### 2015

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

where available

# Special Locality Report 122

City of Norfolk

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

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

(600) Secondary Route

Virginia State Route

### Special Routes

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

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

		Oity	y OI INOITO	111												
Pouto	Jurisdiction	Longth	AADT	ΟΛ	4Tiro	Ruc		Tru	ck		QC	K	OK.	Dir	AAWDT	$\cap$ W
Route	Junsaiction	Lengin	AADT	QΑ	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
	From:	WCL	Virginia Be	ach												
13 Military Highway	City of Norfolk	0.85	47000	F	98%	1%	1%	1%	1%	0%	F	0.104		0.641	51000	F
<u> </u>	To		I-264													
13 Military Highway	City of Norfolk	0.95	57000	F	97%	1%	1%	0%	1%	0%	F	0.088		0.605	62000	F
(13)					0.70	. , ,		0,0	. , 0	0,0	•	0.000		0.000	02000	•
	From:		irginia Beac		070/	10/	10'	20/	10/	00/	_	0.077		0.555	4.4000	_
(13) Military Highway	City of Norfolk	1.23	41000	G	97%	1%	1%	0%	1%	0%	С	0.077		0.555	44000	G
	From:	SR 165, SR	166 Princes 165; SR 16		Rd											
13 (165) (166) Northampton Blvd	City of Norfolk		28000	F	97%	1%	1%	0%	1%	0%	F	0.086		0.510	31000	F
13 165 166 Northampton Blvd	Oity of Nortoix	0.20	20000	•	31 /6	1 /0	1 70	0 70	1 /0	0 70		0.000		0.510	31000	'
	To: From:		5 Kempsville													
(13) (166) Northampton Blvd	City of Norfolk	0.62	32000	G	96%	0%	1%	0%	2%	0%	F	0.092		0.602	33000	G
$\bigcirc$	To		I-64				<u> </u>									
13 (166) Northampton Blvd	City of Norfolk	0.20	77000	G	96%	0%	1%	0%	2%	0%	F	0.081		0.557	80000	G
100 100	To:		Virginia Be													
	From:	US 13-N045A U			ADT 1		1									
13 Ramp	City of Norfolk (Maint: 64)		24000	G	IKII							0.095			24000	G
(13) Hamp	To:		E FROM RT				1					0.000			24000	ч
North	From:		TO I-64 W	EST												
(13) Ramp	City of Norfolk (Maint: 64)	0.22	NA									NA			NA	
<u>~</u>	100	US 13-S045A U	US 13- 45A	FROM	RT 1											
North	From:	US 13 TO ROU			L RD											
(13) Ramp	City of Norfolk (Maint: 64)	0.19	8900	G								0.114			8900	G
<u> </u>	To: I	I-264-E013X FROM	RT 13 NOR	RTH-MI	LITARY	Н										
North	From:	US 13 TO ROU	TE 264 WE	ST COI	LL RD											
13 Ramp	City of Norfolk (Maint: 64)	0.10	2800	G								0.128			2800	G
$\bigcirc$	To: I-	-264-W013X FROM	ROUTE 13	NORTI	H00- MIL	ЛТ										
South	From:	US	S 13 TO I-64	1												
(13) Ramp	City of Norfolk (Maint: 64)		29000	G								0.086			29000	G
	Tot	110 12 00 15D TO	0.0000101	OTE O XX	TE CES											
South	From:	US 13-S045B T0		1S1 & V	VES1?											
13 Ramp	City of Norfolk (Maint: 64)	0.35	NA									NA			NA	
	To:	US 13-N045A	US 13- 45A	FROM	RT 1											
South	From:	US 13-S045A	TO I-64 EA	ST & W	/EST											
13 Ramp	City of Norfolk (Maint: 64)	0.19	NA									NA			NA	
	To:		ROM RT 13	SOUTH	ł											
South	From	US 13 TO ROU					i									
13 Ramp	City of Norfolk (Maint: 64)	0.11	9500	G	LKD							0.086			9500	G
(13) (14)		I-264-E013X FROM			ITADV	н						0.000			5500	u
						11										
South	From:	US 13 TO ROU			LL RD							0.000			7500	_
(13) Ramp	City of Norfolk (Maint: 64)	0.19	7500	G		-						0.096			7500	G
~	To: I-	-264-W013X FROM	ROUTE 13	SOUTI	H00- MIL	ЛТ										

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q\
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Portsmouth											
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)		32000 A	95%	0%	1%	1%	3%	0%	С	0.092	0.515	36000	Α
~	To:		Brambleton Ave											
Duranklatan A	Prom:		SR 337	000/	00/	00/	00/	00/	00/	_	0.00	0.504	00000	
58) (337) Brambleton Ave	City of Norfolk	0.26 <b>2</b>	25000 F	96%	0%	0%	0%	3%	0%	F	0.08	0.561	29000	F
<del>*                                    </del>	To: From:	Co	olley Ave											
58 (337) Brambleton Ave	City of Norfolk	0.83 <b>3</b>	32000 F	96%	0%	0%	0%	3%	0%	F	0.075	0.639	37000	I
	To:	E	SR 337											
	From:	E SR 337 J	Brambleton Ave											
58 Duke St	City of Norfolk	0.17	7800 F	95%	1%	2%	1%	1%	0%	F	0.099	0.68	8500	I
~	To	0.	lnev Rd											
58 Virginia Beach Blvd	City of Norfolk		5600 F	95%	1%	2%	1%	1%	0%	F	0.090	0.661	6100	F
58) Viigiilla 20a0ii 21Va	Only of Northern			0070	. 70		1 70	1 70	0 70	•	0.000	0.001	0100	
~	To: From:		ush Street											
58 Virginia Beach Blvd	City of Norfolk		5500 F	95%	1%	2%	1%	1%	0%	F	0.090	0.607	6000	I
~	To:	US 460 Monticel		s Blvd										
~~	From:		ticello Ave							_				
58 Virginia Beach Blvd	City of Norfolk	0.70 <b>1</b>	14000 F	95%	1%	2%	1%	1%	0%	F	0.089	0.597	15000	- 1
<del>~</del>	To:	SR 168	Tidewater Dr											
58 Virginia Beach Blvd	City of Norfolk	0.53 <b>1</b>	4000 F	95%	1%	2%	1%	1%	0%	С	0.091	0.575	16000	
35)	To													
Vivoinia Basala Blud	From:		ark Ave	0.40/	00/	00/	10/	10/	00/		0.000	0.501	10000	
58) Virginia Beach Blvd	City of Norfolk	0.96 <b>1</b>	16000 F	94%	2%	2%	1%	1%	0%	С	0.088	0.531	18000	F
	To: From:	SR 405 F	Ballentine Blvd											
58 Virginia Beach Blvd	City of Norfolk	0.88 <b>2</b>	29000 F	94%	2%	2%	1%	1%	0%	F	0.091	0.566	32000	F
~	To	Agalay	a Garden Rd											
58 Virginia Beach Blvd	City of Norfolk		29000 F	94%	2%	2%	1%	1%	0%	F	0.094	0.633	31000	F
58) Virginia Beach Blvd	City of Noriok	1.55 2	29000 F	9470	270	270	1 70	1 70	0%	Г	0.094	0.633	31000	Г
	To: From:	US 13 I	Military Hwy											
58 Virginia Beach Blvd	City of Norfolk	0.79 <b>2</b>	25000 F	99%	0%	1%	0%	0%	0%	F	0.09	0.514	27000	F
~	To	CD 165 I	Kempsville Rd											
58 ( Virginia Beach Blvd	City of Norfolk		26000 F	99%	0%	1%	0%	0%	0%	С	0.092	0.571	28000	F
Virginia Beach Blvd	To:		ach; Newtown F		0 /6	1 /0	0 /6	0 /6	0 /6	O	0.032	0.57 1	20000	'
				Χu										
~~ <i>~</i> ~ _	From:		I-64							_				
60 \ \ 60 \ Ramp	City of Norfolk (Maint: 64)		6300 G	96%	0%	1%	1%	3%	0%	F	0.124		6400	(
<i>&gt; &gt;</i>	To:	I-64-E FROM RTS 60		ERS LAND	)									
~ ~	From:		. Hampton											
60 (64) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09										s segment.		
Combined Traffic	Estimates for 2 Parallel Roadways	on this Route: 8	37000 A	97%	1%	1%	0%	2%	0%	С	0.078	A 0.531	90000	/
	Tα	Ra	yville St			$\neg$ $\blacksquare$								
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74	·,	Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s segment.		
00 ) (04)pto								5 .0				ŭ		
Combined Traffic	Estimates for 2 Parallel Roadways	on this Route •	38000 F	96%	1%	1%	0%	2%	0%	F	0.076	F 0.544	89000	F

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

Route	Jurisdiction	Length AADT	QA	4Tire	Buc		Trı	ıck		QC	K	QK _ Dir	AAWDT	. 🕠
noute	Julistiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Factor	AAWDI	Qı
Pomp	City of Novfolk (Moints C4)	I-64-E TO 4TH V	IEW ST		00   64	for dire	ational t	offic vo	مم مسیا	tim at	o for this	acamont		
60 (64) Ramp	City of Norfolk (Maint: 64)	U.17 I-64 W		5	ee 1-64	for dire	ectional ti	ranic vo	nume es	umate	es for this	s segment.		
	From:	I-64												
60 4th View St	City of Norfolk (Maint: 64)	0.25 <b>12000</b>	F	98%	1%	1%	0%	0%	0%	С	0.092	0.571	13000	F
<del>**</del>	To:	Ocean View A	ve East											
~~	From:	4th View								_				
60 Ocean View Ave East	City of Norfolk	0.95 <b>14000</b>	F	98%	1%	1%	0%	0%	0%	С	0.1	0.522	15000	F
~	To: From:	US 460 Gran	by St											
60 Ocean View Ave East	City of Norfolk	0.47 <b>18000</b>	F	98%	1%	1%	0%	0%	0%	F	0.1	0.522	20000	F
~	To	SR 194 Chesape	ake Blvd											
60 Ocean View Ave East	City of Norfolk	1.41 <b>15000</b>	F	98%	1%	1%	0%	0%	0%	F	0.091	0.558	17000	F
60)	any arrienant			0070	. , •		0,0	0,0	0,0	•	0.00.	0.000		
~~~	From:	122-8618 Cape V		000/	40/		00/	00/	00/		0.004	0.540	40000	
60 Ocean View Ave East	City of Norfolk	1.67 <b>17000</b>	F	98%	1%	1%	0%	0%	0%	F	0.091	0.519	18000	F
	To: From:	21st Stree	t											
60 Shore Dr	City of Norfolk	0.88 <b>23000</b>	F	98%	1%	1%	0%	0%	0%	С	0.088	0.545	25000	ı
~	To: From:	SR 170 Little C	reek Rd											
60 Shore Dr	City of Norfolk	0.97 <b>30000</b>	F	99%	0%	0%	0%	0%	0%	F	0.091	0.516	32000	-
00)	To:	WCL Virginia						• , •						
	From:	US 60 Settlers La	nding Rd											
Ramp	City of Norfolk (Maint: 64)	0.13 <b>6300</b>	G	96%	0%	1%	1%	3%	0%	F	0.124		6400	(
00)	To:	I-64 Eas		0070	0 70		.,0	0,0	0,0	•	0		0.00	•
	From:	I-64-E273A US 60 FRO		IS 64										
Ramp	City of Norfolk (Maint: 64)	0.17 <b>2500</b>	G	13 04							0.12		2500	
60) ridinp	To:	I-64-E FROM 4TH V		Γ 60							0.12		2000	`
	From:	US 60 I-64-W273A FRO												
60 Ramp	City of Norfolk (Maint: 64)	0.18 <b>6800</b>	<u> </u>	15 04							0.136		6800	(
60) Ramp	To:	I-64-W FROM 4TH VIE		TPT 60							0.130		0000	•
	House V				n.	_								
Pomp	City of Norfolk (Maint: 64)	64-W FROM OCEAN VIEW		PARALLI	EL						0.124		970	(
60 (60) Ramp	City of Norioik (Maint. 64)	0.03 970	G								0.124		970	,
~~~	To: From:	I-64 W												
Ocean View Ave	City of Norfolk	1.96 <b>5800</b>	F	98%	1%	1%	0%	0%	0%	С	0.120	0.854	6300	ı
<del>~</del>	To:	4th View	St											
	From:	2US 60-P I-64-W272A C		IEW A										
Ramp	City of Norfolk (Maint: 64)	0.03 <b>970</b>	G								0.124		970	(
<del></del>	To I-6	4-W FROM OCEAN VIEW	AVE60	PARALLI	EL									
East	From:	ECL Hamp	ton											
60 Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09 44000	Α	96%	1%	1%	0%	2%	0%	С	0.082		45000	/
- ( )	Estimates for 2 Parallel Roadways	on this Route: 87000	Α	97%	1%	1%	0%	2%	0%	С	0.078	A 0.531	90000	A
	To:	Bayville S								-				-

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

			ity of inorto	, iii				Tru	ıck			K		Dir		
Route	Jurisdicti	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
East	From	m:	Bayville St				27100	OTTIAL	1 11 an	Liiuii		1 40101		1 40101		
64) 60 Hampton Roads	Beltway City of Norfolk (N	Maint: 64) 1.74	44000	F	96%	1%	1%	0%	2%	0%	F	0.086			45000	F
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	88000	F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	89000	F
		or.	4th View St													
East 64)	City of Norfolk (	Maint: 64) 1.30	42000	F	96%	1%	1%	0%	2%	0%	F	0.083			43000	
64)	Combined Traffic Estimates for 2 Paralle	,		F	96%	1%	1%	0%	2%	0%	' E	0.003	F	0.556	84000	
	Combined Traine Estimates for 21 draine	Triodaways on this riodic.		'	30 /6	1 /0	1 70	0 70	270	0 70	•	0.070	'	0.550	04000	
ast	From	n:	Bay Ave													
64)	City of Norfolk (N	,	47000	F	96%	1%	1%	0%	2%	0%	F	0.085			49000	ı
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route:	93000	F	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	94000	
act		o: n:	New Gate Ro	i												
64)	City of Norfolk (N	Maint: 64) 0.31	52000	F	96%	1%	1%	0%	2%	0%	F	0.088			54000	
94)	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route:	89000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	91000	
			US 460 Gra	nby St												
64)	City of Novfolk (				000/	00/	10/	10/	00/	00/	_	0.100			01000	
54)	City of Norfolk (N	,	56000	A	96%	0% 0%	1%	1%	2%	0%	С	0.108	^	0.000	61000	
	Combined Traffic Estimates for 3 Paralle	Hoadways on this Houte:	134000	F	98%	0%	0%	0%	1%	0%	Г	0.057	Α	0.999	146000	
ast	T. Fro	SR	168 Tidewate	er Dr												
ast (54)	City of Norfolk (N	Maint: 64) 1.04	50000	F	97%	0%	1%	1%	2%	0%	F	0.1			54000	
	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	127000	F	98%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	138000	
		SR 19	4 Chesapeak	e Blvd												
ast 64	City of Norfolk (N	Maint: 64) 1.00	60000	F	96%	1%	1%	0%	2%	0%	С	0.09			64000	
94)	Combined Traffic Estimates for 3 Paralle	,		F	97%	0%	1%	0%	1%	0%	C	NA			155000	
		·	247 Norview													
ast 64)	Fron	ii:									_					
64)	City of Norfolk (	,	66000	F	97%	0%	1%	1%	2%	0%	F _	0.085			71000	
	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	153000	F	97%	0%	0%	0%	1%	0%	F	0.089	Α	0.652	163000	
ast	Trong Trong	SR	165 Military	Hwy												
	City of Norfolk (N	Maint: 64) 1.19	58000	F	97%	0%	1%	1%	2%	0%	F	0.103			60000	
54)	2, 3			_	97%	0%	0%	0%	1%	0%	F	0.081	F	0.631	154000	
54)	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	145000	F	31 /0	- , -	- , -	0 / 0			•					
54)			145000				$\overline{}$	070								
4	Combined Traffic Estimates for 3 Paralle	US 13, SR	166 Northan	npton B	lvd						· F	0 084			78000	
54)	Combined Traffic Estimates for 3 Paralle  City of Norfolk (N	US 13, SR Maint: 64) 1.74	71000	npton B	lvd 97%	0%	1%	1%	2%	0%	F F	0.084	F		78000 192000	
54)	Combined Traffic Estimates for 3 Paralle	US 13, SR Maint: 64) 1.74	71000 174000	npton B	lvd						F F	0.084 0.077	F		78000 192000	
ast 54	Combined Traffic Estimates for 3 Paralle  City of Norfolk (Norfolk Combined Traffic Estimates for 3 Paralle	US 13, SR Maint: 64) 1.74 I Roadways on this Route:	71000 174000 I-264	npton B G G	97% 97%	0% 0%	1% 0%	1% 0%	2% 1%	0% 0%	F F	0.077	F		192000	(
(ast 64)	Combined Traffic Estimates for 3 Paralle  City of Norfolk (N	US 13, SR  Maint: 64) 1.74  I Roadways on this Route:  Maint: 64) 1.34	71000 174000 I-264 71000	npton B	lvd 97%	0%	1%	1%	2%	0%	F F C		F	0.618		(

