2015
					US 13 Militar								
0.40	From:		000/	10/	Benefit F	d	00/		0.004	0.650	2400		2011
2.43	From: 3200	G	98%	1%	Benefit F	d o 0%	0%	С	0.094	0.658	3400	G	201
2.43	3200 _{To:}	G	98%	F	Benefit F 1% 0% Bus SR 168 Battle	d 0% field Blvd		С	0.094	0.658	3400	G	201
	3200 To:			SR 16	Benefit F 1% 0% Bus SR 168 Battle 68 Battlefield Blv	d 0 0% field Blvd d, Atlantic A	ve						
2.43	3200 _{To:}	G	98%	F	Benefit F 1% 0% Bus SR 168 Battle	d 0 0% field Blvd d, Atlantic A		C	0.094	0.658	3400 12000	G G	
0.44	3200 From: 12000	G	96%	SR 16	Benefit F 1% 0% 8us SR 168 Battle 68 Battlefield Blv 1% 19 131-8640 Provide	d 0 0% field Blvd d, Atlantic A 2 2% ence Rd	ve 0%	F	0.088	0.533	12000	G	201
	3200 To:			SR 16 0%	Benefit F 1% 0% 8us SR 168 Battle 68 Battlefield Blv 1% 19 131-8640 Provid 1% 19	d 0 0% field Blvd d, Atlantic A 2 2% ence Rd 2 2%	ve						201
0.44	3200 From: 12000	G	96%	SR 16 0%	Benefit F 1% 0% 8us SR 168 Battle 68 Battlefield Blv 1% 19 131-8640 Provide	d 0 0% field Blvd d, Atlantic A 2 2% ence Rd 2 2%	ve 0%	F	0.088	0.533	12000	G	201
0.44	3200 To: Prom: 12000 11000 To:	G G	96%	SR 16 0%	Benefit F 1% 0% 3us SR 168 Battle 68 Battlefield Blv 1% 1% 131-8640 Provid 1% 1% R 246 Liberty St: SR 165 Moses C	d 0% field Blvd d, Atlantic A 2% ence Rd 2% Border Rd randy Rd	ve 0% 0%	F	0.088	0.533	12000 12000	G G	201
0.44	3200 To: 12000 11000 To: From: From: 6200	G	96%	SR 16 0% 0% SI	Benefit F 1% 0% 3us SR 168 Battle 58 Battlefield Blv 1% 1% 131-8640 Provid 1% 1% R 246 Liberty St: SR 165 Moses C 0% 0%	d 0 0% field Blvd d, Atlantic A 2 2% ence Rd 0 2% Border Rd randy Rd 0 0%	ve 0%	F	0.088	0.533	12000	G	201
0.44	3200 From: 12000 To: Prom: To: From: 6200 To:	G G	96%	SR 16 0% 0% SI	Benefit F 1% 0% Bus SR 168 Battle 88 Battlefield Blv 1% 19 131-8640 Provid 1% 19 R 246 Liberty St SR 165 Moses C 0% 0% SR 165 Moses C	d 0 0% field Blvd d, Atlantic A 2% ence Rd 2% Border Rd randy Rd 0 0% randy Rd	ve 0% 0%	F	0.088	0.533	12000 12000	G G	201
0.44 1.34 3.05	7000 To: 12000 To: 11000 To: 11000 To: 6200 To:	G G	96%	SR 16 0% 0% SI	Benefit F 1% 0% 3us SR 168 Battle 58 Battlefield Blv 1% 1% 131-8640 Provid 1% 1% R 246 Liberty St: SR 165 Moses C 0% 0%	d 0 0% field Blvd d, Atlantic A 2% ence Rd 2% Border Rd randy Rd 0 0% randy Rd	ve 0% 0%	F	0.088	0.533 0.558 0.562	12000 12000 6600	G G G	201:
0.44	3200 From: 12000 11000 From: 6200 To: From: 140	G G	96%	SR 16 0% 0% SI	Benefit F 1% 0% Bus SR 168 Battle 88 Battlefield Blv 1% 19 131-8640 Provid 1% 19 R 246 Liberty Sts SR 165 Moses C 0% 0% SR 165 Moses C Dead En	d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd o 0% randy Rd	ve 0% 0%	F	0.088	0.533	12000 12000	G G	201:
0.44 1.34 3.05	7000 To: 12000 To: 11000 To: 11000 To: 6200 To:	G G	96%	SR 16 0% 0% SI	Benefit F 1% 0% 3us SR 168 Battle 68 Battlefield Blv 1% 1% 131-8640 Provid 1% 1% R 246 Liberty St: SR 165 Moses C 0% 0% SR 165 Moses C Dead En	d 0% field Blvd d, Atlantic A 2% ence Rd 2% Border Rd randy Rd 7	ve 0% 0%	F	0.088	0.533 0.558 0.562	12000 12000 6600	G G G	201:
0.44 1.34 3.05	3200 To: From: 12000 To: From: 11000 To: From: 140 To: From:	G G G	96% 96% 99%	SR 16 0% 0% SI 1%	Benefit F 1% 0% 3us SR 168 Battle 58 Battlefield Blv 1% 1% 131-8640 Provid 1% 1% R 246 Liberty St: SR 165 Moses C 0% 0% SR 165 Moses C Dead En Bus US 1 Western Brand	d 0% field Blvd d, Atlantic A 2% ence Rd 2% Border Rd randy Rd 0 0% randy Rd d 1	0% 0%	F F C	0.088 0.092 0.099 0.117	0.533 0.558 0.562	12000 12000 6600	G G G	2019 2019 2019 2019
0.44 1.34 3.05	3200 To: From: 12000 To: From: 11000 To: From: 140 To:	G G	96%	SR 16 0% 0% SI	Benefit F 1% 0% 3us SR 168 Battle 68 Battlefield Blv 1% 1% 131-8640 Provid 1% 1% R 246 Liberty St: SR 165 Moses C 0% 0% SR 165 Moses C Dead En	d 0% field Blvd d, Atlantic A 2% ence Rd 2% Border Rd randy Rd 0 0% randy Rd d 1	ve 0% 0%	F	0.088	0.533 0.558 0.562	12000 12000 6600	G G G	2019 2019 2019 2019
0.44 1.34 3.05	3200 To: From: 12000 To: From: 11000 To: From: 140 To: From:	G G G	96% 96% 99%	SR 16 0% 0% SI 1%	Benefit F 1% 0% 3us SR 168 Battle 58 Battlefield Blv 1% 1% 131-8640 Provid 1% 1% R 246 Liberty St: SR 165 Moses C 0% 0% SR 165 Moses C Dead En Bus US 1 Western Brand	d 0% field Blvd d, Atlantic A 2% ence Rd b 2% Border Rd randy Rd c 0% randy Rd d 7 h Blvd c 0%	0% 0%	F F C	0.088 0.092 0.099 0.117	0.533 0.558 0.562	12000 12000 6600	G G G	2019 2019 2019 2019
0.44 1.34 3.05	3200 To: From: 12000 To: From: 11000 To: From: 140 To: From:	G G G	96% 96% 99%	SR 16 0% 0% SI 1%	Benefit F 1% 0% Bus SR 168 Battle 88 Battlefield Blv 1% 19 131-8640 Provie 1% 19 R 246 Liberty St; SR 165 Moses C 0% 0% SR 165 Moses C Dead En Bus US Western Brane 0% 0%	d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd o 0% randy Rd d f h Blvd o 0% a Rd	0% 0%	F F C	0.088 0.092 0.099 0.117	0.533 0.558 0.562	12000 12000 6600	G G G	201: 201: 201: 201:
0.44 1.34 3.05 0.34	3200 To: 12000 11000 To: From: 6200 To: 140 To: From: 6100	G G G	96%	SR 16 0% 0% SI 1%	Benefit F 1% 0% Bus SR 168 Battle 88 Battlefield Blv 1% 19 131-8640 Provie 1% 19 R 246 Liberty St; SR 165 Moses C 0% 0% SR 165 Moses C Dead En Bus US Western Brane 0% 0% Towne Poin	d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd o 0% randy Rd d field Blvd o 0% randy Rd d d randy Rd d d randy Rd d	0% 0% 0%	F C C	0.088 0.092 0.099 0.117	0.533 0.558 0.562 0.5 0.543	12000 12000 6600 140	G G G	201: 201: 201: 201:
0.44 1.34 3.05 0.34	3200 To: 12000 11000 To: From: 6200 To: 140 To: From: 6100	G G G	96%	SR 16 0% 0% SI 1%	Benefit F 1% 0% Bus SR 168 Battle 88 Battlefield Blv 1% 19 131-8640 Provid 1% 19 R 246 Liberty St SR 165 Moses C 0% 0% SR 165 Moses C Dead En Bus US Western Brand 0% 09 Towne Poir 0% 09	d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd o 0% randy Rd d field Blvd o 0% randy Rd d d d d d d d d d d d d d	0% 0% 0%	F C C	0.088 0.092 0.099 0.117	0.533 0.558 0.562 0.5 0.543	12000 12000 6600 140	G G G	201: 201: 201: 201:
0.44 1.34 3.05 0.34	3200 From: 12000 From: 11000 From: 6200 To: From: 6400 To: 140 To: From: 140 To:	G G G	96%	SR 16 0% 0% SI 1%	Benefit F	d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd o 0% randy Rd d 1 7 h Blvd o 0% a Rd o 0% outh f Rd	0% 0% 0%	F C C	0.088 0.092 0.099 0.117	0.533 0.558 0.562 0.5 0.543	12000 12000 6600 140	G G G	201: 201: 201: 201: 201:
0.44 1.34 3.05 0.34 0.57	3200 From: 12000 11000 From: 6200 To: From: 6400 To: 140 To: From: 140 To:	G G G	96% 96% 99% 99%	SR 16 0% 0% SI 1%	Benefit F 1% 0% Bus SR 168 Battle 88 Battlefield Blv 1% 19 131-8640 Provie 1% 19 R 246 Liberty St; SR 165 Moses C O% 0% SR 165 Moses C Dead En Bus US Western Brane 0% 0% Towne Poir 0% 0% WCL Portsn SR 191 Jolli 0% 0%	d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd o 0% randy Rd d 1 7 h Blvd o 0% a Rd o 0% outh f Rd	0% 0% 0% 0%	F C C	0.088 0.092 0.099 0.117 0.084	0.533 0.558 0.562 0.5 0.543	12000 12000 6600 140 6500 12000	G G G G	201: 201: 201: 201: 201:
0.44 1.34 3.05 0.34 0.57 0.09	3200 To: From: 12000 To: 11000 To: From: 6200 To: 140 To: From: 5300 To: To: From: 5300	G G G G	96% 96% 99% 99%	9% 0% 0% 0%	Benefit F 1% 0% Bus SR 168 Battle 58 Battlefield Blv 1% 19 131-8640 Provid 1% 19 R 246 Liberty St; SR 165 Moses C Dead En Bus US Western Brand 0% 0% Towne Poir 0% 0% WCL Portsn SR 191 Jolli 0% 0% I-664	d d d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd d d f h Blvd o 0% t Rd o 0% total d o 0% t Rd o 0% total f Rd o 0%	0% 0% 0% 0% 0%	F C C F	0.088 0.092 0.099 0.117 0.084 0.097	0.533 0.558 0.562 0.5 0.543 0.557	12000 12000 6600 140 6500 12000	G G G G	201: 201: 201: 201: 201: 201:
0.44 1.34 3.05 0.34 0.57	3200 From: 12000 11000 From: 6200 To: From: 6400 To: 140 To: From: 140 To:	G G G	96% 96% 99% 99%	SR 16 0% 0% SI 1%	Benefit F	d o 0% field Blvd d, Atlantic A o 2% ence Rd o 2% Border Rd randy Rd o 0% randy Rd d f Rd o 0% outh f Rd o 0% outh f Rd o 0%	0% 0% 0% 0%	F C C	0.088 0.092 0.099 0.117 0.084	0.533 0.558 0.562 0.5 0.543	12000 12000 6600 140 6500 12000	G G G G	2018 2018 2018 2018 2018 2018
0.44 1.34 3.05 0.34 0.57 0.09	3200 To: From: 12000 To: 11000 To: From: 6200 To: 140 To: From: 5300 To: To: From: 5300	G G G G	96% 96% 99% 99%	9% 0% 0% 0%	Benefit F 1% 0% Bus SR 168 Battle 58 Battlefield Blv 1% 19 131-8640 Provid 1% 19 R 246 Liberty St; SR 165 Moses C Dead En Bus US Western Brand 0% 0% Towne Poir 0% 0% WCL Portsn SR 191 Jolli 0% 0% I-664	d 0 0% field Blvd d, Atlantic A 2% ence Rd 2% Border Rd randy Rd 6 0% randy Rd d 1 Atlantic A 6 0% 6 0% 6 0% 6 0% 6 0% 7 Atlantic A 6 0% 6 0% 6 0% 7 Atlantic A 6 0% 6 0% 6 0% 7 Atlantic A 6 0% 6 0% 7 Atlantic A 6 0% 6 0% 7 Atlantic A 7 Atlantic A 8 O% 8 O% 9 O%	0% 0% 0% 0% 0%	F C C F	0.088 0.092 0.099 0.117 0.084 0.097	0.533 0.558 0.562 0.5 0.543 0.557	12000 12000 6600 140 6500 12000	G G G G	2018 2018 2018 2018 2018 2018 2018 2018
	0.07 0.73 2.95 5.92 0.32	0.73 1600 To: 2.95 400 To: 5.92 2600 To: 7000 To: 70	0.07 21000 G To From	0.07 21000 G 97% To From: 0.73 1600 G 99% To: From: 2.95 400 G 97% To: From: 5.92 2600 G 96% To: From: 0.32 13000 G 99% To: From: 0.43 12000 G 97% To: From: 0.443 12000 G 98% To: From: 0.45 4500 G 98% To: From: 0.46 4500 G 98% To: From: 0.47 99% To: From: 0.48 99% To: From: 0.49 99% To: From: 0.40 99% To: From: 0.40 99% To: From: 0.40 99%	0.07 21000 G 97% 1% To 124 From:	Churchland Chu	Churchland Blvd Churchland Blvd 17 rail	Church and Blvd	Churchland Blvd	Churchland Blvd	Carrelland Blay	AADT	AADT