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   QK   Factor   Factor   GA   Facto	1700 5500 14000 8300	G G G
City of Norfolk (Maint: 64)   0.03   1600   G   98%   1%   1%   0%   0%   0%   0%   F   0.133	5500	G G
Too   122-99001- A BAYVILLE STREET FROM &   1-64-E TO 4TH VIEW ST   1-64-E T	5500	G G
City of Norfolk (Maint: 64)   0.17   5500   G   0.13	14000	G
City of Norfolk (Maint: 64)   0.17   5500   G   0.13	14000	G
To   US 60 US 60- 281A FROM & TO I-64		
City of Norfolk (Maint: 64)   0.14   14000   G   0.1		
Table		
City of Norfolk (Maint: 64)   0.15   8300   G   0.109	8300	G
64         Ramp         City of Norfolk (Maint: 64)         0.15         8300         G         0.109           To:         I-564-N FROM RT 64 EAST         I-64-E276A TO US 460 GRANDBY ST         I-64-E276A TO US 460 GRANDBY ST	8300	G
To:         I-564-N FROM RT 64 EAST           East         From:         I-64-E276A TO US 460 GRANDBY ST		
East From: I-64-E276A TO US 460 GRANDBY ST  City of Norfolk (Maint: 64) 0.06 NA		
Cat Bamp City of Nortolk (Maint: 64) 0.06 NA		
	NA	
US 460 FROM I-64 EAST		
East	6300	G
1-64-R 1-64-R000A FROM 64 EAST	0300	u
East From: I-64-E RAMP TO RT 168 TO RT 16800- T  (64) Ramp City of Norfolk (Maint: 64) 0.35 8000 G 0.117	8000	G
Tx SR 168 FROM I-64 EAST		
East I-64-E TO RT 168 NORTH-TIDEWATER DRIVE		
East         I-64-E TO RT 168 NORTH-TIDEWATER DRIVE           64         Ramp         City of Norfolk (Maint: 64)         0.13         1800         G         0.090	1800	G
SR 168 FROM I-64 EAST		
East I-64-E TO RT 194 SOUTH-CHESAPEAKE BLVD	2000	0
64 Ramp City of Norfolk (Maint: 64) 0.18 2900 G 0.094	2900	G
East	3500	G
To: SR 247 FROM I-64 EAST	0000	<b>C</b> .
East I-64-E TO ROBIN HOOD ROAD		
(64) Ramp City of Norfolk (Maint: 64) 0.16 <b>2800 G</b> 0.115	2800	G
Tα 122-8636 ALMEDA AVE FROM RT 64 EAST		
East I-64 East		
64         Ramp         City of Norfolk (Maint: 64)         0.17         10000         F         0.121	10000	F
SR 165 Military Hwy North		
East	11000	G
64 Ramp City of Norfolk (Maint: 64) 0.19 11000 G 0.094	1 1000	G
East From: 1-64-E TO 1-264		
(64) Ramp City of Norfolk (Maint: 64) 0.16 <b>38000 G</b> 0.073	38000	G
To: I-64-E284C TO RT 264 EAST264 WESTR		

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

				Cl	ty of inort	OIK												
Route		Jurisdicti	on	Longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	$\cap$ W
noute		Julisticu	OH	Lengin	AADI	QA	41116	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	QVV
East		From	m:	I-64-E284C TO		AST264	WESTR											
(64) Ramp		City of Norfolk (N	Maint: 64)	0.14	4500	G								0.097			4500	G
$\overline{}$		T	o:	I-264-W013	3X FROM F	RT 64 E	AST											
East		Fron	m:	I-64-E	TO I-264 E	AST44												
(64) Ramp		City of Norfolk (N	Maint: 64)	0.17	NA									NA			NA	
$\overline{}$		Т	o:	I-264-E01	3X FROM	I-64 EA	ST											
East		From	m:	I-64-E284A TO	O RT 264 E.	AST264	WEST											
64) Ramp		City of Norfolk (N	Maint: 64)	0.45	26000	G								0.08			26000	G
$\smile$		T	o:	I-264-1	E From RT	64 East												
Rev		Fron	m:	Begin Re	versible Lan	e At I-5	64											
Rev 64		City of Norfolk (N	Maint: 64)	5.99	20000	Α	100%	0%	0%	0%	0%	0%	С	0.198		0.999	24000	Α
$\bigcirc$	Combined Traffic Estima	ates for 3 Paralle	l Roadways	on this Route:	153000	F	97%	0%	0%	0%	1%	0%	F	0.053	Α	0.551	163000	F
		т	io:	Ra	mp To I-64	FR												
Rev 64)		From	M - ' t - O 4'				40061	00/		00/	00/	00/	_	0.445			05000	_
(64)		City of Norfolk (N	,	2.18	20000	F	100%	0%	0%		0%	0%	F	0.115	_		25000	F
~	Combined Traffic Estima	ates for 3 Paralle	Roadways			G	97%	0%	0%	0%	1%	0%	F	0.077	F		192000	G
		1	0:	Temp I	End Reversil	ole Lane	<u> </u>											
Rev		From	m:	I-64-E276C			EAST											_
64 Ramp		City of Norfolk (N	Maint: 64)	0.24	3300	G								0.301			3300	G
		1,	0.		OM H.O.V		PM											
Rev		From	m:		R TO IS 64													_
64 Ramp		City of Norfolk (N	Maint: 64)	0.02	2100	G								0.193			2100	G
<u> </u>		10	0.		FROM HOV													
Rev		From	m:	I-64-R I-64-V			M RT											_
64 Ramp		City of Norfolk (N	Maint: 64)	0.12	6300	G								0.259			6300	G
<u> </u>		1	0:	I-64-E FRON	И H.O.V.LA	NEME	DIAN											
West		Fron	m:		ECL Hampto													
64) (60) Hampton Roa	_	City of Norfolk (N	,	0.17	43000	Α	97%	0%	1%		2%	0%	С	0.077			44000	Α
$\circ \circ$	Combined Traffic Estima	ates for 2 Paralle	l Roadways	on this Route:	87000	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	Α
M/+		T. From	io:	US 60	Ocean Vie	w Ave			$\neg$									
West 60 Hampton Roa	ads Reltway	City of Norfolk (N	Maint: 64)	2.00	44000	F	96%	1%	1%	1%	3%	0%	F	0.081			44000	F
64 (60) Hampton Roa	Combined Traffic Estima	•	,			F	96%	1%	1%		3 % 2%	0%	F	0.076	F	0.544	89000	F
	Combined Trainic Estima	iles ioi 2 Faraile	noauways	on this houte.	00000	Г	90%	170	1 70	0%	270	0%	Г	0.076	Г	0.544	09000	Г
West		From	n:		4th View S	t												
64)		City of Norfolk (N	Maint: 64)	0.80	42000	F	96%	1%	1%	1%	3%	0%	F	0.072			41000	F
	Combined Traffic Estima	•	,	on this Route:	84000	F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	84000	F
		т	· ·													-	-	
West		From	m:		Bay Ave													
64)		City of Norfolk (N	,	0.90	45000	F	96%	1%	1%		3%	0%	F	0.076			45000	F
$\smile$	Combined Traffic Estima	ates for 2 Paralle	l Roadways	on this Route:	93000	F	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	94000	F
		Т	'o'	Ì	New Gate R	d												

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

-		0.1, 0.	NOTIOIK				Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:	New (	Gate Rd			ZANIE	JTANE	TITAL	ZIIali		1 actor		1 actor		
64)	City of Norfolk (Maint: 64)		'000 F	96%	1%	1%	1%	3%	0%	F	0.077			37000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 89	000 F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	91000	F
	To:	I-564, US 4	160 Granby St												
West 64	City of Norfolk (Maint: 64)		000 F	99%	0%	0%	0%	0%	0%	F	0.103			62000	F
64	Combined Traffic Estimates for 3 Parallel Roadways on this			98%	0%	0%	0%	1%	0%	F	0.080	F	0.633	146000	F
	Tame Estimates for 31 arailer roadways of this			30 /6	0 /6	0 /6	0 /6	1 /0	0 /6	•	0.000	'	0.000	140000	'
West	From:		idewater Dr												
64)	City of Norfolk (Maint: 64)		6000 A	99%	0%	0%	0%	0%	0%	С	0.111			60000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways on this	Route: <b>127</b>	7000 F	98%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	138000	F
West	To: From:	SR 194 Che	esapeake Blvd												
( <del>64</del> )	City of Norfolk (Maint: 64)	0.96 <b>63</b>	8000 F	97%	0%	0%	0%	1%	0%	С	0.1			67000	F
	Combined Traffic Estimates for 3 Parallel Roadways on this	Route: <b>14</b> 4	4000 F	97%	0%	1%	0%	1%	0%	С	NA			155000	F
·	To	SR 247 N	lorview Ave			<u> </u>									
West	City of Norfolk (Maint: 64)		'000 F	97%	0%	1%	0%	1%	0%	F	0.09			69000	F
64	Combined Traffic Estimates for 3 Parallel Roadways on this	-		97%	0%	0%	0%	1%	0%	F	0.053	Α	0.551	163000	F
	Tame Estimates for 31 arailer roadways of this			31 /6	0 /6	0 /6	0 /6	1 /0	0 /6	•	0.033	^	0.551	103000	'
West	From:		lilitary Hwy												
64)	City of Norfolk (Maint: 64)	-	'000 F	97%	0%	1%	0%	1%	0%	F	0.091			71000	F
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways on this	Route: 145	5000 F	97%	0%	0%	0%	1%	0%	F	0.059	Α	0.541	154000	F
West	To: From:	JS 13, SR 166 N	Northampton l	Blvd											
64	City of Norfolk (Maint: 64)	2.20 <b>82</b>	2000 F	97%	0%	1%	0%	1%	0%	F	0.079			90000	F
	Combined Traffic Estimates for 3 Parallel Roadways on this	Route: 174	4000 G	97%	0%	0%	0%	1%	0%	F	0.077	F		192000	G
	To	I-	264			<u> </u>									
West 64	City of Norfolk (Maint: 64)		000 B	97%	0%	1%	0%	1%	0%	С	0.093			75000	В
64	Combined Traffic Estimates for 2 Parallel Roadways on this			97%	0%	1%	0%	2%	0%	С	0.085	Α	0.618	152000	В
	To To		ginia Beach	01 70	0 70		070	270	0 70	Ü	0.000	,,	0.010	102000	
West	From: I-64-W TC	OCEAN VIE	W AVENUE	0 PARALI	LE										
(64) Ramp	City of Norfolk (Maint: 64)		90 G								0.102			490	G
	To: 2US (	60-P; 2US 60-P	2004A OCEA	N VIEW											
West		-W TO 4TH V	TEW STREET	RT 60											
64 Ramp	City of Norfolk (Maint: 64)		800 G								0.081			1800	G
	To: US	60 US 60- 2811		O I-64											
West	From:		West								0.407			0700	
64 Ramp	City of Norfolk (Maint: 64)		700 F								0.187			3700	F
	Tuel - · ·		3 Bay Ave												
West (64) Ramp	City of Norfolk (Maint: 64)	0.11 <b>39</b>	000- GRAND <b>900 G</b>	BY ST							0.153			3900	G
64 Ramp	Tix		OM I-64 WEST	,							0.100			3300	G
	<u> </u>	03 400 FRU	111 1-04 WES												

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

		= -,									
Route	Jurisdiction	Length AADT QA	4Tire Bus		Truck +Axle 1Trail		QC	K Factor	Dir Factor	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West  0.26 <b>23000 G</b> SR 165 Little Creek Rd						0.078		23000	G
West 64 Ramp	City of Norfolk (Maint: 64)	-W TO RT 168 SOUTH-TIDEWA 0.11 <b>4600 G</b> SR 168 FROM I-64 WEST						0.109		4600	G
West 64 Ramp	City of Norfolk (Maint: 64) $T_{cc}$	-W TO RT 168 NORTH-TIDEWA 0.21 <b>4500 G</b> SR 168 FROM I-64 WEST						0.133		4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	W TO RT 194 NORTH-CHESAP 0.25 <b>8800 G</b> SR 194 FROM I-64 WEST						0.115		8800	G
West 64 Ramp	City of Norfolk (Maint: 64) $Toc$	64-W TO RT 247 WEST00- NOR 0.18 <b>3700 G</b> SR 247 FROM I-64 WEST	98% 0%	1%	0% 0%	0%	С	0.130		3700	G
West 64 Ramp	City of Norfolk (Maint: 64) $Total$	1-W TO RT 247 WEST-NORVIEW 0.13 <b>4900 G</b> SR 247 FROM I-64 WEST	99% 0%	0%	0% 0%	0%	С	0.087		4900	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 165MILITARY HGW 0.20 <b>9000 G</b> ROBIN HOOD ROAD	YY VIA RO					0.087		9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13 0.11 <b>24000 G</b>	mv.					0.091		24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 NA US 13 FROM RT 64 WES						NA		NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SOU 0.03 NA WCL Virginia Beach	ТН					NA		NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LANE 0.09 <b>3100 G</b> I-64-R FROM I-64 WEST						0.185		3100	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WEST 0.13 <b>8700 G</b> I-264-W013X FROM I-64 W	EST					0.097		8700	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST44 0.23 <b>26000 G</b> I-264-E013X FROM I-64 WF						0.08		26000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEMED 0.12 <b>3900 G</b> I-64-R I-64-R008A TO & FRO	DIAN					0.334		3900	G

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

		City of Nortoik				Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	WCL Virginia Beach, SR 403 Ne	wtown Rd										
165)Kempsville Rd	City of Norfolk	1.00 <b>19000 F</b>	98%	1%	1%	0%	0%	0%	С	0.093	0.628	21000	F
	To	US 58 Virginia Beach Bl	vd		$\neg$ $\vdash$								
165)Kempsville Rd	City of Norfolk	1.57 <b>12000 F</b>		1%	1%	0%	0%	0%	F	0.102	0.582	13000	F
	To:	US 13 Northampton Blv	ď										
$\supset \sim \subset$	From:	Kempsville Rd											
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>28000 F</b>	97%	1%	1%	0%	1%	0%	F	0.086	0.510	31000	F
$\overset{\smile}{\smile}\overset{\smile}{\smile}\overset{\smile}{\smile}$	To:	SR 166, US13 US 13 Northampton Blvd; SR 166 Pri	maaaa Amma 1	D.4									
165)Military Hwy North	City of Norfolk	0.62 <b>41000 F</b>		1%	1%	0%	0%	0%	F	0.106	0.674	44000	F
165)	only of Horion		0070	1 /0		0 70	0 / 0	070	•	0.100	0.07 1	11000	•
Military I Ivy North	From From L	I-64	000/	10/	10/	00/	00/	00/		0.000	0.50	07000	F
Military Hwy North	City of Norfolk	0.60 <b>25000 F</b>	98%	1%	1%	0%	0%	0%	F	0.088	0.59	27000	r
	To: From:	SR 192 Azalea Garden F											
165 Military Hwy North	City of Norfolk	0.39 <b>22000 F</b>	98%	1%	1%	0%	0%	0%	С	0.086	0.544	24000	F
	To	SR 247 Norview Ave			$\neg$ $\vdash$								
165)Military Hwy North	City of Norfolk	1.65 <b>22000 F</b>	98%	1%	1%	0%	0%	0%	F	0.089	0.51	24000	F
	To	SR 170 Little Creek Ro	ı		<u> </u>								
165)Little Creek Rd	City of Norfolk	0.12 <b>34000 F</b>		1%	1%	1%	1%	0%	F	0.085	0.536	37000	F
165) Zittle Greek Hu	Only of Norton			1 70	1 70	1 /0	1 /0	0 /0	•	0.000	0.000	07000	
L'illa Consola Dal	To: From:	SR 194 Chesapeake Blv		40/	10/	40/	40/	00/		0.007	0.500	05000	
165 Little Creek Rd	City of Norfolk	0.58 <b>23000 F</b>	97%	1%	1%	1%	1%	0%	F	0.087	0.582	25000	F
	To: From:	Tidewater & Sewells Poin											
165)Little Creek Rd	City of Norfolk	0.86 <b>22000 F</b>	97%	1%	1%	1%	1%	0%	F	0.093	0.639	24000	F
<u> </u>	To:	NHS Change											
165)Little Creek Rd	City of Norfolk	0.36 <b>24000 F</b>	97%	1%	1%	1%	10/	0%	F	0.077	0.516	27000	F
165 Little Creek Rd	City of Nortolk	0.36 <b>24000 F</b>	97%	170	1 %	1%	1%	0%	Г	0.077	0.516	27000	Г
	To: From:	US 460 Granby St											
165 Little Creek Rd	City of Norfolk	1.19 <b>16000 G</b>	98%	1%	1%	0%	0%	0%	С	0.084	0.557	17000	C
	To: From:	Diven St			-								
165)Little Creek Rd	City of Norfolk	0.78 <b>12000 F</b>	98%	1%	1%	0%	0%	0%	F	0.085	0.592	13000	F
$\mathcal{L}$	To:	SR 337 Hampton Blvd											
	From:	SR 165 I-564-S000A FROM RT	564 SOU										
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>5700 G</b>								0.077		5700	C
	To:	I-64-E FROM RT 165 NORTH	& SOUTH										
North	From:	SR 165 TO I-64 WEST	,										
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>								NA		NA	
	To	122-99026- A RROM ROBIN HC	OD BOAD										
North	From												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>9300 G</b>								0.090		9300	G
<u> </u>	To: J.	-64-W FROM RT 16500- MILITAR	Y HIGHWA	Υ									
	From:	NCL Chesapeake											
166)(460)Wilson Rd	City of Norfolk	0.65 <b>8700 F</b>	98%	0%	1%	0%	0%	0%	F	0.109	0.604	9500	F
$\smile\smile$	To:	Campostella Ave											