					Noi	rtolk Maii	ntenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Dook Landing Pd	2.23	5700	G	98%	2%	1%	von Dr 0%	0%	0%	С	0.110		0.508	6100	G	2015
Dock Landing Rd	2.23	3700 To		90%		SR 337 Po			0%	U	0.110		0.506	6100	G	2015
		From				31-8527-S0					i					
8527) Ramp	0.27	3200	F		1.3	31-6327-30	OUA FRO	JM DO			0.141			3200	F	2015
(8527) Ramp	0.27	To	-		I-664-E	FROM DO	CK LAN	DING RO	OAD					0200	•	_0.0
		From				31-8527-NO					i					
8527 Ramp	0.28	2800	F								0.143			2800	F	2015
131/		To			I-664-W	FROM DO	OCK LAN	IDING RO	OAD							
North		From			131-852	7 TO ROU	TE 664 I	EASTSOL	ТН							
8527 Ramp	0.06	NA									NA			NA		
(31)		To	С		13	31-8527-S0	00A FRO	OM DO								
North		From			131	1-8527 TO	& FROM	1 DOCK								
8527 Ramp	0.03	NA									<u>N</u> A			NA		
		То	1			7-S000B; 1			DO							
South	0.05	From			13	1-8527 TO	& FROM	1 ROUT				· <u> </u>		NIA		
8527 Ramp	0.05	NA To			121 0527	7-N000A; 1	21 0527	A EDOM	I DO		NA			NA		
			1													
South Pamp	0.05	NA From			131-852	7 TO ROU	TE 664 V	VESTNO	RTH		NA			NA		
8527 Ramp	0.03	INA To			13	31-8527-NO	000R FR	OM DO						INA		
		From							1,							
Pughsville Rd	0.85	10000	G	92%	0%	559 Pughsvi 0%	2%	5%	0%	С	0.094		0.606	11000	G	2015
Pughsville Rd	0.00			0270							——————————————————————————————————————		0.000	11000	ŭ	20.0
Pughsville Rd	0.16	23000 From	G	98%	1%	1%	-664 0%	1%	0%	С	0.095		0.575	25000	G	2015
Pughsville Rd	0.10	23000	<u> </u>	30 /6	1 /0	131-8530			0 76		0.033		0.575	23000	u	2013
		From					sville Rd	- Ttu								
8529 Taylor Rd	1.65	14000	G	98%	1%	1%	0%	1%	0%	F	0.088		0.559	15000	G	2015
		To	·		U	JS 17 West	ern Branc	h Blvd								
<u> </u>		From			13	31-8529-S0	000A TO	ROUT								
8529 Ramp	0.09	7000	F						_		0.11			7000	F	2015
		10	1			E FROM P										
North	0.07	From			131-852	9 TO ROU	TE 664 I	EASTSOL	JTH					NIA		
8529 Ramp	0.07	NA To			11	31-8529-S0	00 A TO	DOLLT			NA			NA		
		Erom														
North 8529 Ramp	0.19	1100			151-8529	9 TO ROU	1E 664 V	vESTNO	KIH		0.155			1100	F	2015
8529 Ramp	0.10	To	Ė		I-664-V	W FROM P	UGHSV	ILLE RO	AD		0.100			1100	•	2010
South		From	:			1-8529 TO					l					
	0.05	NA			13.	1-6329 10	& I KON	TROUT			NA			NA		
8529 Ramp		To			131-8529	9-N000A; 1	31-8529-	- A TO RO	OUT							
South		From	12				sville Rd									
8529 Ramp	0.29	NA				1 45.1	ovine rea				NA			NA		
131		To	c			I-6	664 W									
		From	L			SR 337 Po	rtsmouth	Blvd								
8530 Taylor Rd	1.70	21000	G	99%	0%	0%	0%	0%	0%	С	0.091		0.516	22000	G	2015
131/		To	-			Bri	uce Rd				— —					
8530) Taylor Rd	0.29	22000	G	99%	0%	0%	0%	0%	0%	F	0.094		0.585	24000	G	2015
(8530) Taylor Rd		To				131-8529										
		From	L			Tay	lor Rd									
8531 Dunedin Dr	0.99	1700	G	99%	0%	0%	0%	0%	0%	С	0.095		0.659	1800	G	2015
131/		To	c	_	U	JS 17 West	ern Branc	h Blvd								
		From	:			Tay	lor Rd									
8532 131 Bruce Rd	1.54	11000	G	99%	0%	0%	0%	0%	0%	С	0.096		0.539	12000	G	2015
<u> </u>		To	c			Tyre	Neck Rd									