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

_				_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A 4Tire	e Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
	From:	Wilson Rd											
66 460 168 Campostella Rd	City of Norfolk	0.73 <b>49000 F</b>	96%	1%	1%	1%	1%	0%	F	0.113	0.783	53000	l
	To: From:	Kimball Terr											
166)(460)(168)Brambleton Ave	City of Norfolk	0.30 <b>44000 F</b>	96%	1%	1%	1%	1%	0%	С	0.082	0.614	47000	
	To	US 460 Brambleton Av	ve .										
166)Park Ave	City of Norfolk	0.45 <b>14000 F</b>	97%	1%	1%	1%	0%	0%	С	0.088	0.508	16000	
	To:	US 58 Va Beach Blvd	1										
66)Park Ave	City of Norfolk	0.14 <b>12000</b> F		1%	1%	1%	0%	0%	F	0.09	0.515	14000	
66). 411.7113	To:	Princess Anne Rd	07 /	170		1 70	0 / 0	070	•	0.00	0.010	1 1000	
	From:	Park Ave											_
166)Princess Anne Rd	City of Norfolk	0.65 <b>17000 F</b>	97%	1%	1%	1%	1%	0%	F	0.083	0.524	18000	
	To	Merrimac Ave											
66) Princess Anne Rd	City of Norfolk	0.30 <b>18000 F</b>	97%	1%	1%	1%	1%	0%	F	0.083	0.51	19000	
100)													
Dringage Anna Dd	City of Norfalls	Ballentine Blvd	97%	1%	1%	10/	1%	0%	С	0.098	0.541	22000	
66) Princess Anne Rd	City of Norfolk	0.95 <b>21000 A</b>	9/%	170	1%	1%	170	0%	C	0.098	0.541	23000	
	To- From:	Azalea Garden Rd											
66) Princess Anne Rd	City of Norfolk	1.46 <b>20000 F</b>	97%	1%	1%	1%	1%	0%	F	0.087	0.518	22000	
<u> </u>	To	US 13 Military Hwy											
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>28000 F</b>	97%	1%	1%	0%	1%	0%	F	0.086	0.510	31000	
	To:	SR 165 Princess Anne I	Rd										
$\neg \sim$	From:	SR 165 Military Hwy											
66) (13) Northampton Blvd	City of Norfolk	0.62 <b>32000 G</b>	96%	0%	1%	0%	2%	0%	F	0.092	0.602	33000	
<u> </u>	To- From:	I-64			_								
166) (13) Northampton Blvd	City of Norfolk	0.20 <b>77000 G</b>	96%	0%	1%	0%	2%	0%	F	0.081	0.557	80000	
	To:	CL Virginia Beach											
	From:	SCL Norfolk			1								_
68)Campostella Rd	City of Norfolk	0.52 <b>19000 F</b>	96%	0%	1%	1%	2%	0%	F	0.098	0.618	21000	
	To	SR 407 Indian River R	d										
68)Campostella Rd	City of Norfolk	0.26 <b>25000</b> F		0%	1%	1%	2%	0%	F	0.098	0.657	27000	
68) Sampostena Ha	To:	US 460 Wilson Rd	007	070		1 /0	270	0 70	•	0.000	0.007	27000	
	From:	Wilson Rd											_
(168) (166) Campostella Rd	City of Norfolk	0.73 <b>49000 F</b>	96%	1%	1%	1%	1%	0%	F	0.113	0.783	53000	
	To	Kimball Terr											
68)(460)(166)Brambleton Ave	City of Norfolk	0.30 <b>44000</b> F	96%	1%	1%	1%	1%	0%	С	0.082	0.614	47000	
100)(400)(100)=132000(17.00	- Tonon		007	. , 3	- , , ,	. /0	. /0	0 /0	-	0.002	3.017	000	
Duranti Latan Ann	To: From:	Park Ave		40′		40/	40/	00/	_	0.000	0.550	07000	_
68 460 Brambleton Ave	City of Norfolk	0.40 <b>34000 F</b>	96%	1%	1%	1%	1%	0%	F	0.082	0.558	37000	
	To: From:	Brambleton Ave											_
68)Tidewater Dr	City of Norfolk	0.31 <b>34000 F</b>	98%	0%	1%	0%	1%	0%	F	0.082	0.508	37000	
$\smile$	To	US 58 Va Beach Blvd	l										

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

		City of Nortoir					Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4	Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q\
	From:	US 58 Va Beach Bl												
168 Tidewater Dr	City of Norfolk	0.89 <b>32000</b>	<b>F</b> 9	98%	0%	1%	0%	1%	0%	F	0.081	0.503	35000	F
<u> </u>	To: From:	Lindenwood Ave												
168 Tidewater Dr	City of Norfolk	0.81 <b>30000</b>	<b>F</b> 9	98%	0%	1%	0%	1%	0%	F	0.080	0.514	33000	F
<u> </u>	To: From:	Cromwell Dr												
168 Tidewater Dr	City of Norfolk	1.03 <b>38000</b>	<b>A</b> 9	98%	0%	1%	0%	1%	0%	С	0.091	0.522	42000	1
	T <sub>CC</sub> From:	Norview Ave				_								
168)Tidewater Dr	City of Norfolk	1.11 <b>38000</b>	<b>F</b> 9	98%	0%	1%	0%	1%	0%	F	0.085	0.517	42000	
<u> </u>	To	I-64				$\neg$ —								
168)Tidewater Dr	City of Norfolk	0.60 <b>27000</b>	<b>F</b> 9	99%	0%	1%	0%	0%	0%	F	0.085	0.618	30000	
$\smile$	To	SR 165 Little Creek	Rd											
168)Tidewater Dr	City of Norfolk	1.29 <b>15000</b>		99%	0%	1%	0%	0%	0%	С	0.101	0.657	17000	
	To:	Bay View Blvd												
168)Tidewater Dr	City of Norfolk	1.01 <b>11000</b>		99%	0%	1%	0%	0%	0%	F	0.11	0.540	12000	
	To:	US 460 Granby S	2t											
168 Tidewater Dr	City of Norfolk	0.75 <b>8400</b>		99%	0%	1%	0%	0%	0%	F	0.115	0.567	9100	
100)	To:	US 60 Ocean View												
North	From:	SR 168 TO I-64 WE	EST											
168)Ramp	City of Norfolk (Maint: 64)	0.27 <b>5100</b>	G								0.107		5100	
$\smile$	To: I-64	4-W FROM RT 168 NORTH-T	TIDEWAT	ΓER DRI										
North	From:	SR 168; 122-8626 TO I-64 EA		HOL										
168)Ramp	City of Norfolk (Maint: 64)		G								0.105		5200	
<u> </u>	To: I-64	I-E FROMRT 168 NORTH-TIL		ER DRIV										
South	From:	SR 168 TO I-64 EA											0500	
168 Ramp	City of Norfolk (Maint: 64)	0.17 <b>3500</b> 4-E FROM RT 168 SOUTH-TI	G	ED DDI							0.090		3500	
2 4	1-0			EK DKI										
South 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 WE 0.13 <b>3100</b>	G								0.102		3100	
168) Lamp		4-W FROM RT 168 SOUTH-T		TER DRI							0.102		3100	
	From:	SR 165 N Military H												
170)Little Creek Rd	City of Norfolk			98%	0%	1%	0%	1%	0%	F	0.084	0.528	26000	
	To	Halprin Drive												
170)Little Creek Rd	City of Norfolk		<b>F</b> 9	98%	0%	1%	0%	1%	0%	F	0.086	0.508	25000	
170)=	To.						0,0	. 70	0 / 0	•	0.000	0.000	_5000	
170)Little Creek Rd	City of Norfolk	SR 192 Azalea Garde 1.09 <b>21000</b>		98%	0%	1%	0%	1%	0%	F	0.088	0.52	23000	
170) Little Oleek Ltd	To:	US 60 Shore Driv		/0 /0	U /0	1 /0	U /0	1 /0	U /0	'	0.000	0.52	23000	
	From	SR 165 Military Hy												
192) Azalea Garden Rd	City of Norfolk	2.02 <b>12000</b>		97%	1%	1%	1%	1%	0%	F	0.107	0.564	13000	
192), 124:04 04:40:11 114	Tor	SR 170 Little Cree		,, ,0	. /0		1 /0	1 /0	0 /0	•	5.107	0.004	10000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
	From:	SR 166	Princess Anne R	d											
194)Sewells Point Rd	City of Norfolk	1.63	12000 F	97%	1%	1%	0%	1%	0%	С	0.092		0.689	13000	F
	To:		esapeake Blvd												
Channalia Divid	City of Norfall		Vorview Ave	070/	10/	10/	00/	10/	00/	F	0.004		0.504	10000	
194 Chesapeake Blvd	City of Norfolk	0.87	17000 F	97%	1%	1%	0%	1%	0%	Г	0.084		0.504	18000	
	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	
<u> </u>	To: From:		5 Little Creek Rd												
194)Chesapeake Blvd	City of Norfolk	1.31	23000 F	97%	1%	1%	1%	0%	0%	F	0.082		0.598	24000	
<u> </u>	To:	Ba	ay View Blvd			$\neg$ $\vdash$									
194)Chesapeake Blvd	City of Norfolk	0.61	12000 F	97%	1%	1%	1%	0%	0%	F	0.085		0.582	13000	
<u> </u>	Tα	C	hesapeake St												
194)Chesapeake Blvd	City of Norfolk		6200 F	97%	1%	1%	1%	0%	0%	С	0.087		0.565	6800	
	To:	US 60	Ocean View Ave	<b>;</b>											
North	From:	SR 194	4 TO I-64 WEST	1											
194)Ramp	City of Norfolk (Mair		1600 G								0.103			1600	
	To:	I-64-W FROM RT 19	94 NORTH-CHE	SAPEAKE	BL										
South	From:	SR 19	4 TO I-64 EAST												
194)Ramp	City of Norfolk (Mair	nt: 64) 0.13	8700 G								0.112			8700	
$\overline{}$	Tα	I-64-E FROM RT 19	94 SOUTH-CHE	SAPEAKE 1	BL										
	From:	SR 33	37 Hampton Blvd												
<sub>247</sub> )26th St	City of Norfolk	0.63	4300 F	97%	1%	1%	0%	1%	0%	F	0.101			4700	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	14000 F	97%	1%	1%	0%	1%	0%	F	0.081	F	0.566	15000	
	Tœ	C	Colonial Ave												
247)26th St	City of Norfolk		9500 F	97%	1%	1%	0%	1%	0%	F	0.116			10000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	19000 F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.618	21000	
	To:	·	lewellyn Ave												
247)26th St	City of Norfolk		10000 F	97%	1%	1%	0%	1%	0%	F	0.111			11000	
247)=3 3.	Combined Traffic Estimates for 2 Parallel Ro			97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	21000	
	To				.,,			.,.	- , -	-		-			
247)26th St	City of Norfolk		nticello Ave	97%	1%	1%	0%	1%	0%	С	0.103			11000	
247 2011 31	Combined Traffic Estimates for 2 Parallel Ro			97%	1%	1%	0%	1%	0%	F	NA			21000	
	Combined Trainc Estimates for 2 Farallel No	adways on this houte.		31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	'	INA			21000	
DOMP OF	To: From:	. 0.01	Church St	070/	10/	10/	00/	10/	00/		0.105			0000	
247) 26th St	City of Norfolk		8300 F		1%	1%	0%	1%	0%	F	0.105	_	0.500	9000	
-	Combined Traffic Estimates for 2 Parallel Ro	padways on this Houte:	18000 F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.533	20000	
	To: From:		27th St												
247)Lafayette Blvd	City of Norfolk	1.07	15000 F	97%	1%	1%	0%	1%	0%	F	0.084		0.576	17000	
$\smile$	To: From:	SR 16	68 Tidewater Dr												
247)Lafayette Blvd	City of Norfolk	0.66	17000 G	97%	1%	1%	0%	0%	0%	С	0.088		0.556	18000	(
$\smile$	To	Che	esapeake Blvd												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	I	afayette Blvd													
Chesapeake Blvd	City of Norf	olk 1.34	17000	F	97%	1%	1%	0%	0%	0%	F	0.082		0.561	18000	
<u> </u>	To:		4 Sewells Poin													
Nomiou Avo	City of Norf		nesapeake Blvo	F	97%	1%	1%	0%	0%	0%	F	0.086		0.522	21000	
Norview Ave	City of Nort	OIK 0.29	19000	r	97%	1%	1%	0%	0%	0%	г	0.086		0.522	21000	
<u> </u>	To: From:		I-64													
Norview Ave	City of Norf		22000	F	98%	0%	1%	0%	0%	0%	С	0.074		0.543	24000	
	10:		65 Military H													
ast	From:		47 TO I-64 EA		000/	40/	20/	00/	00/	00/	_	0.004			10000	
Ramp	City of Norfolk (M		12000	G	99%	1%	0%	0%	0%	0%	С	0.081			12000	
	10.	I-64-E FROM RT 24			V AVENU	E										
<u>/est</u>	From:		47 TO I-64 EA		000/	00/	00/	00/	00/	00/	_	0.077			0000	
A7 Ramp	City of Norfolk (M		6900	G	99%	0%	0%	0%	0%	0%	С	0.077			6900	
		I-64-E FROM RT 24				)E										
/est	City of Norfolk (M	SR 247 JOHNS laint: 64) 0.21			WEST 99%	0%	1%	0%	00/	00/	С	0.071			4100	
Ramp	City of Norioik (IV	I-64-W FROM RT 2	4100	G			1%	0%	0%	0%	C	0.071			4100	
	-	•			WAVENU	JE.										
0745 C4	City of North		37 Hampton B		070/	10/	10/	00/	10/	00/	_	0.000			10000	
27th St	City of Norf		9400	F	97%	1%	1%	0%	1%	0%	С	0.092	_	0.507	10000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	F	97%	1%	1%	0%	1%	0%	F	0.081	F	0.567	15000	
	To: From:		lewellyn Ave								_					
247)27th St	City of Norf		9700	F	97%	1%	1%	0%	1%	0%	F	0.079	_		10000	
	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	21000	
	10:		R 247 26Th St													
<b>→</b>	From:	IS-00264-E008A(L)/IS		8A(U).	TO BERK	LE										
337 Ramp	City of Norfolk (M	laint: 64) 0.18 1SR-00337-P(L)/122	NA	AT DATE	O DT 464	C						NA			NA	
	-10	· · · · · · · · · · · · · · · · · · ·				3										
	From:		A I-264-W014	А ТО	I-64							NIA			NIA	
Ramp	City of Norfolk (M		NA M I-264 EAST	r e- <b>11</b> 7	DOT							NA			NA	
	-	•														
Ramp	City of Novfolk (M		C I-264-W0140 <b>NA</b>	СТО	I-64							NA			NA	
164 Hallip	City of Norfolk (M	I-64-W FROM		0- XX/T	CCT44							INA			INA	
	F.····			& WI	23144											
ast ALT 64) 460 Elizabeth River	Downtown Tunnel City of Norfolk (M		WCL Norfolk 35000	F	96%	0%	1%	1%	2%	0%	F	0.111			38000	
64 460 Liizabetii River	Combined Traffic Estimates for 2 Parallel	'		F	96% 96%	0% 0%	1%	1%	2% 2%	0% 0%	F	0.111	٨	0.502	77000	
	Combined Trainic Estimates for 2 Parallel			Г	90%	U%	170	I 70	270	U%	г	0.099	Α	0.502	77000	
ast ALT	To: From:	I	-464, SR 337													
64) 460 (337) Berkley B	Bridge City of Norfolk (M	faint: 64) 0.41	52000	G	96%	0%	1%	1%	2%	0%	F	0.096			56000	
	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	
	To:	•	ALT US 460			- / -	<del></del>						-			

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

			City of INC					Tru	ck			K		Dir		
Route	Jurisdiction	n Len	gth <b>AAD</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:		ALT US	460				017.000				. 4010.		. 40101		
(264)(337)	City of Norfolk (Ma	aint: 64) 0.2	6 <b>4800</b>	) N	96%	0%	1%	1%	2%	0%	Ν	0.096			53000	Ν
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Rou	te: <b>9000</b>	) N	96%	0%	1%	1%	2%	0%	Ν	0.088	F	0.646	100000	N
East ALT	To: From:		SR 337 Tidev	ater Dr			$\Box$ $\vdash$									
264 460 337	City of Norfolk (Ma	aint: 64) 0.6	5 <b>4800</b>	) F	96%	0%	1%	1%	2%	0%	F	0.096			53000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Rou	te: <b>9400</b>	) G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.646	101000	G
	To	U	S 460 Bramb	eton Ave			$\neg$ $\vdash$									
East (264)	City of Norfolk (Ma	aint: 64) 0.8	1 5400	) F	96%	0%	1%	1%	2%	0%	F	0.108			63000	F
204)	Combined Traffic Estimates for 2 Parallel F	•			96%	0%	1%	1%	2%	0%	F	0.088	F	0.601	126000	F
	To To		R 405 Ballen					. , 0		0,70		0.000	•	0.00	0000	•
East (264)	From:				000/	00/	10/	10/	20/	00/	_	0.11			61000	_
264)	City of Norfolk (Ma Combined Traffic Estimates for 2 Parallel F	•			96% 96%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.11 0.086	F	0.575	61000 125000	F
	Combined Trainic Estimates for 2 Faraner F				90%	076	1 70	170	270	0%	Г	0.000	Г	0.575	123000	Г
East	To: From:		US 13 Milita	y Hwy												
East 264	City of Norfolk (Ma	•		) F	98%	0%	1%	1%	1%	0%	F	0.116			41000	F
	Combined Traffic Estimates for Parallel F	Roadways on this Rou	te: NA									0.086	F	0.575	NA	
East	To: From:	I-64	Hampton Ro	ds Beltwa	ıy											
(264) Virginia Beach Norfolk	CEXPWY City of Norfolk (Ma	aint: 75) 0.7	4 9800	) N	96%	0%	1%	1%	2%	0%	Ν	0.094			102000	Ν
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F				96%	0%	1%	1%	2%	0%	Ν	0.078	F	0.559	105000	Ν
	Τα		WCL Virgini													
East	From:		E(L)/TO ROI 2 NA	JTE 464 S	OUTH							NIA			NIA	
Ramp	City of Norfolk (Ma ™c-	IS-00264-W008A		- 008A(L)	/TO BERK	(I.F.						NA			NA	
East	From	I-264-E TO RO					1									
(264)Ramp	City of Norfolk (Ma				MVIDLETC	<i>)</i> 11						0.206			1400	F
-	To:	US 460 RAMP	FROM RT 2	64 FROM	ROUTE 2	26										
East	From:	I-264-E TO R	OUTE 405 M	ERRIMA	CAVENU	Е										
Ramp	City of Norfolk (Ma											0.102			6400	G
	10:		SR 405; 122-8													
East	From: City of Norfolk (Ma	I-264-E013X T aint: 64) 0.1			ITARY HI	G						0.172			3300	G
Ramp	To:	US 13 FRO			OLL RD							0.172			3300	G
East	From:	I-264-E013X T				G	1									
(264) Ramp	City of Norfolk (Ma				111							0.115			6100	G
	To:	US 13 FRO	M ROUTE 36	4 EAST C	COLL RD											
East	From:	I-264-E BEGI	N COLL RD	T0 RTS 1:	3, 64 & 40	3										
Ramp	City of Norfolk (Ma	· · · · · · · · · · · · · · · · · · ·										NA			NA	
$\sim$	To:	I-264-E013A T	RT 13 SOL	TH-MILI	TARY HW	ΥY										

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

Route	Jurisdiction	Length AADT Q	<b>A</b> 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Tra		Dir AAWDT Q	λM
East 264 Ramp	City of Norfolk (Maint: 64)	0.07 <b>18000 C</b>	à		0.088	18000 (	G
East 264 Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>		1000	NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	64-E013B TO RT 13 NORTH-MI 0.09 <b>20000 (</b> 8-N047A FROM RT 13 NORTH-	<del></del>		0.09	20000 (	G
Collector Road at I-64	City of Norfolk (Maint: 64)	US 13 Military Hwy 0.42 27000 F I-64 Hampton Roads Bel	98% 0%	1% 1% 1% 0%	F 0.091	28000 F	F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014A TO RT 64 E 0.18 <b>NA</b>	EAST		NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-E284B FROM RT 64 0.21 <b>NA</b>			NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014B TO RT 64 V 0.09 <b>24000 C</b>	à		0.096	24000 (	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284B FROM RT 64 0.23 <b>51000 C</b>	à		0.082	51000 (	G
East 264 Ramp	City of Norfolk (Maint: 64)	64-E015A TO RT 403 SOUTH-N 0.15 <b>NA</b>			NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>			NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	64-E015B TO RT 403 NORTH-N 0.17 <b>40000 F</b> 64-E END COLL RD FROM RT	97% 0%	0% 2% 1% 0%	F 0.078	39000 F	F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 E. 0.16 <b>8300</b> C I-264-W014A I-264- 14A T	à		0.137	8300 (	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 W 0.12 <b>3700</b> C I-64-W FROM I-264 EA	EST 3		0.09	3700 (	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E TO I-64 WES  0.25 NA  I-264-W014C I-264- 14C T	Т		NA	NA	
Rev 264 Ramp	From City of Norfolk (Maint: 64)	I-264-R I-264-W013C RAMPS  0.01 NA  I-264-E FROM I-64 REVERSIB	TO & FR		NA	NA	

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

				y OI NOITC					Tru	ok			K		Dir		
Route	Jurisdicti	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West ALT	Fro	m:	V	VCL Norfoll	k			7 1	OTTIAL	TTTGII	ZIIaii		1 40101		1 40101		
264 460 Elizabeth River D	owntown Tunnel City of Norfolk (	Maint: 64)	0.56	35000	F	96%	0%	1%	1%	2%	0%	F	0.099			38000	F
	Combined Traffic Estimates for 2 Paralle	l Roadways on t	his Route:	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
West ALT	T Fro	or ni	I-	464, SR 33	7												
264 460 337 Berkley Brid	dge City of Norfolk (l	Maint: 64)	0.78	45000	G	96%	0%	1%	1%	2%	0%	F	0.081			48000	G
204/(400)(007)	Combined Traffic Estimates for 2 Paralle	•	his Route:		G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	G
	7	-	Ti	dewater Dri	ve			$\neg$ $\vdash$									
West (264)(337)	City of Norfolk (I	Maint: 64)	0.84	42000	F	96%	0%	1%	1%	2%	0%	F	0.111			47000	F
264/(337)	Combined Traffic Estimates for 2 Paralle	,			N	96%	0%	1%	1%	2%	0%	N	NA			100000	N
-		-	JS 460, SR 16														
West	City of Norfolk (	III.	0.87	57000	F	96%	0%	1%	1%	2%	0%	_	0.103			64000	E
264	Combined Traffic Estimates for 2 Paralle	,			F	96%	0%	1%	1%	2%	0%	, F	0.103	F	0.601	126000	r F
	Combined Traine Estimates for 2 Tarane					0070	0 70		1 70	270	0 70	•	0.000	•	0.001	120000	•
West	Fro	m:		5 Ballentine		000/	00/	40/	40/	00/	00/	_	0.007			0.4000	-
264	City of Norfolk (I	,	2.01	57000	F	96%	0%	1%	1%	2%	0%	F	0.097	_	0.575	64000	F
	Combined Traffic Estimates for 2 Paralle	Hoadways on t			F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	F
West	Fro	m:		13 Military I	Hwy												
264	City of Norfolk (I	•	1.08	25000	F	97%	0%	1%	1%	1%	0%	F	0.11	_		29000	F
	Combined Traffic Estimates for Paralle	Roadways on t	his Route:	NA									0.086	F	0.575	NA	
West	T Fro	n:	I-64 Han	pton Roads	Beltway	y											
Virginia Beach Norfolk			0.30	2200	F	99%	0%	0%	0%	0%	0%	F	0.085			2700	F
	Combined Traffic Estimates for 2 Paralle	l Roadways on t			N	96%	0%	1%	1%	2%	0%	Ν	0.078	F	0.559	105000	N
	, re-	0.		Virginia B				1									
West (264) (337) Ramp	City of Norfolk (I		I-264-W I-464 0.22	1-S; 464-W <b>NA</b>	IN MEI	DIAN							NA			NA	
264/337/1101119	and a realism (	o:		008A TO B	ERKLE												
West	Fro	IS-00264-	W(B)/INSPEC	TION STA	ROAD	(RESTRI	CTED										
Ramp	City of Norfolk (	,	0.06	NA									NA			NA	
	Т	IS-00	)464-S(B)/FR	OM INSPE	CTION	STATION											
West	Fro	Moint: 64)	0.19	I-264 WB									NA			NIA	
Ramp From I-264 WB t	to City Hall Ave City of Norfolk (	viairii. 64)		Hall Ave V	VB								INA			NA	
West	Fro	m: IS	5-00264-W(B)			DRIVE											
Ramp	City of Norfolk (I		0.44	NA NA		/ 13							NA			NA	
	т	A1SR-0	0337(U)/A1S	R-00337-S0	03A(L)	Gap Term	inu										
West	Fro		TO ROUTE			BLETON	AV										
Ramp	City of Norfolk (		0.06	6200	G	/ENIL /E							0.119			6200	G
<u> </u>	1	io: I-2	264-W011C T	O CLAIBO	KNE A	VENUE											

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

	City of Nortolk					
Jurisdiction	Length AADT QA 4	Tiro Buc		QC K Qr Factor	Dir Factor AAWDT	QW
City of Norfolk (Maint: 64)	0.09 <b>NA</b>		]	NA	NA	
City of Norfolk (Maint: 64)	0.12 <b>9400 G</b>			0.081	9400	G
City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVEN  0.07 NA  CLAIBORNE AVENUE	NUE		NA	NA	
City of Norfolk (Maint: 64)	264-W TO ROUTE 405-MERRIMAC AV 0.15 <b>5600 G</b> SR 405 TO & FROM ROUTE	VENUE		0.076	5600	G
City of Norfolk (Maint: 64)	0.12 <b>6500 G</b>			0.102	6500	G
City of Norfolk (Maint: 64)	0.15 <b>9200 G</b>			0.078	9200	G
City of Norfolk (Maint: 64)	0.06 <b>2000 F</b>			0.266	2600	F
City of Norfolk (Maint: 64)	SR 403 N000B		0% 0% 0% 0% 0	F 0.076	50000	G
City of Norfolk (Maint: 64)	0.27 <b>NA</b>		_	NA	NA	
City of Norfolk (Maint: 64)	0.45 <b>67000 G</b>	VIOWN R	_	0.079	67000	G
City of Norfolk (Maint: 64)	0.14 <b>NA</b>		_	NA	NA	
City of Norfolk (Maint: 64)	0.17 <b>37000 G</b>		_	0.092	37000	G
City of Norfolk (Maint: 64)	0.13 <b>NA</b>		_	NA	NA	
City of Norfolk (Maint: 64)	0.42 <b>40000 G</b>	W VE A DAY	_	0.083	40000	G
City of Norfolk (Maint: 64)	0.08 <b>NA</b>		<u></u>	NA	NA	
	City of Norfolk (Maint: 64)  Too	City of Norfolk (Maint: 64) 0.09 NA  Ta US 460 FROM ROUTE 264 WEST  L264-W TO ROUTE 460 EAST-BRAMBLE  City of Norfolk (Maint: 64) 0.12 9400 G  US 460 FROM ROUTE 264 WEST  L264-W1IA TO CLABBORNE AVEST  City of Norfolk (Maint: 64) 0.07 NA  Ta CLABBORNE AVEST  City of Norfolk (Maint: 64) 0.07 NA  To CLABBORNE AVEST  City of Norfolk (Maint: 64) 0.15 5600 G  To SR 405 TO & FROM ROUTE  City of Norfolk (Maint: 64) 0.12 6500 G  To US 13 FROM ROUTE 264 WEST COL  From L264-W013X TO RT 13 SOUTH-MILLTA  City of Norfolk (Maint: 64) 0.15 9200 G  City of Norfolk (Maint: 64) 0.15 9200 G  City of Norfolk (Maint: 64) 0.15 9200 G  City of Norfolk (Maint: 64) 0.06 2000 F  To US 13 FROM ROUTE 264 WEST COL  From L264-W RAMPS TO & FROM 64 H.O.V  City of Norfolk (Maint: 64) 0.09 47000 G  City of Norfolk (Maint: 64) 0.09 47000 G  City of Norfolk (Maint: 64) 0.09 47000 G  City of Norfolk (Maint: 64) 0.27 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.45 67000 G  City of Norfolk (Maint: 64) 0.11 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.13 NA  To SR 403-S000B FROM RT 403 SOUTH-NEW  City of Norfolk (Maint: 64) 0.42 40000 G  City of Norfolk (Maint: 64) 0.42 40000 G	Durisdiction	1.264-WOILC TO CLAIBORNE AVENUE	Sursidiction	Line   Line

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

				ty or Norr	OII (												
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
Vest	From:	IIS 13	-N047B FROM	A ROUTE 1	3 NORT	THOO. MII	IT	ZAXIE	3+Axie	HHall	ZIIali		Factor		Factor		
Ramp	City of Norfolk (Ma		0.11	33000	G	TIOO- WIII	<i>.</i> 11						0.089			33000	G
1	To	·	-W013A TO R	T 12 COLT	TI MILI	TADVIII	C										
Vest	From:				H-MILI	TAKY HI	G										
Ramp	City of Norfolk (Ma	aint: 64)	0.09	NA									NA			NA	
West	To- From:	US 13	-S047B FROM	I ROUTE 1	3 SOUT	H00- MIL	IТ										
Ramp	City of Norfolk (Ma	aint: 64)	0.16	32000	G								0.079			32000	C
204)	To:		4-W END CO			403, 64 &	:						0.0.0			02000	
Vest	From:			W TO I-64													
Ramp	City of Norfolk (Ma	aint: 64)	0.24	18000	G								0.096			18000	C
204)	To:			4A I-264- 14		-64											
Vest	From:		I-264-W	013X TO I-	64 FAS	Γ											
Ramp	City of Norfolk (Ma	aint: 64)	0.18	10000	G								0.148			10000	C
1	To:	,	I-64-E FI	ROM I-264		4											
Vest	From:		I-264 W	CD Road a	t Exit 14	!											
Ramp	City of Norfolk (Ma	aint: 64)	0.08	NA									NA			NA	
	To:	,	R	amp to I-64	W												
	From:		NO	CL Chesape	ake												
Bainbridge Blvd	City of Norfo	olk	0.28	1500	F	93%	1%	2%	2%	2%	0%	С	0.087		0.616	1600	F
	To:			Main St													
	From:			ainbridge Bl								_					
Main St	City of Norfo	olk	0.21	5800	F	93%	1%	2%	2%	2%	0%	F	0.098		0.51	6300	F
<u> </u>	From:			Liberty St Main St				_									
337 Liberty St	L City of Norfo	olk	0.11	4900	F	93%	1%	2%	2%	2%	0%	F	0.096		0.719	5300	F
557)=2011, 51	To:	· · · ·	<b>0</b>	State St	-	0070	. , 0	Ť	=70	_,,	0 / 0	•	0.000		017.10	0000	·
_	From:			Liberty St													
State St	City of Norfo	olk	0.05	4900	N	93%	1%	2%	2%	2%	0%	Ν	0.096		0.719	5300	١
	Combined Traffic Estimates for Parallel F	Roadways on	this Route:	NA									NA			NA	
	To:			Berkley Ave				$\neg$ $\vdash$									
State St	City of Norfo	olk	0.07	13000	F								0.113		0.683	14000	F
	To:			I-464													
	From:			R 337 State													
337 Ramp	City of Norfolk (Ma	aint: 64)	0.12	7800	F			_					0.121			7800	F
	From:			I-464 NB State St				_									
37)(464)	City of Norfolk (Ma	aint: 64)	0.16	State St		Se	e I-464	for dire	ectional t	raffic vo	olume es	stimat	es for th	s sea	ment.		
37, 404	Combined Traffic Estimates for 2 Parallel F			47000	N	95%	0%	1%	1%	2%	0%		0.080			54000	1
	To:	3.12.1.ujo 311		I-264					. , 3	_,•	- / •	. •	2.300	-		2.000	•
ALT	From:			I-464													
337)(264)(460) Berkley Brid		,	0.41			Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for th	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel E	Roadways on	this Route:	97000	G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	C
	Tα			EndLabel													

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

Route	Jurisdiction	Length	ΔΔΩΤ	ΩΔ	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	. OI
ALT	Fron:		State St	<u> </u>			2Axle	3+Axle	1Trail	2Trail		Factor		Factor	,,,,,,,	
37)(264)(460)	City of Norfolk (Maint	t: 64) 0.65	State St		Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	is seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	94000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.646	101000	(
	То:	-	5 460 St Pau	ıls Blvd												
ALT	From:		I-264													
37 <i>)</i> (460)	City of Norfolk (Maint		26000	N	98%	1%	1%	0%	0%	0%	N	0.084		0.782	28000	
<i>-</i>	To: From:		idewater Di 460 St Pau													
77 (004)	L—— City of Norfolk (Maint		400 St Pat	iis bivu	Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	is sea	ment		
37 264	Combined Traffic Estimates for 2 Parallel Roa		00000	N	96%	0%	1%	1%	2%	0%	N	0.088	_	0.646	100000	
	To:		idewater D		30 /6	0 /6	1 /0	1 /0	2/0	0 /6	IN	0.000	•	0.040	100000	
	From:		460 St Pau													
Tidewater Dr	City of Norfolk	0.81	22000	F	96%	0%	0%	0%	3%	0%	F	0.085		0.524	25000	
	To:	US 460 Bram	nbleton Ave	nue; SR	168											
¬~~	From:	US 460 J	Brambleton													
37)(460)Brambleton Ave	City of Norfolk	0.10	32000	F	96%	1%	1%	1%	1%	0%	F	0.077		0.595	35000	
	To:		Church St				$\neg$ $\vdash$									
37)(460)Brambleton Ave	City of Norfolk	0.31	21000	F	96%	1%	1%	1%	1%	0%	F	0.079		0.573	23000	
	To:	ALT US	460 St Pau	ıls Blvd												
	From:		) Saint Paul													
Brambleton Ave	City of Norfolk	0.20	27000	F	96%	0%	0%	0%	3%	0%	F	0.077		0.628	31000	
<i></i>	To		Boush St													
37)Brambleton Ave	City of Norfolk	0.07	32000	N	96%	0%	0%	0%	3%	0%	Ν	0.075		0.639	37000	
	Too	CD 2	37 Par Duk	ro Ct												
37) (58) Brambleton Ave	From: City of Norfolk	0.83	32000	F	96%	0%	0%	0%	3%	0%	F	0.075		0.639	37000	
37 (58) Brambicton Ave	Oity of Norioik				30 70	0 70	<u> </u>	0 70	3 /8	0 70	•	0.073		0.000	37000	
	From:		Colley Ave								_					
37 (58) Brambleton Ave	City of Norfolk	0.26	25000	F	96%	0%	0%	0%	3%	0%	F	0.08		0.561	29000	
<u> </u>	10: From:		US 58 US 58 .													
37)Brambleton Ave	City of Norfolk	0.22	25000	N	96%	0%	0%	0%	3%	0%	N	0.08		0.561	29000	
37 Brambioton 7110	Combined Traffic Estimates for 2 Parallel Roa		25000	N	0070	0 70	0 70	0 70	070	0 70		NA		0.001	NA	
	To:	-	ampton Blv									INA			INA	
	From:		Brambleton													
37) Hampton Blvd	City of Norfolk	0.90	30000	F	96%	0%	0%	0%	3%	0%	F	0.079		0.639	35000	
	To		21-4 544													
37)Hampton Blvd	City of Norfolk	0.22	21st Street 30000	F	96%	0%	0%	0%	3%	0%	F	0.075		0.560	35000	
37 Ji lampton bivu	Oity of Norioik	0.22	30000	-	30 /6	0 /6	0 /8	0 /6	J /6	0 /6	•	0.075		0.500	33000	
	To: From:		247, 26th													
Hampton Blvd	City of Norfolk	0.71	26000	F	96%	0%	0%	0%	3%	0%	F	0.078		0.603	31000	
	То	49th St, Old	d Dominion	Univers	ity		$\neg$ $\vdash$									
37) Hampton Blvd	City of Norfolk	2.07	31000	Α	96%	0%	0%	0%	3%	0%	С	0.099		0.57	36000	
		CD 16	5 Little Cre	als D 4												
37) Hampton Blvd	City of Norfolk	0.18	29000	<u>ек ка</u> <b>F</b>	96%	0%	0%	0%	3%	0%	F	0.078		0.609	34000	