					140	TIOIN IVIC	untenand	ic Aica								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	\cap k	Dir actor	AAWDT	QW	Year
City of Chesapeake																
Tyre Neck Rd	1.06	9000	L	100%	00/	0%	Bruce St 0%	0%	09/	С	0.094	0	.595	0600	G	2015
131 Tyre Neck Hd	1.26	9000 To		100%	0%		Portsmoutl		0%	U	0.094	U	.595	9600	G	2013
		From	l				ust Lane				i					
8547) Deep Creek Blvd	0.60	4400	G	98%	0%	1%	0%	0%	0%	С	0.099	0	.631	4700	G	2015
Deep Creek Blvd		То					Portsmouth					_				
		From				US 4	160 22nd St									
8591 Liberty St	0.40	4700	G	89%	1%	1%	3%	6%	0%	F	0.093	0	.564	5000	G	2015
131)		To				SC	L Norfolk									
O =		From					L Norfolk								_	
8592 Berkley Ave	0.39	1700	G	98%	0%	1%	1%	0%	0%	С	0.093	0	.606	1900	G	2015
		10					gfield Ave									
Pagament Ava	0.12	From	G	85%	1%		nk Street 1%	11%	09/	F	0.127	0	.877	010	G	2015
Rosemont Ave	0.13	760		03%	I 70	2%	ill Street	1170	0%	Г	0.127	U	.077	810	G	2013
		From					Hill St									
Rosemont Ave	0.37	1300	G	85%	1%	2%	1%	11%	0%	С	0.105	0	.812	1400	G	2015
1317		To				US 460 I	Bainbridge l	Blvd								
		From					Bainbridge l									
S597 Chesapeake Dr	0.45	2200	G	97%	1%	1%	0%	0%	0%	С	0.098	0	.544	2300	G	2015
		- 10	1				apeake Ave	2								
Freeman Avo	0.65	4300	G	61%	10/		Buell St 8%	28%	0%	С	0.083	^	.655	4600	G	2015
Freeman Ave	0.65	4300		0176	1%	3%		20%	U 7/0	U	0.003	U	.000	4000	G	2013
Crooman Ava	0.05	From	<u> </u>	C10/	10/		I-464	200/	00/	F	0.000		604	10000		2015
Freeman Ave	0.25	9400 _{To}	G	61%	1%	3%	8% Bainbridge l	28%	0%	Г	0.080	U	.604	10000	G	2015
		From			121 9509		003A TO A		MI							
8598 Ramp	0.13	4300	G		131-0390	3 1-404-30	003A 10 A	NDTKO	/IVI 1-		0.101			4300	G	2015
8598) Ramp		To			I-46	64-S FRO	M FREEM	AN Ave								
		From		1	31-8598	I-464-N0	03A FROM	1 AND T	ORT							
8598 Ramp	0.13	3700	G								0.12			3700	G	2015
131/		То			I-46	64-N FRO	M FREEM	AN Ave								
		From				JS 13 & 4	60 Military	/ Hwy								
8599 Cavalier Blvd	1.24	11000	G	89%	1%	1%	3%	6%	0%	С	0.099	0	.513	11000	G	2015
		То	<u> </u>				Portsmouth									
O Deers Order Dist	001	From	Ļ	0001			60 Military		00/				770	0400		001
8601 Deep Creek Blvd	0.94	2900 To	G	98%	1%	0%	0% ust Lane	0%	0%	С	0.09	0	.776	3100	G	2015
		From					Creek Blvo	d								
8601 Gust Lane	0.44	5300	G	99%	0%	1%	0%	0%	0%	С	0.086	0	.521	5700	G	2015
131/		То				SCL	Portsmouth	1								
\sim		From					Galahad Dr									
8602 Camelot Blvd	0.59	7000	G	99%	0%	1%	0%	0%	0%	С	0.088	0	.559	7400	G	2015
		To From					Creek Blvo									
8602 Camelot Blvd	0.32	4200	G	89%	1%	1%	3%	6%	0%	F	0.085	0	.596	4500	G	2015
<u> </u>		То	<u> </u>		US	17 Georg	ge Washingt	ton Hwy								
0 " 5 :	6 11	From	٦	0651			0 Military							0.100		
Galberry Rd	2.41	2000	G	98%	1%	1%	1%	0%	0%	С	0.168	0	.692	2100	G	2015
		To From					orge Washii]-					
8604 Shell Rd	0.87	5100	G	99%	0%	0%	0%	0%	0%	F	0.091	(0.53	5400	G	2015
_		To From					irman St									
8604 131 Shell Rd	0.81	4000	G	99%	1%	1%	0%	0%	0%	С	0.106	0	.613	4300	G	2015
		To From					Canal Dr									
8604 Shell Rd	1.12	2400	G	99%	0%	0%	0%	0%	0%	F	0.115	0	.659	2600	G	2015
131/		To	1		U	IS 13 US	460 Militar	v Hwv			1					

					INO	rfolk Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	3010		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			GI 11 D.1									
(8605) Canal Dr Ext	0.51	4400	G	99%	0%	Shell Rd	0%	0%	С	0.092		0.639	4700	G	2015
(8605) Canal Dr Ext	0.51	т.		33 78		US 13 & 460 Militar		0 70		0.002		0.000	4700	u	2013
		From				460, SR 166 Bainbr		1		i					
8622 Portlock Rd	0.89	6600	G	97%	0%	2% 0%	0%	0%	С	0.104		0.651	7000	G	2015
8622) Portlock Rd		То				Campostella Re									
		From				Providence Rd									
8635 Dunbarton Rd	0.06	3500	G	99%	0%	1% 0%	0%	0%	F	0.142		0.514	3800	G	2015
8635 Dunbarton Rd		To				Longdale Cresce	nnt .								
Boss Dunbarton Rd	0.18	1400	G	99%	0%	1% 0%	0%	0%	С	0.087		0.646	1500	G	2015
8635 Dunbarton Rd														-	
(8635) Dunbarton Rd	0.16	620 From	G	99%	0%	Crown Crescer	0%	0%	F	0.093		0.64	660	G	2015
8635 Dunbarton Rd	0.10	020 To		33 /6	0 /6	Longdale Cresce		0 /6	- 1	0.093		0.04	000	G	2013
		From								1					
8640) Providence Rd	1.55	14000	G	99%	0%	Campostella Re	0%	0%	F	0.100		0.544	15000	G	2015
8640 Providence Rd	1.00	1-300		0070	J /0		0 /0	0 /0	'			0.044	.0000	-	20.0
Providence Dd	0.00	From	<u> </u>	000/	Λο/	Angora Dr	Λο/	00/		0.101		0.560	16000	G	2015
8640 Providence Rd	0.99	15000 _{To}	G	99%	0%	0% 0% WCL Virginia Be	0%	0%	С	0.101		0.560	16000	G	2015
		From					acii			<u> </u>					
8645) Sparrow Rd	0.00		<u> </u>	000/	00/	Military Hwy	00/	00/	F	0.001		0 500	E200	G	2015
Sparrow Rd	0.23	4900	G	98%	0%	1% 0%	0%	0%	F	0.091		0.580	5300	G	2015
O 0 - 51		From				Providence Rd							2122		
(8645) Sparrow Rd	0.84	8600	G	98%	1%	0% 1%	1%	0%	F	0.087		0.535	9100	G	2015
<u> </u>		To From				Indian River R	d								
8645 Sparrow Rd	0.57	3300	G	98%	0%	1% 0%	0%	0%	F	0.108		0.606	3600	G	2015
(131)		To From				Little Beaver R	d								
Sparrow Rd	0.28	1600	G	98%	0%	1% 0%	0%	0%	F	0.108		0.575	1700	G	2015
(131)		To				Goldcrest Dr									
		From				SR 168 Campostell	la Rd								
8647 Border Rd	0.47	4300	G	98%	1%	1% 0%	0%	0%	С	0.086		0.542	4500	G	2015
(131)		To				Wingfield Ave	;								
Minafield Ave	0.00	From	<u> </u>	98%	1%	Border Rd 1% 0%	0%	0%	F	0.092		0.500	2200	G	2015
8647 Wingfield Ave	0.08	2200	G	96%	176	1% 0%	0%	0%	Г	0.092		0.522	2300	G	2015
<u> </u>		From				131-8592 Berkley									
(8647) Wingfield Ave	0.48	2500	G	98%	0%	1% 0%	0%	0%	С	0.094		0.527	2600	G	2015
		To From				Tatemstown Ro Wingfield Ave				-+					
(8647) Tatemstown Rd	0.34	3500	G	99%	0%	0% 0%	0%	0%	С	0.09		0.571	3700	G	2015
1 atemstown Rd		То	Ť	/ -		SR 407 Indian Rive								-	
		From			F	Bus SR 168 Battlefie									
(8648) Albemarle Dr	1.19	4900	G	99%	0%	0% 0%	0%	0%	С	0.131		0.905	5200	G	2015
8648 Albemarle Dr		То				Cedar Rd									
		From				Mt Pleasant							,		
(8649) Woodford Dr	0.28	900	G	98%	1%	1% 0%	0%	0%	С	0.105		0.5	960	G	2015
Woodford Dr		To				Royal Oak Dr									
		From				Walnut Ave				1					
(8650) Cornick Ave	0.14	690	G	99%	1%	0% 0%	0%	0%	С	0.115		0.627	730	G	2015
(8650) Cornick Ave		To				Oleander Ave				<u> </u>					
(8650) Cornick Ave	0.60	960 From	G	99%	1%	0% 0%	0%	0%	С	0.118		0.581	1000	G	2015
(8650) Cornick Ave	0.00	70 0	Ĕ	JU /0	1 /0	Sparrow Rd	0 /0	0 /0		<u> </u>		0.001	1000	G	_010
		From				Douglas Rd				- 					
(8653) West Rd	0.79	170	G	98%	1%	0% 1%	1%	0%	F	0.122		0.609	190	G	2015
8653) West Rd	0.75	170		JJ /0	1 /0		1 /0	0 /0	1	0.122		0.000	150	J	2010
O West D.	<i>5</i> 07	From	<u> </u>	000/	401	Benefit Rd	401	001				0.570	4000		0015
8653 West Rd	5.27	950 To	G	98%	1%	0% 1%	1%	0%	С	0.110		0.573	1000	G	2015
		10	1			US 17 Dominion I	sivd								