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 4	106 Terminal Bl	lvd												
337 Hampton Blvd	City of Norfol	lk 1.94	21000	F	96%	0%	0%	0%	3%	0%	F	0.098		0.516	25000	F
$\smile$	To:		niral Taussig Bl													
A desiral Tarasia Divid	O'th a of No of a		n Blvd; Marylar			00/	00/	00/	00/	00/	F	0.404		0.000	05000	F
337 Admiral Taussig Blvd	City of Norfol	lk 0.91		F	96%	0%	0%	0%	3%	0%	F	0.104		0.838	25000	1
	10.		I-564													
	From:		SR 337 State St													
337 Ramp	City of Norfolk (Ma	int: 64) 0.12		F								0.121			7800	I
<u> </u>	To:		I-464 NB													
West	From:		B)/TO WATERS	SIDE I	DRIVE											
(337)Ramp	City of Norfolk (Ma		NA									NA			NA	
$\smile$	To:	IS-00264-W010B(I	B)/FROM TIDE	EWATI	ER DRIV	Е										
	From:	IS-00264-E008A(L)/I	S-00264-W008	3A(U)/	ΓΟ BERK	(LE										
337)(264) Ramp	City of Norfolk (Ma	int: 64) 0.18	NA									NA			NA	
	To:	1SR-00337-P(L)/12	2-08592- 000A	(U)/T0	RT 464	S										
	From:	IS-00264-W(B)/IS-	00464-S(L)/464	4-W IN												
337 264 Ramp	City of Norfolk (Ma	· · · · · · · · · · · · · · · · · · ·					for dire	ectional t	raffic vo	olume es	stimat	es for thi	s seg	ıment.		
	To:	IS-00264-E008A(L)		A(U)/T	O BERKI	LE										
	Prom:	II. 0.40	I-264 W									N.1.A			N.1.0	
337 Ramp From Tidewater D	r to I-264 W City of Norfol		NA									NA			NA	
	From:		Tidewater Dr amp to I-264 W	7			-									
337 Tidewater Dr	City of Norfol		NA									NA			NA	
337 1.001101.01.21	- F															
	From:		st City Hall Ave	e												
337 Tidewater Dr	City of Norfol	lk 0.15	NA									NA			NA	
	10.		Charlotte St													
ALT	From:		Overpass; Berl													
337) Waterside Dr/Boush St	City of Norfol			F	97%	1%	1%	0%	0%	0%	F	0.096		0.732	23000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	23000	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.598	25000	I
	To		City Hall Ave													
ALT	O'the of Newfol		•	_	070/	40/	40/	00/	00/	00/	_	0.004		0.505	04000	
337) Waterside Dr/Boush St	City of Norfol			F	97%	1%	1%	0%	0%	0%	F	0.094	_	0.505	21000	
<u> </u>	Combined Traffic Estimates for 2 Parallel R			F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.517	23000	
	10:	N SR :	337 Brambleton	ı Ave												
ALT	From:		R 337 Waterside													
337)Ramp	City of Norfolk (Ma	int: 64) 0.33		F								0.166			14000	
$\smile$	Tα		I-264 East													
	From:	SR 1	65 Kempsville	Rd												
(403) Newtown Rd	City of Norfol	lk 0.31	27000	F	98%	0%	1%	0%	0%	0%	С	0.078		0.549	29000	
	То	I 264 Vo	Beach Norfolk	Evny	.,											
403)Newtown Rd	From:L City of Norfol			G	98%	0%	1%	0%	0%	0%	F	0.077		0.563	35000	(
	City Of NOTIO	ır. U./ I	33300	<b>-</b>	JU /0	0 /0	1 /0	U /0	U /0	U /0	1	0.077		0.000	00000	,

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

					_		Trι	ıck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	SR 10	68; Tidewater Dr											
Princess Anne Rd	City of Norfo		15000 G	99%	0%	1%	0%	0%	0%	F	0.089	0.566	16000	G
$\overline{}$	To:	SR	166 Park Ave											
	From:		I-264											
405)Ballentine Blvd	City of Norfo		22000 F	92%	1%	2%	3%	2%	0%	С	0.086	0.582	24000	F
<u> </u>	To:	US	5 58; 122-8573											
	From:		05; 122-8637 Ga											
A05)Ramp	City of Norfolk (Ma	,	4800 G								0.089		4800	G
<u> </u>	To:	I-264-E FROM ROU	TE 405-MERRIN	IAC AVEN	IUE									
	From:		O & FROM ROL	TE										
Aus Ramp	City of Norfolk (Ma		7600 G								0.082		7600	G
<u> </u>	To:	I-264-W FROM ROU	TE 405-MERRIN	MAC AVE	NUE									
	From:		37 Hampton Blvd											
406)International Blvd	City of Norfo	lk 1.33	17000 F	94%	0%	0%	0%	5%	0%	С	0.102	0.645	19000	F
C	combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000 F								0.093	A 0.608	36000	F
	Τœ		Ruthven Rd											
406)Terminal Blvd	City of Norfolk (Ma		17000 N	94%	0%	0%	0%	5%	0%	Ν	0.102	0.645	19000	Ν
400)	To:	,	I-564											
East	From:	Ramp from SR 406	Eastbound to I-5	64 Eastbour	nd									
Aug Ramp	City of Norfolk (Ma		7200 G								0.119		7200	G
	To:	Ramps to I-64 Wes	stbound and US 4	60 Granby S	St									
	From:	I-50	64 Northbound											
406 Ramp	City of Norfolk (Ma		17000 F								0.102		17000	F
. Bo	combined Traffic Estimates for 2 Parallel F		34000 F								NA		36000	F
	To:		minal Blvd Westh	ound										
	From:	SR 16	8 Campostella Rd											
407) Indian River Rd	City of Norfo		18000 F	96%	1%	1%	1%	2%	0%	С	0.094	0.611	19000	F
407)	To:		CL Chesapeake											
	From:	NC	L Chesapeake											
460 (166) Wilson Rd	City of Norfo		8700 F	98%	0%	1%	0%	0%	0%	F	0.109	0.604	9500	F
400)(100)	To:		mpostella Ave											
~~~	From:		Wilson Rd											
460 166 168 Campostella F	d City of Norfo	lk 0.73	49000 F	96%	1%	1%	1%	1%	0%	F	0.113	0.783	53000	F
$\Rightarrow$ $\bigcirc$ $\bigcirc$	To:	]	Kimball Terr			$\neg$ $\vdash$								
460 (166) (168) Brambleton Av	ve City of Norfo		44000 F	96%	1%	1%	1%	1%	0%	С	0.082	0.614	47000	F
			Park Ave											
460 (168) Brambleton Ave	City of Norfo	lk 0.40	34000 F	96%	1%	1%	1%	1%	0%	F	0.082	0.558	37000	F
400 108 Brainbieton Ave	City of Norio			JU /6	1 /0	1 /0	1 /0	1 /0	U /0	1	0.002	0.556	37000	'
~	To: From:		Tidewater Dr	0000			4.5.1	461	0.57		0.6==		05000	
337 Brambleton Ave	City of Norfo	lk 0.10	32000 F	96%	1%	1%	1%	1%	0%	F	0.077	0.595	35000	F
~ ~	To		Church St											

						Truck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+			QC	Factor	QK Factor	AAWDT	QW
Dramblatan Ava	City of Norfolk	Church St 0.31 <b>21000 F</b>	96%	1%	10/ 1	0/ 10/	00/	_	0.079	0.570	23000	F
Brambleton Ave	City of Norioik	ALT US 460 St Pauls Blv		170	1% 1	% 1%	0%	F	0.079	0.573	23000	Г
ALT	From:	ALT US 460, Brambleton A										
460 460 St Pauls Blvd	City of Norfolk	0.24 <b>21000</b> F	96%	2%	1% C	% 1%	0%	F	0.08	0.535	23000	F
400 400	To	ALTRICACO D. M. C. II.			<del></del>							
460 St Pauls Blvd	City of Norfolk	ALT US 460 Par; Monticello 0.07 <b>25000 F</b>	96%	2%	1% C	% 1%	0%	F	0.078	0.506	27000	F
460 011 adis biva	City of Norion			2 70		70 170	0 70	'	0.070	0.500	27000	
~~~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	From:	US 58 Virginia Beach Blv		00/		0/ 10/	00/	_	0.070	0.500	00000	
Monticello Ave	City of Norfolk	0.66 <b>20000 F</b>	96%	2%	1% C	% 1%	0%	С	0.073	0.528	22000	F
~	To: From:	21st St										
460 Monticello Ave	City of Norfolk	0.49 <b>16000 F</b>	96%	2%	1% 0	% 1%	0%	F	0.082	0.527	17000	F
	To:	Church St										
460 Granby St	City of Norfolk	0.81 <b>24000</b> F	96%	2%	1% C	% 1%	0%	F	0.091	0.543	26000	F
(400) 37 37 37	T											
Granby St	City of Norfolk	Llewellyn Ave 0.45 <b>29000 F</b>	96%	2%	1% C	% 1%	0%	F	0.095	0.649	31000	F
Granby St	City of Norion	0.43 <b>29000 F</b>	90 /6	2 /0	1/0 0	/0 1/0	0 /6	'	0.093	0.049	31000	'
~~~	To: From:	Willow Wood Dr										
460 Granby St	City of Norfolk	1.30 <b>33000 G</b>	98%	1%	1% 0	% 0%	0%	С	0.084	0.559	35000	G
<u> </u>	T <sub>C</sub> .	Thole St			_							
(460) Granby St	City of Norfolk	0.37 <b>28000 F</b>	96%	2%	1% 0	% 1%	0%	F	0.090	0.511	31000	F
	То	SR 165 Little Creek Rd										
460 Granby St	City of Norfolk	0.44 <b>24000</b> F	96%	2%	1% C	% 1%	0%	F	0.095	0.569	27000	F
460 (460)	City of Norion		0070	270		70 170	0 70	•	0.000	0.000	27000	•
~~~	From:	I-64; I-564									.=	
460 Granby St	City of Norfolk	0.69 <b>23000 F</b>	98%	1%	1% C	% 0%	0%	С	0.095	0.769	25000	F
	To: From:	I-64 East										
460 Granby St	City of Norfolk	0.30 <b>21000 F</b>	98%	1%	1% 0	% 0%	0%	F	0.098	0.689	23000	F
<u> </u>	To	Bay View Blvd										
460 Granby St	City of Norfolk	0.89 <b>12000</b> F	98%	1%	1% C	% 0%	0%	С	0.113	0.675	13000	F
400)	To											
Cranby St	City of Norfolk	SR 168 Tidewater Dr 0.71 <b>11000 F</b>	98%	1%	1% C	% 0%	0%	F	0.104	0.659	12000	F
460 Granby St	City of Norioik	US 60 Ocean View Ave	90%	1 70	170	% U%	0%	Г	0.104	0.659	12000	Г
~~~	Other of New fells (Mariety OA)	US 460 TO I-64 WEST							0.400		4000	_
460 Ramp	City of Norfolk (Maint: 64)	0.07 <b>4300 G</b>	OWD FEW						0.100		4300	G
-		I-64-W FROM US 460-GRANBY										
East	From:	US 460 TO ROUTE 264 EA	ST								4.405	_
(460) Ramp	City of Norfolk (Maint: 64)	0.14 <b>4400 G</b>							0.103		4400	G
<del></del>	To: I-2	264-E FROM ROUTE 460 EAST-BR	AMBLETO	ON								
East 460 Ramp	From	US 460 Granby St										
{460}Ramp	City of Norfolk (Maint: 64)	0.13 <b>4300 G</b>							0.141		4300	G
<u> </u>	To	I-564 Northbound										

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

Devite	المعالم عادرا		AADT		4T:us	Dura		Tr	uck		00	K	ΟV	Dir	A A \ A \ \ D T	. 01
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
est	From		O ROUTE		Γ											
Ramp	City of Norfolk (N		8000	G								0.099			8000	(
<b>~</b>	10	I-264-E FROM ROU	TE 460 WE	ST00- BI	RAMBLE	ТО										
LT	From		WCL Norfo	lk		1.004										
60 264 Elizabeth River Downto		,		_								es for thi	Ŭ			
Com	bined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	
LT	To From		I-464													
80 (264) (337) Berkley Bridge	City of Norfolk (N	Maint: 64) 0.41			Se	e I-264	for dire	ctional	traffic v	olume e	stimat	es for thi	s seg	ment.		
	bined Traffic Estimates for 2 Parallel	· ·	97000	G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	
	To		337 Main S	tuaat												
	From		337 Maiii S	пееі												
60 (264) (337)	City of Norfolk (N	•									stimat	es for thi	U			
Com	bined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.646	101000	
LT	To From		I-264													
60 (337)	City of Norfolk (N	Maint: 64) 0.22	26000	N	98%	1%	1%	0%	0%	0%	Ν	0.084		0.782	28000	
00)(037)	<b>,</b>															
<u>-Ţ</u>	From		37 Tidewate													
60 }	City of Norfolk (N	,	26000	F	98%	1%	1%	0%	0%	0%	F	0.084		0.782	28000	
Com	bined Traffic Estimates for 3 Parallel			G								0.089	F	0.791	38000	
	To		St Pauls Blv													
LT 60 St Pauls Blvd	City of Norfolk (N		Fenchurch S 41000	G G	98%	1%	 1%	0%	0%	0%	F	0.081		0.596	44000	
50) 511 dais 2114	Oity of Norion (it				0070	1 /0	1 70	0 70	0 /0	0 /0	•	0.001		0.000	44000	
LT	To From	US 46	60 Bramblet	on Ave												
60 (460 St Pauls Blvd	City of Nor	folk 0.24	21000	F	96%	2%	1%	0%	1%	0%	F	0.08		0.535	23000	
	To	ALT US 4	60 Par; Moi	nticello A	ve											
LT	From	A1US-00460(B)	)/TO CITY	HALL AV	VENUE											
Ramp	City of Norfolk (N	Maint: 64) 0.17	NA									NA			NA	
<u>~</u>	То	IS-00264-W010B(B)/I	FROM RTE	264 EAS	T VIA A	LT 4										
LT	From		WCL Norfo	lk												
60 264 Elizabeth River Downton	wn Tunnel City of Norfolk (N	Maint: 64) 0.56			Se	e I-264	for dire	ctional	traffic v	olume e	stimat	es for thi	s seg	ment.		
Com	bined Traffic Estimates for 2 Parallel			F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	
	To	<u> </u>	I-464, SR 33	37												
orth	From		SCL Norfol													
54)	City of Norfolk (N	•	26000	G	95%	0%	1%	1%	2%	0%	F	0.118			30000	
Com	bined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	8.0	53000	
a utha	To From		Main Stree	t												
orth	City of Norfolk (N	Maint: 64) 0.60	25000	G	95%	0%	1%	1%	2%	0%	F	0.114			28000	
G64)	bined Traffic Estimates for 2 Parallel	· ·		G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	54000	
COII	ivineu Tranic Esimiales IVI & Fälällel	Truadiwaya uli lilia nulle.	4/000	LJ.	JJ 70	U 7/0	1.70	1.70	C-70				17	0.779	ンサいいい	,

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
orth	From:	0.10	SR 337		050/	00/	10/	10/	00/	00/	N.I	0.114			00000	
337	City of Norfolk (Maint: 64)	0.16	25000	N	95%	0%	1%	1%	2%	0%	N	0.114	F	0.770	28000	١
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Houte:	<b>47000</b> I-264	N	95%	0%	1%	1%	2%	0%	N	0.080	F	0.779	54000	١
orth	From:	Ţ	-464 North													
Ramp	City of Norfolk (Maint: 64)	0.12	28000	F	93%	0%	1%	3%	2%	0%	F	0.111			30000	
'	To:		SR 337													
orth		I-464-N TO ROUTE		T & BE	RKLEY S	Т									-	
Ramp	City of Norfolk (Maint: 64)	0.13	NA									NA			NA	
	Tα	SR 337-N025A S	STATE ST	@ ROU	JTE 337											
orth	From:	I-464-N006A		E 264 V	VEST											
Ramp	City of Norfolk (Maint: 64)	0.04	NA									NA			NA	
orth	T <sub>o</sub> : From:	SR 337-N02	5A FROM	STATE	ST											
Ramp	City of Norfolk (Maint: 64)	0.08	NA									NA			NA	
orth	To: From:	I-464-N006T INSF	PECTION S	STATIC	N ROAD											
Ramp	City of Norfolk (Maint: 64)	0.25	NA									NA			NA	
• •	Tα:	I-264-W FRO	M ROUTE	464 NC	ORTH											
orth	From:	I-464-N006B INSI	PECTION S	STATIC	N ROAD											
Ramp	City of Norfolk (Maint: 64)	0.07	NA									NA			NA	
<u> </u>	Tα	STA	ATE STRE	ET												
outh	From:		CL Norfolk	ζ												
64)	City of Norfolk (Maint: 64)	0.36	20000	F	95%	0%	1%	1%	2%	0%	F	0.136			23000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	8.0	53000	
uth	T <sub>G</sub> . From:	N	Main Street													
64)	City of Norfolk (Maint: 64)	0.87	23000	G	95%	0%	1%	1%	2%	0%	F	0.105			26000	
9	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	54000	
	To:		I-264													
orth	From:	I-6	4-Westbou	nd												
64)Ramp	City of Norfolk (Maint: 64)	0.29	NA									NA			NA	
	To Boom	Ramps from	US 460 and	d I-564	Rev		$\neg$ $\vdash$									
orth 664)Ramp	City of Norfolk (Maint: 64)	0.16	NA									NA			NA	
64 Hamp	Tax		om I-64 Eas	sthound								INA			INA	
orth	From:		S 460 Gran													
64)	City of Norfolk (Maint: 64)	0.51	32000	F	98%	0%	0%	2%	0%	0%	F	0.127			38000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	53000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	63000	
	Тα	SR 406 Intern														
orth	From:	SR 406 Inter	national Te	rminal I <b>F</b>	98%	0%	0%	00/	00/	00/	^	0.010			<b>N.I.A</b>	
			4.50000	-	uxº/a	(10/2	110/2	2%	0%	0%	С	0.216			NA	
564	City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways	1.81	32000	G	98%	0%	0%	1%	1%	0%	C	0.13	Α	0.865	NA	

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	
	Gunsaletion	Longin		Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q۷
Rev	From:	t- 0.4)	I-64 Rev												NIA	
Reversible Ramp	City of Norfolk (Main	,	NA 1)D 1E	T 5	(4 CD		_					NA			NA	
	100	Ramps to I-56		rom 1-30	54 SB											
Rev	From:		I-564 Rev									0.000			4500	_
Ramp	City of Norfolk (Main	,	4500	G								0.292			4500	G
	10.		4 Northbou													_
South	From:		4 Eastboun									0.4.40			00000	_
Ramp	City of Norfolk (Main		23000	F								0.140			23000	F
Courth	From:		R 165 Little JS 460 Gran		Rd		-									
50uth 564)	City of Norfolk (Main		21000	G	98%	0%	0%	0%	1%	0%	F	0.153			25000	G
304)	Combined Traffic Estimates for 2 Parallel Ro			G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	63000	(
	To:		6 Terminial		0070	070		170	0 / 0	0 70	•	0.001	•	0.07	00000	`
South	From:	SR 406 Inter			3lvd											
outh 564	City of Norfolk (Main	t: 64) 1.84	20000	G	98%	0%	0%	0%	1%	0%	С	0.212			24000	(
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	32000	G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	To:	SR 337 A	dmiral Taus	sig Blv	d											
South	From:	I-56	4 Southbou	nd												
<del>564</del> )Ramp	City of Norfolk (Main	t: 64) 0.16	2600	G								0.176			2600	C
	Τα	SR 165, I	East Little C	reek Ro	l											
South	From:	I-56	4 Southbou	nd												
Ramp	City of Norfolk (Main	t: 64) 0.35	NA									NA			NA	
	Тох	Ramps from SR 406 ar				460										
South	From:		001A FROM	1 RT 40	6											
Ramp	City of Norfolk (Main	•	NA									NA			NA	
South	To: From:	I-564-S000 Ramp from I-564 South	OC TO RT			ol <sub>ve</sub> d										
Ramp	City of Norfolk (Main		NA	SK 400	Termin E	oivu						NA			NA	
064/1141119	To:		460 Granby	St								1471			1471	
	From				,											_
South	City of Norfolk (Main	· · · · · · · · · · · · · · · · · · ·	m I-564 Sou <b>6800</b>	ithboun <b>G</b>	1							0.107			6800	
Ramp	City of Noriolk (Main		4 Westbour									0.107			0000	Ċ
							_									_
South	City of North 1. (Main		4 Southbou									0.004			7400	,
Ramp	City of Norfolk (Main		7400	G								0.294			7400	G
<u> </u>	10:		I-564 Rev													

						Oity 0	JI INOTIOIK	`								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
Mantiaglia A	0.05	From	<u> </u>	000/	10/		A1US 460-		00/		0.001		0.570	F000	_	0015
460 7 Monticello Ave	0.25	4600 To	, F	98%	1%	1%	0%	0%	0%	F	0.091		0.579	5000	F	2015
		From	<del></del>				St Pauls Bl	va								
	0.29	2600	G			De	ad End				0.107		0.522	2600	G	2015
F157	0.23	<b>2000</b> To	<u> </u>			US 13 N	Military Hw	/V			0.107		0.522	2000	u	2010
		From					rlew Dr	,								
1 Corporate Blvd	0.47	2400	F	99%	0%	1%	0%	0%	0%	F	0.144		0.577	2600	F	2015
1) conpensate and	• • • • • • • • • • • • • • • • • • • •	To	):				Military Hw				Ť				•	
		From	1:			SR 247 I	Norview A	ve.								
3 Sewells Point Rd	1.96	7300	F	97%	1%	2%	0%	0%	0%	С	0.088		0.533	8000	F	2015
<u> </u>		To	):			SR 165 L	ittle Creek	Rd								
		From	1:			D	uke St									
4 Tazewell St	0.06	1900	F								0.158		0.64	1900	F	2015
$\overline{}$		To	E			Alt SR 3	337 Boush	St								
		From	13			Taz	ewell St									
5 Duke St	0.29	1900	F	97%	1%	1%	0%	0%	0%	С	0.11		0.622	2100	F	2015
Combine	ed Traffic:	42000	F	97%	1%	1%	0%	0%	0%	F	0.092	F	0.541	46000	F	
		То	С			Bramb	bleton Ave									
		From			SR 337	7 State St; 1	122-8592 B	Berkley A	ve							
6)	0.40	NA									NA			NA		
<u> </u>		То	<u>1</u>				Maintenar									
<u> </u>		From	1		I-464-N	006A STA	TE ST @ I	ROUTE	337		<b>_</b>				_	
(6) Ramp	0.07	3500	<u>_F</u>								0.127			3500	F	2015
		- 10	<u> </u>		1-46	64-N006B I		ATE ST								
Mantinella A	0.47	From		000/	10/		Hall Ave	00/	00/	0			0.570	0000	_	0015
7 Monticello Ave	0.47	2600	F	98%	1%	1%	0%	0%	0%	С	0.09		0.576	2900	F	2015
		From	<u></u>				rambleton A				<u> </u>					
7 Monticello Ave	0.25	4600 <sub>To</sub>	<u>, F</u>	98%	1%	1%	0%	0%	0%	F	0.091		0.579	5000	F	2015
			<del></del>				St Pauls Bl									
8 City Hall Ave WB	0.12	From	Щ_			Alt US 4	160 Overpa	SS			NIA.			NΙΛ		
8 City Hall Ave WB	0.13	NA To	0:			Down Er	rom I-64 W	/D			NA			NA		
		From		-												
Ramp	0.14	5800	G			122-8623	TO I-64 EA	AST			0.205			5800	G	2015
Ramp	0.14	<b>3000</b> To			I-6	64-E FROM	I BAY AV	FNUE			0.203			3000	u	2010
		From						LITOL								
9560) 49th St	0.56	4700	F	97%	1%	2%	hatan Ave 0%	0%	0%	С	0.075		0.509	5100	F	2015
6360)	0.00	To	).	0.70	- 70		Hampton Bl		0,0				0.000	0.00	•	_0.0
<u> </u>		From				Hamp	pton Blvd									
49th St	0.42	3900	F	97%	1%	2%	0%	0%	0%	F	0.089		0.562	4300	F	2015
<u> </u>		To	<u>1</u>			Col	lley Ave									