					No	rtolk Mai	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	4			Day	nefit Rd				-					
Shillelagh Rd	6.96	720	G	97%	1%	1%		1% d	0%	С	0.11		0.582	760	G	2015
		From	1		В	Bus US 168	Battlefield 1	Blvd								
8656 Benefit Rd	1.96	1300	G	97%	1%	2%	1%	0%	0%	С	0.111		0.524	1400	G	2015
8656 Benefit Rd	1.92	2600 From	G	97%	1%	2%		0%	0%	F	0.096		0.612	2800	G	2015
8656 Benefit Rd	3.16	1200 From	G	98%	0%	1%	1% Iglas Rd	0%	0%	С	0.110		0.643	1300	G	2015
		From	1													
0131 Old Atlantic Ave	0.07	8200	G	98%	0%	1%		0%	0%	F	0.104		0.632	8700	G	2015
0ld Atlantic Ave	0.24	4500 From	G	98%	0%	1%	rk Ave 1%	0%	0%	F	0.094		0.534	4800	G	2015
8657 Cascade Blvd	0.41	1000 From	G	98%	0%	1%	5 Liberty St 1%	0%	0%	F	0.139		0.575	1100	G	2015
		To	1				dina Ave									
8658 Booker St	0.58	720	G	99%	0%	1%		0%	0%	С	0.153		0.696	770	G	2015
		10					eat Bridge B									
8661 Centerville Tpke	3.76	5600	G	98%	0%	1%	Battlefield 1 1%	Blvd 0%	0%	С	0.096		0.54	6000	G	2015
8661 Centerville Tpke	1.03	8400 From	G	98%	0%	Etheridge 1%	1%	d 0%	0%	F	0.099		0.651	9000	G	2015
8661 Centerville Tpke	1.14	8800 From	G	98%	1%	Fen 1%	tress Rd 1%	0%	0%	С	0.104		0.566	9600	G	2015
<u> </u>		To From					It Pleasant F	Rd								
8661 Centerville Tpke	1.25	16000	G	98%	0%	1%	1%	0%	0%	F	0.102		0.683	17000	G	2015
		To	1				Butts Station Station Rd	Rd								
8661 Centerville Tpke	0.46	10000 _{To}	G	98%	0%	1%	1% 5 Elbow Rd	0%	0%	С	0.101		0.669	11000	G	2015
\bigcirc		From				Elt	oow Rd									
8661 Centerville Tpke	1.76	7100	G	98%	0%	1%	1%	0%	0%	F	0.096		0.677	7800	G	2015
_		To					Va Beach				<u> </u>					
8662) Green Tree Rd	0.73	From 6900	G	98%	0%	SR 190 K	Kempsville R 1%	d 0%	0%	F	0.103		0.611	7300	G	2015
(8662) Green Tree Rd	0.73	To	<u> </u>	JU /0	0 /0		Grove Rd	J /0	U /0	1	0.103		0.011	7 300	u	2010
\sim		From				Bus US 168	Battlefield 1	Blvd								
Oak Grove Rd	0.86	8800 To	G	99%	0%	0% Green	0% n Tree Rd	0%	0%	С	0.091		0.606	9400	G	2015
<u> </u>		From					nefit Rd								_	
8663 Johnstown Rd	5.94	3400 _{To}	G	98%	0%	1%		0%	0%	С	0.101		0.578	3600	G	2015
_·		From			В		Battlefield	DIVŒ			<u> </u>					
Woodbridge Dr	0.19	900	G	99%	0%	1%	own Rd 0% rfield Dr	0%	0%	С	0.114		0.651	960	G	2015
<u> </u>		From	Ļ			Wood	lbridge Dr									
Briarfield Dr	0.68	2700 To	G	99%	0%	0% Sr 165	0% Cedar Rd	0%	0%	С	0.127		0.503	2900	G	2015
<u> </u>		From					dence Rd								_	
Dunbarton Rd	0.65	5200	G	98%	1%	1% US 13 N	0% Military Hwy	0%	0%	С	0.134		0.528	5600	G	2015
8665 Greenbrier Pkwy	0.28	29000 To	G	98%	0%	0%		0%	0%	F	0.098		0.502	31000	G	2015

					No	rfolk Ma	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				***	11.1 D									
8665 Greenbrier Pkwy	0.22	54000	G	98%	0%	0%	0%	0%	0%	F	0.082		0.572	58000	G	2015
8665 Greenbrier Pkwy	0.94	80000 From	G	98%	0%	0%	I-64 0%	0%	0%	F	0.085		0.518	85000	G	2015
8665 Greenbrier Pkwy	0.42	43000 From:	G	98%	0%	0%	den Way 0%	0%	0%	F	0.083		0.525	46000	G	2015
8665 Greenbrier Pkwy	1.78	27000 From:	G	98%	0%	0%	0%	0%	0%	С	0.095		0.631	29000	G	2015
Butts Station Rd	2.08	14000 To:	G	98%	0%	0%	Kempsville 0% Centerville	0%	0%	F	0.107		0.661	15000	G	2015
East 8665 Ramp	0.35	From: 6900	G	I-64-F			TO RT 64 EENBRIE		WAY FAS	1	0.096			6900	G	2015
East 8665 Ramp	0.19	From: 4800	G		1	31-8665	TO RT 64	WEST			0.116			4800	G	2015
West 8665 131	0.20	From: 10000	G		1	131-8665	TO RT 64	EAST		S	0.08			10000	G	2015
West 8665 31	0.38	15000 To	G		1	31-8665	TO RT 64 EENBRIE	WEST			0.091			15000	G	2015
8667 Blackwater Rd	2.62	From: 2600	G	94%	0%	WCI 1%	L Va Beach	h 2%	0%	С	0.095		0.756	2800	G	2015
8667 Fentress Airfield Rd	0.15	4000 To:	G	94%	1%	1%	2% Mt Pleasar	1%	0%	С	0.103		0.708	4300	G	2015
8668 Hickory Rd East	0.81	3300	G	98%	1%	3us SR 16 1%	8 Battlefie	ld Blvd 0%	0%	С	0.091		0.558	3500	G	2015
8668 Head Of River Rd	4.89	2000 From:	G	97%	0%	0%	erville Tpk 2% Virginia Be	0%	0%	С	0.114		0.686	2100	G	2015
8674 Ashley Rd	0.42	3300 To:	G	99%	0%	0%	8 Battlefie 0% Mt Pleasar	0%	0%	F	0.108		0.599	3500	G	2015
8695 131 Lindale Dr	0.67	3400 To:	G	99%	0%	Cam 0%	postella Ro 0% Baun Ave		0%	F	0.158		0.812	3600	G	2015
0695 DeBaun Ave	0.49	4000 To:	G	99%	0%	Li 0%	indale Dr 0% Battlefield	0% Blvd	0%	С	0.134		0.718	4200	G	2015
(8717) Volvo Pkwy	0.30	700	G	99%	0%		lwood Cire		0%	F	0.09		0.580	740	G	2015
Volvo Pkwy	0.26	9300 From	G	99%	0%	0%	Byron St 0%	0%	0%	С	0.114		0.924	9900	G	2015
8717 Volvo Pkwy	0.25	20000 From:	G	99%	0%	0%	0%	0%	0%	F	0.09		0.774	22000	G	2015
Volvo Pkwy	1.38	25000 To	G	98%	0%	1%	8 Battlefie 0%	1%	0%	С	0.089		0.513	26000	G	2015
(8717) Volvo Pkwy	0.45	24000 To:	G	98%	0%	1%	nbrier Pkw 0% den Way	1%	0%	F	0.103		0.633	25000	G	2015
						_								_		

					No	orfolk Maintena	ince Area	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
O 51		From	<u> </u>			806 Eden Way; 87								_	
Volvo Pkwy	1.49	26000	G	98%	0%	1% 0%		0%	F	0.102		0.667	27000	G	2015
						Dead End	l .								
<u> </u>		From	<u> </u>			Docklanding				╝.				_	
Coffman Blvd	0.70	1600	G	99%	1%	0% 0%		0%	С	0.1		0.529	1700	G	2015
$\overline{}$		To				SR 337 Portsmou	ıth Blvd								
_		From				SR 190 Great Brie	dge Blvd								
Gampostella Rd	1.34	6000	G	98%	0%	1% 0%	0%	0%	С	0.111		0.697	6400	G	2015
1317		To	_			US 13 Military	Hwv			\neg L					
(8763) Campostella Rd	1.06	14000	G	98%	0%	1% 0%		0%	F	0.098		0.621	15000	G	2015
Campostella Rd		To				SR 168 Battlefie	ld Blvd								
		From				US 460 Bainbrid				1					
Virginia Ave	0.50	1200	G	99%	1%	0% 0%		0%	С	0.108		0.570	1300	G	2015
Virginia Ave	0.50	1 200	<u> </u>	33 /6	1 /0	Chesapeake		0 70		0.100		0.570	1000	ď	2010
		From				Virginia A									
Chesapeake Ave	1.12	2300	G	98%	1%	1% 0%		0%	С	0.111		0.632	2500	G	2015
Chesapeake Ave		To								_					
Chesapeake Ave	0.41	1900	G	98%	1%	Park Ave 1% 0%		0%	F	0.111		0.612	2000	G	2015
Chesapeake Ave	0.41	1 300	-	JU /0	1 /0	SR 246 Poinde:		U /0	- 1	J. 111		0.012	2000	u	2010
Douls Acce	0.07	From	<u> </u>	070/	40/	US 460 Bainbrid		001				0.077	1000	^	001
Park Ave	0.37	1200	G	97%	1%	1% 1%	0%	0%	С	0.111		0.677	1200	G	2015
		To From				Chesapeake	Ave			\Box					
Park Ave	0.35	3600	G	97%	1%	1% 1%	0%	0%	F	0.109		0.672	3800	G	2015
131/		To				Old Atlantic	Ave								
		From				Dead End	1								
Barnes Rd	0.45	1100	G	65%	0%	2% 1%		0%	С	0.140		0.699	1200	G	2015
131		To				US 460 Bainbrid	ge Blvd								
		From			119	S 17 George Wash	ington Hwy	,							
Ballahack Rd	11.72	960	G	97%	1%	1% 1%		0%	С	0.123		0.730	1000	G	2015
Ballahack Rd															
O Dellahaali Del	0.10	From	<u> </u>	070/	10/	Old Battlefield		00/				0.700	F700		0015
Ballahack Rd	0.10	5200	G	97%	1%	1% 1%		0%	F	0.123		0.730	5700	G	2015
		10	1			SR 168 Battlefie	ld Blvd								
		From				US 17 Western Bra									
Poplar Hill Rd	0.23	11000	G	99%	0%	0% 0%	0%	0%	С	0.095		0.550	12000	G	2015
		To	1			Churchland I	Blvd								
		From				SR 165 W, Ced	lar Rd								
Bells Mill Rd	2.38	1700	G	98%	0%	1% 1%	0%	0%	С	0.101		0.615	1800	G	2015
131/		To				SR 165 E, Ced	ar Rd								
		From	1			Washington	Dr								
8799) Waters Rd	0.36	8500	G	99%	0%	0% 0%		0%	С	0.091		0.531	9100	G	2015
8799) Waters Rd		To				SR 165 Ceda									
		From	4			Cedar Rd				i					
8800) Millville Rd	0.69	1700	G	99%	0%	0% 1%		0%	С	0.114		0.701	1800	G	2015
Millville Rd	0.00			2070				0,0					. 550	~	_5.0
Malicana Dal	0.10	From	<u> </u>	0001		SR 165 Moses Gra		201				0.050	0400		001
Millville Rd	0.42	2900	G	99%	0%	0% 1%	0%	0%	F	0.09		0.659	3100	G	2015
		To From				Burson D	r								
Millville Rd	0.65	1100	G	99%	0%	0% 1%	0%	0%	F	0.098		0.668	1200	G	2015
131/		To				Shipyard R	d								
		From	1			SR 165 Ceda	r Rd								
Shipyard Rd	0.99	1000	G	96%	1%	1% 1%		0%	С	0.163		0.717	1100	G	2015
Shipyard Rd										— "		•	,-		
Object 15.1	4 00	From	<u> </u>	0001	401	Burson D		001				0.000	000		004
8801 Shipyard Rd	1.28	270	G	96%	1%	1% 1%		0%	F	0.121		0.606	290	G	2015
			<u></u>			Millville R	d								
<u> </u>		From				Johnstown 1									
Hanbury Rd	1.00	9100	G	99%	0%	0% 0%		0%	С	0.099		0.571	9700	G	2015
<u> </u>		To	1	·		Bus SR 168 Battle	efield Rd	<u> </u>							