<u> </u>		From					natan Ave								_	
8561 Bolling Ave	0.48	2000	F	97%	1%	2%	0%	0%	0%	F	0.103		0.66	2200	F	2015
<u>~</u>		To From	11				Hampton Bl									
Bolling Ave	0.48	2300	F	97%	1%	2%	0%	0%	0%	F	0.123		0.589	2500	F	2015
$\smile$		To	1			Jamesto	wn Crescer	nt								
		From					hatan Ave									
43rd St	0.98	11000	F	97%	1%	2%	0%	0%	0%	F	0.078		0.572	12000	F	2015
<u> </u>		То	1			Col	lley Ave									
$\widehat{}$		From	L				ambleton A									
8563 Colley Ave	0.21	14000	F	99%	0%	1%	0%	0%	0%	F	0.084		0.669	15000	F	2015
$\overline{}$		To From				Ol	ney Rd									
8563) Colley Ave	0.40	12000	F	99%	0%	1%	0%	0%	0%	F	0.08		0.651	13000	F	2015

Colley Ave   0.37   13000   F   99%   0%   1%   0%   0%   F   0.082   0.585   14000   F   2015							City	of Nortol	K							
Province	Route	Length	AADT	QA	4Tire	Bus					QC		OK	AAWDT	QW	Year
Colley Ave   0.37   13000	City of Norfolk															
Colley Ave	O 0 11 A	0.07		` <u></u>	000/	00/				00/			0.505	4 4000	_	0045
Colley Ave   0.30   14000   F   99%   0%   1%   0%   0%   0%   F   0.085   0.563   16000   F   2015	(8563) Colley Ave	0.37	13000	F	99%	0%	1%	0%	0%	0%	F	0.082	0.565	14000	F	2015
279 Since   279	<u> </u>		T <sub>e</sub> From	) ·			21	st Street								
See   Colley Ave   1.04   14000   F   99%   0%   1%   0%   0%   0%   0%   0%   0	(8563) Colley Ave	0.30	14000	F	99%	0%	1%	0%	0%	0%	F	0.085	0.563	16000	F	2015
Colley Ave   1.04   14000   F   99%   0%   1%   0%   0%   0%   0%   0   0.561   15000   F   2015	$\bigcirc$		To	):												
See   Jamestown Crescent   0.74   6700   F   99%   0%   1%   0%   0%   0%   F   0.095   0.558   7300   F   2015	<u> </u>														_	
Secondary   Seco	(8563) Colley Ave	1.04	14000	F	99%	0%	1%	0%	0%	0%	C	0.092	0.561	15000	F	2015
See   Powhatan Ave   0.75   1600   F   99%   0%   1%   0%   0%   0%   0%   F   0.095   0.558   7300   F   2015			T <sub>C</sub>				521	rd Street				_				
Sept   Powhatan Ave	8563) Jamestown Crescent	0.74		F	99%	0%	1%	0%	0%	0%	F	0.095	0.558	7300	F	2015
Powhatan Ave			To	):			SR 337 I	Hampton I	Blvd							
Powhatan Ave			Fron	n:			D <sub>f</sub>	ad End								
	Powhatan Ave	0.75	1600	두	99%	0%			0%	0%	F	0 09	0 668	1700	F	2015
Powhatan Ave   0.81   6400   F   99%   0%   1%   0%   0%   0%   0%   F   0.088   0.522   6900   F   2015	8564	0.70	1000		00 /0	0 70	1 /0	070	0 /0	0 70		<u> </u>	0.000	1700	•	2010
Sight St			Fron	1:				ling Ave								
New Hampshire Ave   1.07   2000   F   99%   0%   1%   0%   0%   0%   F   0.084   0.616   5400   F   2015	8564) Powhatan Ave	0.81	6400	F_	99%	0%	1%	0%	0%	0%	F	0.088	0.522	6900	F	2015
Second   S	$\bigcirc$		To	);												
SR 377 Hampton Bibd	O														_	
See   Sec	( <sub>8564)</sub> 38th St	0.57	5000	F	99%	0%	1%	0%	0%	0%	F	0.084	0.616	5400	F	2015
See   Sec	$\overline{}$		т.	-			SR 337 I	Hampton F	Blvd			<u> </u>				
See   Sec	8564) 38th St	0.41			99%	0%				0%	F	0.107	0.644	6900	F	2015
Seed   38th St   0.53   9600   F   99%   0%   1%   0%   0%   0%   0%   0 0.576   10000   F   2015	3307									- / -	•					
	O 2211 21		Fron		2221											
See   38th St   0.17   4500   F   99%   0%   1%   0%   0%   0%   F   0.092   0.771   4900   F   2015	(8564) 38th St	0.53	9600	F	99%	0%	1%	0%	0%	0%	C	0.095	0.5/6	10000	F	2015
See   Sec	<u> </u>		Т.	N.			Llew	ellyn Ave								
See   Use	8564) 38th St	0.17	4500		99%	0%				0%	F	0.092	0.771	4900	F	2015
1064   La Vallette Ave   0.48   1700   F   99%   0%   1%   0%   0%   F   0.100   0.521   1900   F   2015	8304)	•	To	):												
La Vallette Ave   0.48   1700   F   99%   0%   1%   0%   0%   0%   F   0.100   0.521   1900   F   2015			Fron	1:												
Columbus Ave   Colu	8564) La Vallette Ave	0.48	1700	F	99%	0%			0%	0%	F	0.100	0.521	1900	F	2015
See   Colonial Ave   1.08   5700   F   99%   0%   1%   0%   0%   0%   0%   F   0.087   0.544   6200   F   2015			To	):			Colu	mbus Ave								
See   Colonial Ave   1.08   5700   F   99%   0%   1%   0%   0%   0%   0%   F   0.087   0.544   6200   F   2015			From													
See   Sec	Colonial Ava	1 00		╚	009/	00/			00/	00/		0.097	0.544	6200	_	2015
See   Colonial Ave   1.07   2000   F   99%   0%   1%   0%   0%   0%   F   0.097   0.615   2100   F   2015	8565) Colonial Ave	1.00	5700	г	99%	0%	170	076	0%	0%	F	0.067	0.544	6200	Г	2015
New Hampshire Ave   Sashold			To Fron	11			2	7th St								
New Hampshire Ave	8565) Colonial Ave	1.07	2000	F	99%	0%	1%	0%	0%	0%	F	0.097	0.615	2100	F	2015
New Hampshire Ave   0.24   140   F   99%   0%   19%   0%   0%   0%   0%   F   0.177   0.519   150   F   2015			To	):			New Ha	ampshire A	Ave							
Colonial Ave   Colley Ave   C			Fron	1:			Gas	nold Ave								
See	8565) New Hampshire Ave	0.24	140	F	99%	0%	1%	0%	0%	0%	F	0.177	0.519	150	F	2015
## Aughlower Ave   0.22   1600   F   99%   0%   0%   0%   0%   0%   0%   0	$\bigcirc$		To	):			Cole	onial Ave								
## See			Fron	n:			Co	11ου Δνο								
Mayflower Ave   0.22   1600   F   99%   0%   0%   0%   0%   0%   0%   0	9500 41st St	0.05			99%	0%			0%	0%	F	0 1	0.587	900	F	2015
See   Mayflower Ave	8300)	0.00	To	):	0070	J /U				0 /0	-	ٽ	0.007	500	•	_0.0
Mayflower Ave   0.22   1600   F   99%   0%   0%   0%   0%   0%   0%   F   0.1   0.587   1700   F   2015			Fron	1:								+				
Delaware Ave	Mayflower Ave	0.22	1600	F	99%	0%			0%	0%	F	0.1	0.587	1700	F	2015
Mayflower Rd   Mayflower Reference   M	0300)	J	То	):	0070	2 / 0					•	i``	0.007	.,	-	_0.0
8566 Delaware Ave 0.55 4000 G 99% 0% 0% 0% 0% 0% 0% F 0.084 0.543 4300 G 2015    State   Llewellyn Ave   Llewe			Fron	1:								+				
Secondary Reve   1.12   1.12   1.12   1.14	OSSE Delaware Ave	0.55	4000	G	99%	0%				0%	F	0.084	0.543	4300	G	2015
8566 Delaware Ave 0.12 7000 F 99% 0% 0% 0% 0% 0% 0% C 0.102 0.762 7700 F 2015    US 460 Granby St	00007 20.2	0.00			0070	2 /0				5 / 0			0.0.0	.500	~	_0.0
Secondary St	<u> </u>											<u> </u>				
Brambleton Ave   Bram	(8566) Delaware Ave	0.12		F	99%	0%				0%	С	0.102	0.762	7700	F	2015
8567 Llewellyn Ave 0.50 8200 F 99% 0% 0% 0% 0% 0% 0% F 0.109 0.622 9300 F 2015  8567 Llewellyn Ave 0.50 8200 F 99% 0% 1% 0% 0% 0% F 0.104 0.721 8900 F 2015  8567 Llewellyn Ave 0.72 6700 F 99% 0% 1% 0% 0% 0% F 0.104 0.721 8900 F 2015	$\overline{}$		To	):			US 46	0 Granby	St							
8567 Boush St 0.21 8500 F 99% 0% 0% 0% 0% 0% F 0.109 0.622 9300 F 2015    Solid Boush St   Solid Blook   Solid Blo			From	1.			Bram	bleton Ave	e							
Va Beach Blvd   Nation   Nat	8567 Boush St	0.21	8500	F	99%	0%				0%	F	0.109	0.622	9300	F	2015
8567) Llewellyn Ave 0.30 <b>7800 F</b> 99% 0% 1% 0% 0% 0% F 0.111 0.533 8500 F 2015    State   Column   C	0007				/ •	- / •				- / 0	•		0.022		-	_0.0
Princess Anne Rd     Princess Anne Rd	<u> </u>		From								_	<u>_</u>				
8567) Llewellyn Ave 0.50 <b>8200 F</b> 99% 0% 1% 0% 0% 0% F 0.104 0.721 8900 F 2015  To From 21st Street  8567) Llewellyn Ave 0.72 <b>6700 F</b> 99% 0% 1% 0% 0% 0% F 0.099 0.583 7300 F 2015	( <sub>8567</sub> ) Llewellyn Ave	0.30	7800	F	99%	0%	1%	0%	0%	0%	F	0.111	0.533	8500	F	2015
8567) Llewellyn Ave 0.50 <b>8200 F</b> 99% 0% 1% 0% 0% 0% F 0.104 0.721 8900 F 2015	$\overline{}$		To				Prince	ss Anne R	d			<b>—</b> —				
21st Street 21st S	OFCZ Llewellyn Ave	0.50	8200	F	99%	Nº/-				<b>0%</b>	F	0 104	N 791	გვიი	F	2015
(8567) Llewellyn Ave 0.72 <b>6700 F</b> 99% 0% 1% 0% 0% 0% F 0.099 0.583 7300 F 2015	856/ LIGWONYII AVE	0.50	0200		JJ /6	0 /0	1 /0	U /0	0 /6	0 /0	<u>'</u>	0.104	0.721	0300		2013
				11	-				-	-						
	(8567) Llewellyn Ave	0.72	6700	F_	99%	0%	1%	0%	0%	0%	F	0.099	0.583	7300	F	2015
	$\smile$		To	):			35	th Street								

						City Of I	NOTIOIK							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Tra		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
L lowelly Ave	0.14	From		000/	00/	35th S		00/			0.510	6400	_	2015
Llewellyn Ave	0.14	5900 To	┌╴	99%	0%	1% 38th S	0% 0%	0%	С	0.094	0.519	6400	F	2015
		From				38th								
8567) Llewellyn Ave	0.20	11000	F	99%	0%	1%	0% 0%	0%	F	0.084	0.609	12000	F	2015
<u> </u>		To	_			Delawa	re Ave							
8567) Llewellyn Ave	0.28	7400	F	99%	0%		0% 0%	0%	F	0.088		8100	F	2015
		To				US 460 G	ranby St							
		From	1			Colley	Ave							
8568) Olney Rd	0.50	9200	F	98%	0%	1%	0% 0%	0%	С	0.097	0.675	10000	F	2015
$\overline{}$		To	_		US 58	8 Virginia Bea	och Blyd: Dul	re St						
8568) Olney Rd	0.31	1400 From	G	98%	0%		0% 0%		F	0.133	0.602	1500	G	2015
,		To				Montice								
		From	1			122-8585	Main St							
8569) Granby St	0.36	4500	G	98%	0%		0% 0%	0%	F	0.089	0.515	4800	G	2015
		To				US 58 Bram	bleton Ave							
<u> </u>		From	<u> </u>			Bramble								
(8569) Granby St	1.27	7000	F	98%	0%		0% 0%	0%	F	0.083	0.535	7600	F	2015
		To	1			Churc	ch St							
	~ <del>- ·</del>	From		0001	001	Raleig		251	_			2=-	_	001
8572 Claremont Ave	0.51	800	F	99%	0%	0%	0% 0%	0%	F	0.13		870	F	2015
<u> </u>		To From				SR 337 Har	npton Blvd							
8572) 21st St	0.29	6200	F	99%	0%	0%	0% 0%	0%	С	0.092	0.559	6800	F	2015
$\overline{}$		To	-			Colley	Ave							
8572) 21st St	0.48	12000	F	99%	0%		0% 0%	0%	F	0.086	0.563	13000	F	2015
		To	_			Llewel	lyn St							
21st St	0.25	8800 From	F	99%	0%		0% 0%	0%	F	0.08	0.592	9500	F	2015
0372)		To				Montice								
		From				US 58 Va E	Beach Blvd							
8573) Ballentine Blvd	0.50	12000	F	94%	1%		3% 1%	0%	С	0.084	0.556	13000	F	2015
5019		To	_			CD 166 Deine	A D.1			_				
8573 Ballentine Blvd	0.54	9300 From	F	94%	1%	SR 166 Prince 2%	3% 1%	0%	F	0.086	0.514	10000	F	2015
Ballentine Blvd	0.04	To	Ė	0470	1 /0	Tait Te		0 70	•	0.000	0.014	10000	•	2010
_		From				122-8834								
8573) Ballentine Blvd	0.49	7900	F	94%	1%	2%	3% 1%	0%	F	0.086	0.534	8600	F	2015
$\overline{}$		To			1	22-8613 Che	sapeake Blvd							
		From				US 460 G	ranby St							-
8574) Willow Wood Dr	1.10	9300	F	99%	0%		0% 0%	0%	С	0.087	0.621	10000	F	2015
$\overline{}$		To	1			SR 168 Tid	ewater Dr							
$\sim$		From				ALT SR 337								
8575) St Pauls Blvd	0.31	9200	F	99%	0%	1%	0% 0%	0%	F	0.129	0.620	9900	F	2015
		To				Alt US 460;	Market St			$\supset$				
8575) Fenchurch St	0.41	5500	F	99%	0%		0% 0%	0%	F	0.091	0.542	6000	F	2015
<u> </u>		To	_			US 460 Bran	ableton Ave							
8575) Church St	0.23	15000	F	97%	1%		1% 1%	0%	F	0.086	0.572	17000	F	2015
		To	_			IC 50 Vincini	Danah Divid							
8575) Church St	0.13	16000	F	97%	1%	JS 58 Virginia 1%	1% 1%	0%	F	0.087	0.569	17000	F	2015
8575) Church St	5.10			0.70	. 70			. 070		<del></del>	0.000	.,,	•	_010
Church Ct	0.04	From	<u> </u>	070/	10/	Princess A		00/		0.000	0.540	01000		0047
8575 Church St	0.84	20000	F	97%	1%	1%	1% 1%	0%	С	0.089	0.549	21000	F	2015
<u> </u>		To From				47 Lafayette				⊐⊢				
8575 Church St	0.05	14000	F	97%	1%	1%	1% 1%	0%	F	0.087	0.557	16000	F	2015
<u> </u>		To From				27th	St							
(8575) Church St	0.21	11000	F	97%	1%		1% 1%	0%	F	0.091	0.670	12000	F	2015

						City	of Norto	IK								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
Orinana Anna Dd	0.00	From		070/	10/		ead End	00/	00/				0.500	1000	_	0015
Princess Anne Rd	0.62	1200		97%	1%	1%	0%	0%	0%	С	0.102		0.593	1300	F	2015
O Diana Anna Dd	0.00	From	<u> </u>	000/	40/		Hampton 1		00/				0.50	5000	_	0045
8576 Princess Anne Rd	0.08	5400	F	98%	1%	1%	0%	0%	0%	F	0.076		0.52	5800	F	2015
	0.00	From	<u> </u>	000/	40/		olley Ave	00/	201				0.500	2000		0015
Princess Anne Rd	0.32	7500	F	98%	1%	1%	0%	0%	0%	F	0.079		0.568	8200	F	2015
		From					onial Ave 5 Colonial	Ave								
Princess Anne Rd	0.18	10000	F	98%	1%	1%	0%	0%	0%	F	0.080		0.54	11000	F	2015
		То	_			Llev	vellyn Ave	:								
Princess Anne Rd	0.28	8900 From	F	98%	1%	1%	0%	0%	0%	F	0.076		0.513	9700	F	2015
		To	_			Mon	ticello Av	2								
Princess Anne Rd	0.49	7600	F	98%	1%	1%	0%	0%	0%	С	0.08		0.587	8200	F	2015
3370)		To	_								_					
Princess Anne Rd	0.29	11000	F	98%	1%	1%	hurch St 0%	0%	0%	F	0.08		0.549	12000	F	2015
Princess Anne Rd	0.20	To	Ė	0070	1 /0		ewater Dr	0 70	070		7		0.040	12000	'	2010
		From	1				ticello Ave	a .			<del>-                                    </del>					
S580) Charlotte St	0.17	3300	F			WIOII	ticcho Avi				0.109		0.653	3600	F	2015
55500)	-	To				US 460	Bus Woo	d St								
$\bigcirc$		From				Bu	s US 460									
Wood St	0.13	830	F								0.087			910	F	2015
		To From				Fen	church St									
Charlotte St	0.32	2100	F	97%	1%	1%	1%	1%	0%	F	0.09		0.501	2300	F	2015
<u> </u>		To				Tide	ewater Dr									
		From				Chesa	apeake Bly	⁄d								
Fishermans Rd	0.44	3500	F	98%	1%	1%	0%	0%	0%	С	0.092		0.684	3800	F	2015
$\smile$		To					urgis Rd	1								
Sturgis Rd	0.11	590	F	98%	1%	1%	ermans Ro	0%	0%	F	0.177		0.607	640	F	2015
Sturgis Ha	0.11	550		0070	1 /0				070				0.007	040	'	2010
Sturgis St	0.64	1200	F	98%	1%	1%	View Blvo	0%	0%	F	0.105		0.543	1300	F	2015
Sturgis St	0.04	1200 To	Ė	90 /6	1 /0		n View Av		0 /6	- 1	0.103		0.545	1300	'	2013
		From									1					
S582) City Hall Ave	0.14	NA	<u> </u>			Alt SR	337 Boucl	ı St			NA			NA		
6582 City Hall Ave	0.14	IIA.												14/1		
S582) City Hall Ave	0.45	From	<u> </u>			Mon	ticello Ave	e			0.112		0.704	0000	Е	2015
		8300	F										0.704	9000	F	2015
Combined	a frame.	35000									NA —			38000	G	
O'the I I all Acces	0.40	From				Alı	t US 460							NIA		
City Hall Ave	0.18	NA To		122.050	2 E0011	DMADIZI	T CTDEE	T CONN	UNDERF	2.4	NA			NA		
			<u> </u>	122-838						A						
East	0.10	From			122-	08582(B)/	TO RTE 2	264 WES	Γ					NIA		
8582 Ramp	0.10	NA To		ATTIC	00460 B	л ле 002	164 W(D)	EDOM C	T PAULS	D	NA			NA		
		From														
East	0.45	NA	L	122-8	3582 MA	KKET ST	REET CC	ONN UNI	DERPASS		 NA			NA		
Ramp	0.43	To			I-264-I	E FROM C	CITY HAI	L AVEN	UE					INA		
		From			1 2011			E IIII	CE							
Main St	0.25	4600	G	97%	1%	<u>в</u> 1%	oush St 1%	1%	0%	F	0.108		0.515	4900	G	2015
Main St	0.20	To	<u> </u>	01/0	1 /0		Bank St	1 /0	0 /0	- 1	7.100		5.515	7000	J	2010
		From					Main St									
8585) Bank St	0.16	2300	F	97%	1%	1%	1%	1%	0%	F	0.129		0.82	2500	F	2015
$\overline{}$		To			1	A1US 460	-P City Ha	all Ave								
		From				В	oush St									
											_				_	
8586) Plume St	0.42	2500	G	97%	1%	1%	1%	1%	0%	F	0.142		0.747	2600	G	2015

						Oity of Norio	IIX							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
Corpross Avo	0.77	4400	 F	079/	1%	Park Ave 1%	1%	0%	F	0.086	0.586	4700	F	2015
6588) Corprew Ave	0.77	4400 To	É	97%	1 70	Merrimac Ave		076	Г	0.000	0.300	4700	Г	2013
		From	1											
8590) Indian River Rd	0.23	1100	F	97%	1%	SR 337 State S	1%	0%	F	0.137	0.844	1200	F	2015
1 Indian River Rd	0.23	1100		31 /6	1 /0	176 176	1 /0	0 /6	'	0.137	0.044	1200	•	2013
O		From				Main Street								
8590 Indian River Rd	0.66	2100	F	97%	1%	1% 1%	1%	0%	С	0.124	0.707	2300	F	2015
<u> </u>		From				Marsh St Berkley Ave								
Indian River Rd	0.53	13000	F	97%	1%	1% 1%	1%	0%	F	0.106	0.539	14000	F	2015
ndian River Rd	0.00	To	Ė	0.70	. , ,	US 460 Wilson		0,0	•		0.000		•	_0.0
		From												
Liberty St	0.57	4400	F	93%	1%	SR 337 Main 3	1%	0%	F	0.095	0.515	4800	F	2015
Liberty St	0.57	<b>7700</b>	Ė	30 /0	1 /0	WCL Chesapea		0 70	-	0.000	0.515	4000	•	2010
		From	1				KC .							
Dorldov Ava	0.11		ᄂ	0E9/	10/	State St	20/	00/		0.000	0.550	12000	_	2015
Berkley Ave	0.11	12000	F	95%	1%	2% 1%	2%	0%	С	0.088	0.552	13000	F	2015
$\widehat{}$		From				Main St				$\Box$				
Berkley Ave	0.21	12000	F	96%	0%	2% 1%	1%	0%	F	0.101	0.547	13000	F	2015
$\overline{}$		To To	-			Fauquier St				<u> </u>				
Berkley Ave Ext	0.80	3600 From	F	96%	0%	2% 1%	1%	0%	С	0.091	0.534	3900	F	2015
,		To					D.1							
Berkley Ave Ext	0.45	3500 From	1	96%	0%	US 460 Wilson 2% 1%	1%	0%	F	0.085	0.538	3800	F	2015
Berkley Ave Ext	0.43	3300		90%	076	270 170	1 70	0%	Г	0.065	0.556	3000	Г	2010
		From				Campostella R								
Berkley Ave Ext	0.27	3100	F	96%	0%	2% 1%	1%	0%	F	0.086	0.569	3400	F	2015