						JI IOIK IVI	aintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				Ruc SR 1	68 Battlefie	id Rd								
8802 Hanbury Rd	0.51	16000 _{To}	G	99%	0%	0%	0% llwell Rd	0%	0%	С	0.093		0.548	17000	G	2015
		From			I	Bus SR 16	8 Battlefiel	d Blvd			i					
Hillwell Rd	2.36	3100 _{To}	G	99%	0%	1% SR 165	0% Mt Pleasan	0% t Rd	0%	С	0.095		0.579	3300	G	2015
8804 Fentress Rd	1.80	3000	G	99%	0%	SR 165	Mt Pleasan	t Rd 0%	0%	С	0.102		0.552	3200	G	2015
(101)		To					erville Tpk									
8805 Elbow Rd	0.87	4800	G	100%	0%	Butts 0%	Station Ro 0%	0%	0%	F	0.119		0.606	5100	G	2015
8805) Elbow Rd	3.05	From:	<u> </u>	1000/	0%		erville Tpk	e 0%	0%	С	0.113		0.506	9100	G	2015
8805 Elbow Rd	3.05	8500 To:	G	100%	076	0% WCL V	/irginia Bea		0%		0.113		0.506	9100	G	2010
		From:					olvo Pkwy				i					
8806 Eden Way N	0.49	11000	G	99%	0%	0%	0%	0%	0%	F	0.099		0.555	12000	G	2015
8806 Eden Way N	0.68	12000	G	99%	0%	0%	Oak Crossi 0%	0%	0%	С	0.097		0.593	13000	G	2015
8806) Eden Way N	0.85	14000	G	99%	0%	Gree	nbrier Pkw 0%	y 0%	0%	F	0.099		0.625	15000	G	2015
Eden Way N	0.00	To:		00 /0	J /0		sways Blvo		3 /0		0.000		0.020			2010
City of Norfolk		From														
16th Bay St		720	F			Ocea	n View Av	C			0.093		0.644	790	F	2015
		To				Ple	asant Ave							-		
a.u. a.		From				Llev	wellyn Ave									
24th St		680 To:	F			Omo	hundro Ave	9			0.109		0.523	740	F	2015
		From:					Ilam Ave									
36th St		320	F			K	mam 71vc				0.085		0.516	350	F	201
		To				Co	olley Ave									
AEth Ct		From	_			Co	olley Ave				0.000		0.544	1000		2011
45th St		1800 To:	F			Har	npton Blvd				0.089		0.544	1900	F	201
		From					en Oak Dr									
Albert Ave		100	F			0	our Di				0.128		0.862	110	F	201
		To]	Pugh St									
Almode Arre		From	_		•	Rob	in Hood Rd	l			0.140		0.701	0700	_	004
Almeda Ave		3400 To	F			Her	neman Dr				0.142		0.731	3700	F	2015
		From					postella Ro	i								
Arlington Ave		200	F								0.111		0.64	220	F	2015
		To				Oa	kwood St									
Down LUI De		From	_	_		Bro	okville Rd				0.100		0.500	000	_	004
Berry Hill Rd		300 To:	F			Pon	lar Hall Dr				0.108		0.568	330	F	201
		From	<u> </u>				Merrit St									
Brentwood Dr		1000	F								0.11		0.612	1100	F	201
		To				C	lade Rd									
Donalo W. D.I		From:				Barn	Hollow Ro	1			0.00-		0.000	050	_	004
Brookville Rd		230 To:	F			D.	yberry Dr				0.097		0.633	250	F	2015
		From:	I				cean View	Rd			+					
Burksdale Rd		650	F			Old O	can vicw	ıxu			0.098		0.531	710	F	2015
		-					Colin Dr									_

				INO	rtolk Mai	ntenanc	e Alea								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Norfolk	From				Pida	efield Dr									
Camellia Rd	450	F			Riug	cheid Di				0.104		0.529	490	F	2015
	Tα				Fa	ber Rd									
	From:				New	port Ave									
Carlisle Way	290	G	98%	0%	1%	0%	0%	0%	С	0.106		0.698	290	G	2015
	From					onial Ave									
Catherine St	110	F			Oak	Grove Rd				0.134		0.636	110	F	2015
Gallionino Gl	To	Ė			Sin	clair St						0.000	110	•	2011
	From				Wei	llman St									
Chambers St	200	F								0.101		0.571	220	F	201
	To				Friz	zell Ave									
Carrama adama Du	From:	Ļ_			Swa	nson Rd				0.100		0.500	000	_	001
Commodore Dr	280	F			Rod	lman Rd				0.109		0.536	300	F	201
	From	l				osville Rd									
Cornick Rd	190	F			Keni	JSVIIIC KU				0.132		0.643	200	F	201
	To				Ma	ıry Ave									
	From:				Ве	atty St									
Dean Dr	120	F								0.124		0.531	130	F	201
	To					llard St									
Doolson Ct	From:	F			Spring	gfield Ave						0.5	00	_	201
Decker St	70				Whee	eling Ave				0.12		0.5	80	F	201
	From					ston Blvd									
Dixie Dr	400	F			Gaive	Stoll Bivu				0.126		0.653	430	F	201
	Τα				G	len Rd									
	From:				Bea	mon Rd									
Dunway St	140	F								0.123		0.55	150	F	201
	10	<u> </u>				ebeck Ave									
Elmhurst Ave	630	F			He	rbert St				0.106		0.698	680	F	201
Lilling Ave	To	Ė			Tho	omas St				100		0.000	000	'	201
	From:					ven Dr									
Evans St	660	F				· · · · · · · ·				0.18		0.655	720	F	201
	To				Stra	tford St									
	From:				Whit	ney Blvd									
Faulk Rd	200	F				~ ~ .				0.106		0.66	210	F	201
	10.					Clure Rd									
Finney St	100	F			We.	llman St				0.134		0.516	110	F	201
Timey of	To	Ė			De	ad End				0.104		0.510	110	'	201
	From:					nian Ave									
Frank St	160	F								0.14		0.549	180	F	201
	To				Qu	incy St									
	From:				River	Oaks Dr									
Gabriel Dr	150	F								0.132		0.556	160	F	201
	To	i				slyn Dr									
Gardnar Dr	700	<u> </u>	000/	00/		neadow Bl		00/		0.007		0 E11	700	G	204
Gardner Dr	700	G	99%	0%	1% Ban	0% ning Rd	0%	0%	С	0.097		0.511	700	G	201
	From:					son Ave				1					
George St	820	F			riuu	SON AVE				0.093		0.609	890	F	201
	To				Cal	oot Ave									
	From:				Ke	ene Rd									
Glen Rd	520	F								0.095		0.699	560	F	201
	To	1			В	Bee Pl									

			INOI	IOIN Maintenanc	C Alca							
Length AADT	QA	4Tire	Bus	_	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Yea
From				Virginia Ava								
	G	98%	0%		0%	0%	С	0.091	0.605	690	G	2015
To	<u> </u>	30 78	0 70		0 70	0 70		0.001	0.003	030	a	2010
From				•				-				
300	F			New St				0.165	0.583	330	F	2015
To				Dune St							-	
From				Grandy Ave								
540	F			Grandy 11ve				0.115	0.521	590	F	201
To				Ballentine Blvd								
From				Raby Rd								
1100	F							0.103	0.636	1100	F	201
To				Quail Rd								
From				Military Hwy								
1600	F							0.091	0.557	1700	F	201
To				Caribou Ave								
From				Gondola Rd								
360	F							0.148	0.614	400	F	201
To				Production Rd								
From				Thurston St								
530	F							0.127	0.745	580	F	201
To				Bessie St								
From:				Nottoway St								
440	F			Trotto may be				0.108	0.67	470	F	201
To				Amherst St								-
From					1			1				
1300	G	98%	0%			0%	С	0.093	0.576	1300	G	201
To	<u> </u>	0070	0 / 0		070	070			0.070	1000	ū	
From												
	F			village Ave				0.087	0.519	1500	F	201
To	<u> </u>			Va Beach Blvd				0.007	0.010	1000	•	
From	_											
	ᆮ			Liberty St				n n97	0 526	740	F	201
To:	<u> </u>			Walker Ave				0.037	0.520	740		201
Erom	_											
				Eagle Ave				0.102	0.529	220	_	201
				Little Creek Pd				0.103	0.526	330	Г	201
Prom.	<u> </u>											
1000				Carlllo Ave				0.007	0.500	1700		201
1600 _{To}	F				1			0.087	0.503	1700	F	201
To	F			Upper Brandon P	1.			0.087	0.503	1700	F	201
To:					1.							
To	F			Upper Brandon P Olney Rd				0.087	0.503	1700	F F	
To From 1000				Upper Brandon P								
To From 1000 To From	F			Upper Brandon P Olney Rd				0.113	0.618	1100	F	201
To From 1000 To From 200				Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd								201
1000 To From 200	F			Upper Brandon P Olney Rd Brambleton Ave				0.113	0.618	1100	F	201
To From 1000 To From 200 To From From From From From From From Fro	F			Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd				0.113	0.618	1100	F	201
To From 1000 To From 200 To From 140	F			Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd				0.113	0.618	1100	F	201
To From 1000 To From 200 To From From From From From From From Fro	F			Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave				0.113	0.618	1100	F	201
To From 1000 To From 200 To From 140	F			Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd				0.113	0.618	1100	F	201
To From 1000 To From 200 To From 140 To	F			Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd				0.113	0.618	1100	F	201
To From 1000 To From 200 To From 140 To	F			Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd				0.113	0.618 0.588 0.539	1100 220 150	F F	201
To From 1000 To From 2000 To From 2000 To From 2000	F			Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd Azalea Garden R				0.113	0.618 0.588 0.539	1100 220 150	F F	201
To From 1000 To From 2000 To From 2000 To From 2000 To	F	99%	0%	Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd Azalea Garden R		0%	C	0.113	0.618 0.588 0.539	1100 220 150	F F	201 201 201 201
To From 1000 To From 2000 To From 2000 To From 2000 To From 2000 To	F	99%	0%	Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd Azalea Garden R Wise St Elaine Ave	d	0%	C	0.113 0.113 0.113 0.126 0.118	0.618 0.588 0.539 0.817	1100 220 150 2200	F F	201 201 201 201
To From 1000 To From 2000 To From 2000 To From 2000 To From 20000 To From 20000	F	99%	0%	Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd Azalea Garden R Wise St Elaine Ave 0% 0%	d	0%	C	0.113 0.113 0.113 0.126 0.118	0.618 0.588 0.539 0.817	1100 220 150 2200	F F	201: 201: 201: 201: 201:
To From 1000 To From 2000 To From 2400 To From 2000 To From 20000 To	F	99%	0%	Upper Brandon P Olney Rd Brambleton Ave Whitney Blvd Faulk Ave Colony Pt Rd Ruthven Rd Azalea Garden R Wise St Elaine Ave 0% 0% Calvin Ave	d	0%	C	0.113 0.113 0.113 0.126 0.118	0.618 0.588 0.539 0.817	1100 220 150 2200	F F	201: 201: 201: 201:
	690 To From 300 To From 1100 To From 1600 To From 1600 To From 1360 To From 1300 To From 1300 To From 1300 To From 1400 To From 1400 To From 1500 To	From	From:	Length AADT QA 4Tire Bus Bus	Length AADT QA 4Tire Bus 2Axle 3+Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail	Length AADT QA 4Tire Bus	Caribou Ave	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus

					rfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 27	ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk	From											
New York Ave	240	F			Newport Ave		0.097		0.5	260	F	2015
Now York / Wo	To	Ė			Colonial Ave		0.007		0.0	200	•	2010
	From				Tidewater Dr							
Norman Ave	620	F					0.108		0.673	680	F	2015
	То				Old Ocean View Rd		ļ					
Oxford St	From	ᄂ			Colonial Ave				0.607	1600	_	2015
Oxiora St	1400 _{то}	F			Granby St		0.121		0.697	1600	F	2015
	From				Winward Rd							
Patridge St	980	F			Willward Rd		0.265		0.749	1100	F	2015
	То				Palem Rd							
	From				Euwanee Pl							
Pinedale St	120	F					0.122		0.515	130	F	2015
	То	<u> </u>			E Chester St							
Selden Ave	From	ᆫ			Hatton St		0 11		0.520	260	_	2041
Seluell Ave	330 _{то}	F			Cass St		0.11		0.530	360	F	2015
	From				Woodbine Rd							
Shorewood Dr	300	F			w oodblik Ku		0.142		0.698	320	F	201
	То				Levine Ct							
	From				Dixie Dr							
Simons Dr	1200	F					0.099		0.664	1300	F	201
	То				Marchant Rd							
O	From	Ļ			West Ave				0.504	400	_	004
Summit Ave	110 To	F			Middle Ave		0.124		0.594	120	F	201
	From						1					
Tait Terrace	2000				Arkansas Ave		0.103		0.520	2200	F	2015
	То				Wyoming Ave							
	From				Wakefield Ave							
Tennessee Ave	130	F					0.126		0.537	150	F	2015
	То				Ingleside Rd							
T''. D	From	<u> </u>			Workwood Rd				0.507	400	_	004
Tifton Dr	160 _{то}	F			Lasser Dr		0.114		0.537	180	F	201
	From											
Tuttle Ave	70				George St		0.206		0.529	80	F	201
	To	Ė			Dead End						-	
	From				Tifton St							
University Dr	260	F					0.103		0.65	280	F	201
	То				Workwood Rd							
	From	L			Old Ocean View Rd						_	=
Vero St	650	F			Chanamarka Dii		0.096		0.647	700	F	201
	From	<u> </u>			Chesapeake Blvd		_					
Welaka Rd	40				Huntsman Rd		0.171		0.714	40	F	2015
Troidia Hu	To	Ė			Kimberly Lane		<u> </u>		J., 1-T			
	From	-			Texas Ave		l					
Wellington St	250	F			.		0.113		0.586	280	F	2015
	To				Windermere Ave							
ty of Portsmouth												
Amherst Dr	From	G			Clover Hill Dr		0.137		0.615	90	G	2015
AIIIIICISI DI	90	G					0.13/		0.013	30	ď	2010

					// TOIN 1410	annonanc	70 7110a								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
of Portsmouth	From	1			Willi	amsburg Av	/e								
Bain St	100	G							C	.127		0.556	100	G	2015
	To	1			Per	ninsula Ave									
Daldwin Ava	From	_			F	ulton Ave]		0.511	170		001
Baldwin Ave	160	G			Deet	Creek Blv	d).132 7		0.511	170	G	2015
	From					eather Rd				1					
Brookmere Lane	140	G				cather Ru			().123		0.512	150	G	201
	To				Suı	mmerset Dr									
	From				Cl	numley Rd									
Brunswick Rd	660	G							().113		0.629	700	G	201
	From	<u> </u>				Γatem Dr				1					
Cambridge Avenue	170	G			G	lasgow St).127		0.542	180	G	201
Cambriage Avenue	To	Ť				North St				7/		0.042	100	ď	201
	From				Mic	dfield Pkwy									
Canterbury Dr	340	G							C	.131		0.612	360	G	201
	To	4			Te	emplar Dr									
	From				M	Ianor Ave]				_	
Cardinal Lane	340	G			TC!	1.0			C).112 7		0.571	360	G	201
	From	1				ornwood St				1					
Courtney Rd	90	G			На	atton Pt Rd).148		0.594	100	G	201
Courting Tid	To	Ť			I	Dead End				7.1.70		0.004	100	ď	201
	From	1			Вс	b White St				l					
Cypress Rd	510	G							C	.127		0.674	540	G	201
	To	1			C	ypress Cir									
	From				Col	lumbus Ave]				_	
Dale Dr	1100 _{то}	G			NI.	-1:11- A			(0.096		0.562	1200	G	201
	From					shville Ave				+					
Darren Dr	1900	G			H	Iorne Ave			(_).098		0.529	2000	G	201
	To				Gre	enwood Dr				1					
	From				Ва	ardot Lane						0.074	200	_	004
Darren Dr	890 _{то}	G			Co	valier Blvd).119 7		0.674	890	G	201
	From	1				amrock Dr				1					
Dominion Rd	100	G			Sn	amrock Dr			(」).132		0.618	110	G	201
	To				F	airway Dr				1					
	From				Ric	hmond Ave									
Duke St	1100	G							(.075		0.6	1100	G	201
	To	1			P	arker Ave									
Farmer & LEU- Do	From	Ļ			Mei	rrifield Blvd						0.500	400	0	004
Forrest Hills Dr	150	G			P.	urrland Rd).119 7		0.539	160	G	201
	From	1				Gills Rd				1					
Frailey PI	460	G				Jilis Ku			(.).194		0.744	490	G	201
<u>, </u>	To	1				Fiske St				<u> </u>					
	From				George V	Washington	Hwy					·		· <u></u>	
Gillis Rd	620	G	99%	0%	0%	0%	0%	0%	C (.101		0.547	620	G	201
	То	1				ylwin Rd				<u> </u>					
Classes: Ct	1500	<u> </u>			Po	tomac Ave						0.500	1000		004
Glasgow St	1500 _{то}	G			Ve	ermont Ave			(0.088 		0.568	1600	G	201
	From					Solling Rd				1					
Greenland Blvd	1400	G			В	oning Ku			(_).103		0.613	1500	G	201
=	To					smouth Blvo				7 ·		-			

				No	rtolk Maintenar	ice Area								
Route	Length AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Portsmouth	From				0.1.1.0				1					
Halifax Ave	500	G			Columbia S				0.115		0.511	530	G	2015
	To	Ť			County St						0.0		<u>.</u>	
	From				Twin Pines R	d								
Hawthorne Lane	120	G							0.123		0.529	130	G	2015
	To				Heather Rd									
	From				Kirby St									
Independence St	230	G							0.204		0.515	240	G	2015
		<u> </u>			Appomattox A	ve								
Jefferson St	From: 1300	G G			Elm Ave				0.093		0.55	1400	G	201
Jenerson St	1300 To:				Pearl St				0.033		0.55	1400	u	201
	From:				Green Stree									
Jefferson St	1000	G	99%	0%	0% 0%	0%	0%	С	0.11		0.575	1000	G	201
	To	<u> </u>			7th Street									
Kina Ot	From:				Yorktown Av	re					0.00	100	_	001
King St	180	G			Williamsburg A	Ave			0.148		0.82	190	G	201
	From					110			<u> </u>					
Lancaster Ave	50	G			Race St				0.259		0.533	60	G	201
Editodotol 71VO	To	<u> </u>			Griffin St						3.550	00	G	201
	From:				Astor Ave									
Magnolia St	420	G			ristor rive				0.110		0.529	440	G	201
	To				Killian Ave									
	From:				Florence Rd	l								
Mayflower Rd	560	G							0.179		0.704	590	G	201
	To	<u>:</u>			Hodges Ferry	Rd								
	From				Lugar Ct									
McClean Sts	600	G							0.093		0.620	640	G	201
	To	<u> </u>			Vickers Ct									
Meander Rd	From				Broad St				0.127		0.521	250	G	201
Meanuel nu	230	G			Chautauqua A	VA			0.127		0.521	230	G	201
	From				Wycliff Rd									
Morro Blvd	260	G			wyciiii Ku				0.121		0.676	280	G	201
	To	Ť			Saxon Rd	-							-	
	From:				Afton Pkwy	,								
Nicholson St	500	G							0.09		0.660	540	G	201
	To	3			Harris Rd									
	From				Snead Fairwa	ıy								
Nottingham Rd	220	G							0.128		0.594	240	G	201
	To	<u> </u>			Yorkshire Ro	1								
	From				Marshall Av	e							_	
Oak St	1000	G			****				0.110		0.592	1100	G	201
	10.	<u> </u>			Wilcox Ave									
Old Farm Rd	150	G			Kenny Lane				0.117		0.65	160	C	201
Olu i aiiii Nu	To:				Redbarn Rd				0.117		0.65	100	G	201
	From	_			Jackson St									
Progress Ave	30	G			Jackson St				0.346		0.632	30	G	201
	To				Monroe St									
	From:				Hedgerow La									
River Shore Rd	2000	G			goron Du	-			0.099		0.61	2200	G	201
	To				Rivermill Ci	r								
	From:				Bob White S	t								
Robin Rd	190	G							0.159		0.598	200	G	201
_	To				Portsmouth Bl	vd								

				INOI	ioik iviairilei	nance Area							
Route	Length AADT	QA	4Tire	Bus		Truck Axle 1Trail 21	ററ	, K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth						~ .							
Smithfield Rd	490	G			Beechdal	e Rd		0.106		0.703	520	G	2015
Similine a ria	490				Deep Cree	k Blvd		0.100		0.703	320	u	2010
	From:				Palmer								
Staunton Ave	130	G			1 diffici	51		0.125		0.514	140	G	2015
	To				Jefferson	St.							
	From				Eisenhower	Circle							
Stratford St	1900	G						0.109		0.633	2000	G	2015
	To				Truman C	Circle							
	From				Augustin	e Cir							
Sugar Creek Cir	370	G						0.128		0.613	390	G	201
	To				Gateway	/ Dr							
T "0'	From:				Greenwoo	od Dr				0.004	0.40	•	004
Tazewell St	610	G			F 4	A		0.108		0.601	640	G	201
					Freedom								
Verne Ave	60	G			Bridges	Ave		0.158		0.7	60	G	201
verne Ave	To:				Garner A	Ave		0.136		0.7	00	G	201
	From	l											
Weyanoke Dr	150	G			Merrifield	Biva		0.131		0.591	160	G	201
Weyanoke Bi	To	Ĕ			Burrland	Rd				0.001	100	ď	201
	From:				River Edg								
Whaley Rd	30	G			River Lug	3C D1		0.315		0.529	30	G	201
,	To				Edwin	Rd				******		-	
	From				West F	Rd							
Willett Dr	4200	G						0.107		0.823	4500	G	201
	To				Sycamore	e Rd							
	From:				Caroline	Ave							
Winchester Dr	1100	G	98%	0%	1% 0	% 0% C)% C	0.098		0.635	1100	G	201
	To				Augusta	Ave							
	From:				Mount Vern	on Ave							
Woodrow St	500	G						0.077		0.539	500	G	201
	To				Broad	St							
	From				Capelle	Rd							
Wright Rd	280	G						0.105		0.552	300	G	201
	To				Norfolk	Rd							
tv of Chesaneake	From				***** *** D : 1								
Anne Ave	450	G			US 460 Bainbi	nage Biva		0.089		0.61	450	G	201
7 tillo 7 tvo	To	<u> </u>			Arlie S	St		0.000		0.01	400	ď	201
	From				Canal 1								
Baywood Trail	370	G			Canar	DI .		0.114		0.523	370	G	201
	To				Meiggs	Rd						-	
	From:				Centerville Tr								
Beaver Dam Rd	500	G	98%	0%)% C	0.101		0.644	500	G	201
	To				Long Ridg	ge Rd							
	From:				Willow O	ak Dr							
Beckley Lane	220	G						0.114		0.623	240	G	201
	To				Grantham	Lane							
	From				Brier Cliff	Crest							
Birchleaf Rd	230	G						0.121		0.864	250	G	201
	To				Mill Pon	d Dr							
	From:				Shipyard	l Rd							
Burson Dr	800	G						0.105		0.714	800	G	201
	To				Orangewo	od Rd							

Contain Chicasanoular					INOI	noik iviaintenar	ice Area								
Debter Appe		Length AADT	QA	4Tire	Bus				QC		\cap k		AAWDT	QW	Yea
Coastal Way	ty of Chesapeake	From:	1			Denver Ave									
Coastal Way	Chattanooga St	420	G							0.106	0.5	52	450	G	201
Constal Way		To				Waters Rd									
Conquest Dr					В	sus SR 168 Battlefie	eld Blvd								
Conquest Dr	Coastal Way	1500	G							0.087	0.7	53	1500	G	201
Conquest Dr 1200 G		10	<u> </u>												
She br S	Conquest Dr		<u> </u>			SR 165 Cedar	Rd			0 1 4 1	0.5	-7	1200	G	201
Conrad Ave 1400 G	Conquest Dr		G			Shea Dr				0.141	0.0)/	1200	G	201
Contract Ave		From	l		HC		oton Hrvv								
Cottonwood Lane Total Cottonwood Lane 150 G Cottonwood Lane 150 Cot	Conrad Ave		G		US	17 George washin	gion rwy			0.107	0.7	76	1500	G	201
Cottonwood Lane						Butler St								-	
Cottonwood Lane		From:				Gibson Dr									
Cypress St 840 G 97% 0% 2% 0% 0% 0% 0% 0.0132 0.513 840 G 201 Comparison Compa	Cottonwood Lane	150	G							0.138	0.5	35	160	G	201
September Sept		To				Lenore Trail									
Part		From				Wilson Rd									
Debbs Lane	Cypress St	840	G	97%	0%		0%	0%	С	0.132	0.5	13	840	G	201
Debbs Lane		To		-		Isaac St	-			1					
Dove Dr Care						Vellen St								_	
Dove Dr 230 G Substitute Substitut	Debbs Lane		G							0.104	0.6	17	220	G	201
Dove Dr															
Sample S	Davis Dir		<u> </u>			Warrick Rd					0.7	40	050	_	004
Signatury Sign	Dove Dr		G			Duttoufly Du				0.124	0.7	42	250	G	201
Essex Dr 650 G															
Etheridge Manor Blvd 14000 G	Facey Dr		<u> </u>			Kalmar Dr				0.100	0.6	00	600	_	201
Etheridge Manor Blvd	Essex Dr	DOU To:				Vings Way D	ter.			0.103	0.6	92	690	G	201
Etheridge Manor Blvd		From	l				1								
Shifford Lane	Etheridge Manor Blvd					Jule Dr				0.095	0.6	16	15000	G	201
Etheridge Rd	Ethonage Manor Biva	To:	<u> </u>			Shifford Lane				<u> </u>	0.0	10	10000	u	201
Etheridge Rd		From	l												
Total District Features Fea	Etheridae Rd		G	99%	0%			0%	С	0.097	0.6	33	2500	G	201
Eva Blvd 580 G	oagoa		r -	0070	0 70			0,70			0.0	•		<u>.</u>	
See		From:													
Fairway Dr 2000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Eva Blvd	580	G			Saul Di				0.086	0.6	37	620	G	201
Fairway Dr 2000 G 99% 0% 0% 0% 0% 0% 0 0% 0 0% 0 00 0 00						Marge Dr									
Fairway Dr 2000 G 99% 0% 0% 0% 0% 0% 0% 0.0122 0.716 2000 G 201 Forman St 730 G		From:				Greenbrier Pky	vv								
Firman St 730 G	Fairway Dr	2000	G	99%	0%			0%	С	0.122	0.7	16	2000	G	201
Firman St 730 G		To				Cranston Dr									
Fleming Circle 350 G		From:				Shell Rd									
Fleming Circle 350 G	Firman St	730	G							0.111	0.6	19	780	G	201
Frank Dr 950 G		To				Tuttle St									
Forest Cove Rd 320 G		From				Cecilia Terrac	e								
Forest Cove Rd 320 G	Fleming Circle	350	G							0.105	0.5	79	350	G	201
Frank Dr 950 G		To				SR 165 Cedar	Rd								
Frank Dr 950 G						Bramblewood	Ct								
Frank Dr 950 G	Forest Cove Rd		G							0.109	0.6	49	320	G	201
Frank Dr 950 G			<u> </u>							<u> </u>					
Franklin St Sustration Sustation Sustation Sustation Sustation Sustration Sustration Sustation Sustation Sustation Sustation Sustation						Johnstown R	d		-					_	
Franklin St 2400 G 99% 0% 1% 0% 0% C 0.085 0.517 2400 G 201 Visual Control	Frank Dr	950	G							0.134	0.5	69	1000	G	201
Franklin St 2400 G 99% 0% 1% 0% 0% 0% C 0.085 0.517 2400 G 201 Tot US 460 Bainbridge Blvd US 460 Bainbridge Blvd		To	<u> </u>		В	sus SR 168 Battlefi	eld Blvd								
Tot US 460 Bainbridge Blvd From: Albert Ave Gilmerton Rd 4700 G 0.107 0.582 5100 G 201	Formula Or		ــــــــــــــــــــــــــــــــــــــ	0001	001		001	601	_				0.455	_	
From Albert Ave Gilmerton Rd 4700 G 0.107 0.582 5100 G 201	Franklin St		G	99%				υ%	C	0.085	0.5	1/	2400	G	201
Gilmerton Rd 4700 G 0.107 0.582 5100 G 201			<u> </u>				Blvd								
	011 . 5 .		پ			Albert Ave					- -		E	_	
	Gilmerton Rd	4700	G			Geneva Ave				0.107	0.5	82	5100	G	201

Route	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW	Year
ty of Chesapeake	J				2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
	From				Co	llins Blvd							222		0045
Greendell Rd	300 _{то}	G			As	shland Dr				0.102		0.6	320	G	2015
	From					ılahad Dr									
Guenevere Dr	2500	G								0.083		0.565	2600	G	2015
	To					Sean Dr									
Hawksley Dr	330	G			Bar	ksdale Rd				 0.134		0.564	350	G	2015
nawksiey Di	33U To:	<u> </u>			Gle	enview Rd				0.134		0.564	330	G	2013
	From					necliff Dr									
Holly Gate Lane	320	G								0.109		0.622	340	G	2015
	To					arwood Dr									
Llunningdon Woodo Dha	From:	<u> </u>			Pla	acid Way				0.106		0.50	000	0	0015
Hunningdon Woods Blv	d 920	G			SR 190	Kempsville	Rd			0.106		0.58	980	G	2015
	From:					anal Rd									
Iowa St	620	G								0.109		0.585	660	G	2015
	To				Okl	lahoma Dr									
louner Dd	From:	$\check{\Box}$			(Gregg St				0117		0.504	000		0015
Joyner Rd	310	G			(Grant St				0.147		0.531	330	G	2015
	From	l				arker Rd									
Keeling Dr	550	G			1 (ukci Ku				0.111		0.508	550	G	2015
	To				Lo	obdell Ct									
	From				SR 407 I	ndian Rive	r Rd								
Kemp Lane	310 To	G			**					0.101		0.546	330	G	2015
	From	<u> </u>				np Lane E									
Laurel Ave	510	G			C	obb Ave				 0.106		0.535	550	G	2015
	To				Ro	keby Ave									
	From:					rnick Ave									
Lilac Ave	1300	G	99%	0%	1%	0%	0%	0%	С	0.114		0.573	1400	G	2015
	To					avis Ave									
Lincoln Rd	From: 170	G	92%	1%	2%	Ounn St 2%	3%	0%	С	 0.155		0.667	170	G	2015
Lindom Fla	To	r <u> </u>	0L /0	1 /0		utlaw St	070	070				0.007	170	u	2010
	From:				Li	ndale Dr									
Lindsey Ave	240	G								0.120		0.627	240	G	2015
	To					erfield Ave									
Lafurna Dd	From:	<u> </u>			Baı	ugher Ave				0.100		0.605	040	0	2015
Lofurno Rd	230	G			Bo	unds Ave				0.133		0.625	240	G	2015
	From	l .		F		8 Battlefiel	d Blvd			ì					
Marion Dr	1200	G			ous six 10	3 Battleffel	a Diva			0.101		0.759	1200	G	2015
	To				Joh	nstown Rd									
	From				Cul	peper Ave									
Marlboro St	140	G			W	nslow Ave				0.111		0.657	150	G	2015
	From									1					
Masters Row Ct	600	G			Bat	f Loop Ct				0.099		0.566	640	G	2015
	To				В	rassie Ct									
	From:				На	ledon Rd									
McCosh Dr	1000	G								0.097		0.692	1100	G	2015
	To	<u> </u>				uffield Pl									
Michael Dr	From:				Broa	dmoor Ave	:			0.100		0.500	-00	_	0045
Michael Dr	90	G								0.129		0.522	90	G	2015

Route	Length AADT	QA	4Tire	Bus		Truck -Axle 1Trail	QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake	From	1-			Clove	r Dr		1					
Millwood Ave	1100	G			Ciove	I DI	0).117		0.546	1100	G	201
	Te	١.			E Royo	ce Dr							
	From	ı:			Parke	r Rd							
Natchez Terrace	540	G			Farrata	O	0).114 7		0.643	540	G	201
	From	,			Foxgate (
Newberry Dr	670	G			Jonnsto	wii Ku	0	_ _).112		0.588	710	G	201
<u>, </u>	To):			Horse R	un Dr		1					
	From				Woodcro	ft Lane							
Oak Dr	290	G			T N	1.0.1	0	134		0.5	310	G	201
	From	<u> </u>			Tyre Ne			1					
Old Dr	1400	G			Victor	ia Dr	0	_ _).131		0.635	1400	G	201
	To				Barlet	t Dr		1					
	From	1:			Campost	ella Rd]					
Omar St	500	G					0	.124		0.636	540	G	201
	To):			Faye								
Philadelphia St	60	G			English	Ave	0] 0.186		0.818	60	G	201
Filliadelpilla St	To	,			Miller	Ave		7.100		0.010	00	G	201
	From	1:			Etherid			i					
Poplar Ridge Dr	270	G				2	0	.123		0.75	270	G	201
	To):			Sandlewo	od Lane							
	From	n'			Erik Pa	ul Dr							
Priscilla Lane	790	G			Υ	¥	0	.094		0.599	790	G	201
	Fron	1			Loretta			<u> </u>					
Queenswood Terrace	110	G			Greenw	ay Dr	0	. 1.142		0.714	120	G	201
	To):			Royal G	rant Dr		1		*			
	From	1:			Campost	ella Rd							
River Creek Rd	530	G					0	.111		0.521	530	G	201
	To):			Booke			<u> </u>					
Robert Hall Blvd	From				SR 168 Battl	efield Blvd		_).161		0.818	6500	G	201
nobell hall blvu	6000 To	G			US 13 Mili	tary Hwy		7.161 7		0.010	6300	G	201
	From	1:			Shepher			i					
Shepherds Gate	260	G			оперне	ius Ct	0	.132		0.62	270	G	201
	To):			Logans M	Iill Trail							
	From	<u> </u>			Sir Mel	iot Ct							
Sir Meliot Dr	250	G					0	.135		0.643	270	G	201
	From	1:			Drawbri Saxor								
Sir Meliot Dr	870	G					0	.099		0.517	870	G	201
	To):			Parape	t Rd							
0 1 11 11 7 11	From				Cricke	et Ct]				_	
Smokey Mountain Trail	1300 Tr	G			Woodwii	nd Way	0	.086 7		0.537	1300	G	201
	From	1:			Woodbe			 					
Southfield Dr	80	G			w oodbe	пурт	0	_ _).171		0.5	90	G	201
	To				Bartel	l Dr]					
	From	1:			Scarle	tt Dr]					
Stadium Dr	1800	G					0	.124		0.524	1900	G	201
	T-	0.3			CD 165 M F	Plancant Dd		1					
	To				SR 165 Mt F			_					
Strafford Dr	From 360				Golden H] 0.125		0.560	380	G	201

						HOIK Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake													
Tanadawa ad Tuail		From	G			Goldcrest Dr		0.107		0.505	000	G	001
Tanglewood Trail		360 To				Trilby Ct		0.137		0.535	380	G	201
		From	l			•		_					
Tatemstown Rd		2500	G			Fairview St		0.086		0.617	2600	G	201
ratemstown rid		2300 To	r <u> </u>			Peter Rd		0.000		0.017	2000	G	201
		From				Bruin Rd							
Terry Dr		2100	G			Drum Ru		0.208		0.653	2300	G	201
•		To				Brittany Way							
		From				Bulldog Dr							
Tintern St		2700	G					0.088		0.612	2900	G	201
		To				Volvo Pkwy							
		From				Campostella Rd							
Wadena Rd		840	G					0.106		0.586	840	G	201
		To				Gratton St							
		From				SR 165 Cedar Rd							
Warrick Rd		840	G					0.088		0.572	900	G	201
		То				Butterfly Dr							
		From				Waters Rd							
Washington Dr		760 To	G					0.103		0.606	760	G	201
						E St							
Minolous Asso		From				Magnolia Ave		0.146		0.610	000	_	001
Winslow Ave		210 To	G			Marlboro St		0.146		0.619	220	G	201
		From			110								
Yadkin Rd		3100	L		US	17 George Washington Hwy		0.103		0.601	3300	G	201
ι αυλιιι πυ		3100	G					0.103		0.001	3300	G	201