<u> </u>		To				WCL Chesapea	ke							
_		From			1SR 3	37-P; 122-8592 BE	RKLEY A	V						
Ramp	0.09	1500	G							0.228		1500	G	2015
		To			I-464-	S FROM BERKLE	Y AVENU	JE						
		From	1			Campostella R	d							
Springfield Ave	0.52	160	F	96%	1%	2% 1%	0%	0%	С	0.113	0.65	180	F	2015
		To				Sycamore St								
		From				Military Hwy								
Spring Meadow Blvd	0.55	740	F	99%	0%	1% 0%	0%	0%	С	0.091	0.613	800	F	2015
3334)		To				Hunt Rd								
		From				Liberty St								
S Main St	0.27	1600	F	95%	1%	2% 1%	1%	0%	С	0.120	0.692	1700	F	2015
3595) O Wall Ot	0.27	To	Ė	0070	1 /0	Indian River R		0 70			0.002	1700	•	2010
		From					u							
Villaga Ava/Cavalla D	oint 10017		ᄂ	000/	20/	Ingleside Rd	60/	00/		0 11	0.504	2000	_	2015
Nillage Ave/Sewells Po	OITIL ISUUT	3500 <sub>To</sub>	<u>_F</u>	88%	2%	1% 3%	6%	0%	С	0.11	0.534	3800	F	2015
		10	1			Princess Anne I	Ka							
<u> </u>		From	<u> </u>			Cloncurry Rd							_	
North Shore Rd	0.57	560	F	97%	1%	1% 1%	0%	0%	F	0.092	0.525	610	F	2015
<u> </u>		To				Hampton Blvc	1							
North Shore Rd	0.73	1300	F	96%	0%	2% 1%	1%	0%	F	0.092	0.669	1400	F	2015
		To				Diven St								
		From				North Shore R								
$\sim$			F	97%	1%	1% 1%	0%	0%	С	0.084	0.555	1500	F	2015
Diven St	0.60	1400					al Blvd							
Diven St	0.60	1400 To	Ė		1	nternational Termin								
-	0.60	1400 To			1	SR 337 Hampton								
	0.60	То	F	99%	0%			0%	F	0.112	0.576	290	F	2015
		From	F	99%		SR 337 Hampton	Blvd 0%	0%	F	0.112	0.576	290	F	2015
		From <b>260</b>	F	99%		SR 337 Hampton 1% 0% Beechwood Av	Blvd 0%	0%	F	0.112	0.576	290	F	2015
Beechwood Ave	0.49	From <b>260</b> To	F			SR 337 Hampton 1% 0% Beechwood Av Granby St	Blvd 0%	0%	F		0.576		F F	
Beechwood Ave		From <b>260</b>	F	99%	0%	SR 337 Hampton 1% 0%  Beechwood Av  Granby St 1% 0%	8lvd 0% re 0%			0.112				
Beechwood Ave	0.49	From <b>260</b> To	F		0%	SR 337 Hampton 1% 0% Beechwood Av Granby St	0% 0%							
Beechwood Ave	0.49	260 To From 4000	F		0%	SR 337 Hampton  1% 0%  Beechwood Av  Granby St  1% 0%  Newport Ave	0% 0%							2015

					O.,, .									
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK Dir Factor	AAWDT	QW	Year
	P				ъ.									
0.27	2500	G	96%	0%	2%	1%	1%	0%	F	0.098	0.547	2700	G	2015
0.15	3100 From	G	96%	0%	2%	1%	1%	0%	F	0.092	0.507	3300	G	2015
0.20	920 From	F	96%	0%	2%	1%	1%	0%	F	0.092	0.537	1000	F	2015
0.12	70 To	F	96%	0%	122-8837 <b>2</b> %	7 Rugby St 1%	1%	0%	F	0.123	0.632	70	F	2015
0.62	1300	G	96%	0%	Tai 2%	1%	1%	0%	F	0.095	0.52	1400	G	2015
0.10	1500	G	96%	0%	Kitcl 2%	hener Ave 1%	1%	0%	F	0.08	0.542	1600	G	2015
0.04	1500 From	N	96%	0%	122-8573 <b>2</b> %	Ballentine 1%	Blvd 1%	0%	N	0.08	0.542	1600	N	2015
0.51	12000	F	99%	0%	Mili 0%	0%	0%	0%	С	0.068	0.571	14000	F	2015
0.21	12000 To	F	99%	0% N	0%	0%	0%	0%	F	0.070	0.626	13000	F	2015
0.61	7200	F	99%	0%	1%	0%	0%	0%	F	0.089	0.53	7800	F	2015
0.52	11000 From	F	99%	0%	1%	0%	0%	0%	С	0.087	0.608	12000	F	2015
1.10	5500 From	F	99%	0%	1%	0%	0%	0%	F	0.086	0.595	6000	F	2015
0.41	3300 To	F	98%	1%	Bay '	View Blvd 0%	0%	0%	С	0.095	0.544	3600	F	2015
0.71	950 To	F	99%	0%	Chesa	peake Blv 1%	d 0%	0%	F	0.115	0.576	1000	F	2015
	From									1				
0.54	1000 <sub>To</sub>	F	99%	0%	0%	1%	0%	0%	С	0.112	0.504	1100	F	2015
0.49	1100 From	F	99%	0%	0%	1%	0%	0%	F	0.101	0.622	1200	F	2015
0.19	280	F	99%	0%	She <sub>l</sub>	pard Ave 1%	0%	0%	F	0.125	0.632	300	F	2015
0.04	280 From	N	99%	0%	0%	1%	0%	0%	N	0.125	0.632	300	N	2015
0.46	450 To	F	98%	1%	Sun 1%	set Drive 0%	0%	0%	F	0.104	0.555	490	F	2015
0.64	2000	F	98%	1%				0%	F	0.094	0.698	2200	F	2015
	То	_			Sher	pard Ave								
0.73	2100 From	F	98%	1%	1%	0%	0%	0%	F	0.095	0.604	2300	F	2015
	0.27 0.15 0.20 0.12 0.62 0.10 0.04 0.51 0.21 0.61 0.52 1.10 0.41 0.71 0.54 0.49 0.19 0.04 0.46	0.15 3100  0.20 920  0.12 70  0.62 1300  0.04 1500  0.51 12000  0.51 12000  0.51 12000  0.61 7200  0.52 11000  1.10 5500  1.10 5500  1.10 5500  0.41 3300  0.71 950  0.71 950  0.71 950  0.71 950  0.72 From 0.73 From 0.74 1100  0.73 From 0.74 1100  0.74 1100  0.75 From 0.75 Fro	0.27 2500 G  0.15 3100 G  0.20 920 F  To From    0.12 70 F  10    0.62 1300 G  0.10 1500 G  0.04 1500 N  0.51 12000 F  12000 F  1000 F	0.27	0.27		Length   AADT   QA	Length   AADT   QA	Length   AADT	Carry   Carr	Length   AADT   QA	Length   AADT   QA   4Tire   Bus   Caral   Truck   Trail   2Trail   QC   Factor   QK   Factor   Caral   State   Caral   Stat	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie   1Trail   2Trail   2Trai	Length   AADT   QA

Chart   Char							City of Nort	OIK							
Bay Ave	Route	Length	AADT	QA	4Tire	Bus				QC		OK	AAWDT	QW	Yea
Bay Ave   0.33   1700   F   89%   1%   1%   0%   0%   0%   0%   F   0.184   1900   F   201	City of Norfolk														
Bay Ave		0.00		<u> </u>	000/	40/			00/				4000	_	004
Say Ave   0.30   13000   F   99%   0%   0%   0%   0%   0%   0%   0	Bay Ave	0.33	1700	F	98%	1%	1% 0%	0%	0%	F	0.184		1900	F	2015
First View St	<u> </u>		To				I-64								
First View St	8623) Bay Ave	0.30	13000	F	99%	0%	0% 0%	0%	0%	С	0.114	0.842	14000	F	2015
First View St 0.36 7000 F 99% 0% 0% 0% 0% 0% F 0.07 0.671 7600 F 201			To				First View S	St							
Readlon Ave			From				Bay Ave								
	8623 First View St	0.36	7000	F	99%	0%	0% 0%	0%	0%	F	0.107	0.671	7600	F	2015
First View St			т-				~								
Cherry St	First Wisses Of	0.47		<u> </u>	000/	00/			00/	_	0000	0.045	0400	_	0047
Maple Ave   0.4   \$600   F   99%   0%   0%   0%   0%   0%   0%   0	8623) First view St	0.47	5700	F	99%	0%	0% 0%	0%	0%	F	0.098	0.815	6100	F	201
Maple Ave   0.4   \$600   F   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		То	$\overline{}$			Cherry St.								
Maple Ave   0.35   590   F   99%   9%   7%   7%   0%   0%   0%   F   0.132   0.593   640   F   201	First View St	0 44	5600 From	F	99%	0%		0%	0%	F	0.091	0.631	6100	F	201
Maple Ave   0.35   590   F   99%   0%   0%   0%   0%   0%   0%   0	8623) 1 1101 11011 01	0.11	To	<u> </u>	0070	0 70			0 70	-		0.001	0.00	•	
Maple Ave   0.35   590   F   99%   0%   0%   0%   0%   0%   0%   0				1			US 60 Ocean Vie	ew Ave							
Second Person   Second Perso			From				First View S	St							
Suburban Pkwy   0.87   1200	8624) Maple Ave	0.35	590	F	99%	0%	0% 0%	0%	0%	F	0.132	0.593	640	F	201
Suburban Pkwy   0.87   1200   F   98%   1%   1%   0%   0%   0%   F   0.095   0.554   1300   F   201			To	4			Dead End								
Suburban Pkwy   0.87   1200			E	-							<u> </u>				
Thole St	O 0 1 1 5:			<u> </u>	0651	4-1			0.5.1			:	1000	_	
Thole St   0.39   7800   F   98%   1%   1%   0%   0%   0%   F   0.080   0.506   8500   F   201	8625) Suburban Pkwy	0.87	1200	F	98%	1%		0%	0%	F	0.095	0.554	1300	F	201
Thole St   0.39   7800   F   98%   1%   1%   0%   0%   0%   F   0.080   0.506   8500   F   201	$\smile$		To	1	·		Thole St								
Thole St   0.39   7800   F   98%   1%   1%   0%   0%   0%   F   0.080   0.506   8500   F   201			From				Granhy St					<u> </u>			
Parklale Dr	Thole St	0.30		<del>-</del>	080/	10/			Nº/	F	0.000	0 506	8500	F	201
Thole St	8626) 111016 31	0.59	1000	г	JO 70	1 70	1/0 0%	070	U-70	Г	0.000	0.506	6500	I.	201
Thole St	<u> </u>		To				Parkdale D	r			$\neg$ —				
SR 168 Tidewater Dr	Thole St	0.72		F	98%	1%			0%	С	0.088	0.541	8400	F	201
Meadow Creek Rd   0.49   2200   F   89%   1%   1%   0%   0%   0%   F   0.092   0.603   2400   F   201	8626) 111010 01	0.72	To	ı —	0070	1 70			0 70			0.011	0.00	•	
Meadow Creek Rd							SK 106 Huewa	ici Di							
			From				Little Creek	Rd							
	8629 Meadow Creek Rd	0.49	2200	F	98%	1%	1% 0%	0%	0%	F	0.092	0.603	2400	F	201
Heutte Dr   1.20   2300   F   98%   1%   1%   0%   0%   0%   F   0.110   0.502   2500   F   201			To				Dead End								
Heutte Dr   1.20   2300   F   98%   1%   1%   0%   0%   0%   0%   F   0.110   0.502   2500   F   201			From								_				
Shore Dr	O Harring Do	4.00		<u> </u>	000/	40/			00/	_		0.500	0500	_	004
122-3 Sewells Point Road	B630) Heutte Dr	1.20	2300		98%	1%		0%	0%	Г	0.110	0.502	2500	г	201
Secondary   Seco	$\bigcirc$		To	9			Shore Dr								
Secondary   Johnstons Rd   0.21   5900   F   97%   1%   1%   1%   0%   0%   C   0.087   0.561   6400   F   201			From	1			122-3 Sewells Poi	nt Road							
Chesapeake Blvd   Chesapeake	Johnstons Bd	0.21	5900	F	97%				0%	С	0.087	0.561	6400	F	201
Second   S	8631) 00111310113 110	0.21	3300	•	01 /0	1 /0	170 170	0 70	0 70	O	0.007	0.001	0400	•	201
Military Hwy   Mili			To From				Chesapeake E	Blvd							
Military Hwy   Mili	Johnstons Rd	0.58	9900	F	97%	1%	1% 1%	0%	0%	F	0.088	0.615	11000	F	201
Second   S	5051)														
Halprin Dr   1.05   3700   F   98%   1%   1%   0%   0%   0%   F   0.121   0.724   4000   F   201				Щ_											
Halprin Dr   1.05   3700   F   98%   1%   1%   0%   0%   0%   F   0.121   0.724   4000   F   201	(8631) Johnstons Rd	0.93	6600	F	98%	1%	1% 0%	0%	0%	С	0.095	0.512	7100	F	201
8631 Halprin Dr 1.05 3700 F 98% 1% 1% 0% 0% 0% F 0.121 0.724 4000 F 201	$\bigcirc$		т.				T	D. 1							
Dead End	O 11-1-1- 5		From	<del>-</del>	0001	401			201			2 = 2 :	1000	_	22.
8631 5th Bay St 0.16 450 F 98% 1% 1% 0% 0% 0% F 0.116 0.545 490 F 201    Pleasant Ave	8631) Haiprin Dr	1.05	3700	F	98%	1%	1% 0%	0%	υ%	F	0.121	0.724	4000	F	201
8831 5th Bay St 0.16 450 F 98% 1% 1% 0% 0% 0% F 0.116 0.545 490 F 201    Pleasant Ave	$\overline{}$		To	_			Dead End								
Pleasant Ave	5th Pay St	0.16			000/	10/			Λο/	F	0 116	0 545	400	_	201
Norview Ave   0.29   5600   F   98%   1%   1%   0%   0%   0%   F   0.106   0.686   6100   F   201	8631) Juli Day Ju	0.16	400		JO %	1 70			U-/o	٢	0.110	0.545	490	Г	<b>201</b>
Norview Ave   0.29   5600   F   98%   1%   1%   0%   0%   0%   F   0.106   0.686   6100   F   201			To	1			Pleasant Av	/e							
Norview Ave   0.29   5600   F   98%   1%   1%   0%   0%   0%   F   0.106   0.686   6100   F   201			From				Tidewater I	)r							
Sedgefield Dr	8632) Norview Ave	0.29	5600	F	98%	1%			0%	F	0.106	0.686	6100	F	201
Norview Ave   0.79   5200   F   98%   1%   1%   0%   0%   0%   0	0002)					- , ,						0.000		-	
Chesapeake Blvd   From   Heutle Dr     Heutle Dr   Heutle Dr     Heutle Dr     Heutle Dr     Heutle Dr     Heutle Dr   Heutle Dr     Heutle Dr   Heutle			From		·		Sedgefield I	Or	<u>-</u>						
Chesapeake Blvd   From:   Heutle Dr     Heutle Dr   Heutle Dr     Heutle Dr   Heutle	Norview Ave	0.79	5200	F	98%	1%	1% 0%	0%	0%	С	0.105	0.628	5600	F	201
Heutle Dr	$\mathcal{L}$		To												
Walters Dr 0.20 410 F 97% 1% 1% 0% 0% 0% F 0.106 0.653 450 F 201    Creek Rd   Creek Rd			E.	-											
Creekwood Rd   Season   Seas	<u> </u>			<u> </u>						_	<u> </u>			_	
Walters Dr 0.53 1200 F 97% 1% 1% 0% 0% 0% C 0.096 0.648 1300 F 201    To	<sub>8633)</sub> Walters Dr	0.20	410	F	97%	1%	1% 0%	0%	0%	F	0.106	0.653	450	F	201
Walters Dr 0.53 1200 F 97% 1% 1% 0% 0% 0% C 0.096 0.648 1300 F 201    To	$\overline{}$		To				Little Cue-1-1	Da							
To Creekwood Rd    From   Military Hwy	Walters Dr.	0.50		ᆕ	070/	40/			001		0.000	0.040	1000	_	004
From Military Hwy  8634) Meadow Lake Dr 0.43 <b>720 F</b> 98% 1% 1% 0% 0% 0% F 0.109 0.601 780 F 201	8633) vvaiters Dr	0.53			9/%	1%			0%	Ü	0.096	0.648	1300	F	201
Meadow Lake Dr 0.43 <b>720 F</b> 98% 1% 1% 0% 0% 0% F 0.109 0.601 780 F 201	<u> </u>		To	1			Creekwood l	Rd							
8634) Meadow Lake Dr 0.43 <b>720 F</b> 98% 1% 1% 0% 0% 0% F 0.109 0.601 780 F 201			From	1			Military Hw	/ <b>V</b>							
	Meadow Lake Dr	0.43	720	F	98%	1%			0%	F	0.109	0.601	780	F	201
- Aldow Dr	0034)003011 Lano Bi	0.10		r <del>i</del>	30 /0	. 70			0 /0	-		0.001	, 50	•	_01
	$\smile$		To				Aldow Dr								

Route	Length	AADT	QA	4Tire	Bus			rail 2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW	Yea
City of Norfolk		P	1			- CI				1				
Robin Hood Rd	0.99	5700	F	97%	1%	Chesape 1%	ake Blvd 0% 1	% 0%	F	0.096	0.515	6200	F	2015
Hobin Hood Rd	0.55	3700 To	<u> </u>	31 /6	1 /0	Sewells		/6 0 /6		0.030	0.515	0200	'	2010
		From					s Pt Rd							
8636) Robin Hood Rd	0.36	4400	F	97%	1%	1%	0% 1	% 0%	F	0.099	0.607	4800	F	2015
$\smile$		To				Azalea G	arden Rd			$\neg$ —				
Robin Hood Rd	0.40	8600	F	97%	1%	1%	0% 1	% 0%	С	0.116	0.579	9400	F	2015
<u> </u>		To				Ellsme	ere Ave			<b>—</b> —				
8636) Robin Hood Rd	0.33	11000	F	97%	1%	1%		% 0%	F	0.094	0.533	12000	F	2015
$\mathcal{I}$		To			S	R 165 North	Military Hy	/y						
		From				122-8639 Kir	mball Terrac	e						
Ballentine Blvd	0.23	4100	F	98%	1%	1%	0% 0	% 0%	С	0.103	0.604	4500	F	2015
<u> </u>		To				; SR 405 Ba								
Marriman Ava	0.06	From:		000/	US 1%	58 Virginia l			F		0.51	1000	F	2015
Merrimac Ave	0.36	1100 To:		98%		1% SR 166 Princ		% 0% 1	- 1	0.107	0.51	1200	'	2015
		From:												
Wesleyan Dr	0.36	20000	F	97%	1%	1%	pton Blvd 0% 1	% 0%	F	0.093	0.683	21000	F	2015
wesieyan Dr	0.00	To:		07 70	1 /0		inia Beach	70 070	•	0.000	0.000	21000	•	2010
		From:	I				eton Ave			<del></del>				
Kimball Terrace	0.99	4000	F	96%	1%	1%		% 0%	F	0.103	0.647	4400	F	201
5639)	0.00	To		0070	. , 0		ine Blvd	70 070	•		0.0		•	_0
		From				Chic	ck St							
Westminister Ave	0.50	2900	F	96%	1%	1%	1% 1	% 0%	F	0.089	0.503	3100	F	201
<u> </u>		To: From:					on Ave							
Westminister Ave	0.33	100	F	96%	1%	1%	1 End 1% 1	% 0%	F	0.149	0.73	110	F	201
Westminister Ave	0.00	To:	Ė	3070	1 /0		de Road	70 070			0.70	110	•	201
_		From					ister Ave							
<sub>8639</sub> Ingleside Rd	1.00	3000	F	96%	1%	1%	1% 1	% 0%	F	0.090	0.577	3300	F	201
$\overline{}$		To				Va Bea	ch Blvd			$\neg$ —				
ngleside Rd	0.65	13000	F	96%	1%	1%	1% 1	% 0%	F	0.096	0.546	14000	F	201
<u> </u>		To:				Princess	Anne Rd			<b>—</b> —				
8639) Ingleside Rd	0.46	14000	F	96%	1%	1%		% 0%	С	0.089	0.509	16000	F	2015
		To				Tojt T	`errace							
R639) Cromwell Rd	0.58	14000	F	96%	1%	1%		% 0%	F	0.092	0.514	15000	F	2015
6639		To								<del></del>				
R639) Cromwell Rd	0.85	11000	F	96%	1%	1%	ake Blvd 1% 1	% 0%	F	0.089	0.524	12000	F	201
8639) Cromwell Ra					1 /0			/0 0/0		0.000				201
		To										12000	•	
		To				Tidew	ater Dr					12000		
Applica Conden Rd		From:				Tidew				0.102				201!
Applica Courtes Bd	0.79	To	F			Tidew Va Bea	ch Blvd			0.102	0.524	10000	F	201
Azalea Garden Rd	0.79	9300 From:	F			Tidew Va Bea	ater Dr				0.524	10000	F	
Azalea Garden Rd		From:				Tidew Va Bea	ch Blvd			0.102				
Azalea Garden Rd  Azalea Garden Rd  Azalea Garden Rd	0.79	9300 From From 15000	F F			Tidew Va Bea Princess Sewell	Anne Rd			0.111	0.524	10000	F	201
Azalea Garden Rd  3641) Azalea Garden Rd	0.79	9300 From:	F	96%	1%	Va Bea	ater Dr ch Blvd Anne Rd	% 0%	F		0.524	10000	F	201
Azalea Garden Rd  Azalea Garden Rd  Azalea Garden Rd  Azalea Garden Rd	0.79 0.31 0.64	9300 To From 15000 To From 8100	F F		1%	Tidew Va Bea Princess Sewell 1%	Anne Rd	% 0%	F	0.111	0.524 0.593 0.537	10000 17000 8800	F F	201
Azalea Garden Rd  Azalea Garden Rd  Azalea Garden Rd  Azalea Garden Rd	0.79	9300 From From 15000	F F		1%	Tidew Va Bea Princess Sewell 1%	Anne Rd s Pt Rd 1% 1	% 0%	F	0.111	0.524	10000	F	2015 2015 2015 2015
Azalea Garden Rd  Azalea Garden Rd  Azalea Garden Rd  Azalea Garden Rd	0.79 0.31 0.64	9300 To From 15000 To From 8100	F F		1%	Princess  Sewell  1%  Robin F	Anne Rd s Pt Rd 1% 1	% 0%	F	0.111	0.524 0.593 0.537	10000 17000 8800	F F	2015
Azalea Garden Rd	0.79 0.31 0.64	9300 To From 15000 To From 8100	F F		1%	Princess  Sewell  1%  Robin F	Anne Rd  S Pt Rd  1%  1 Hood Rd	% 0%	F	0.111	0.524 0.593 0.537	10000 17000 8800	F F	201:
Azalea Garden Rd  Real Azalea Garden Rd  Real Azalea Garden Rd  Real Azalea Garden Rd  Azalea Garden Rd	0.79 0.31 0.64 0.39	9300 From 15000 To From 8100 To From 8200 To From 8200	F F F		1%	Princess  Sewell 1%  Robin F	Anne Rd  S Pt Rd  1%  1 Hood Rd	% 0%	F	0.111 0.105 0.097	0.524 0.593 0.537 0.587	10000 17000 8800 8900	F F F	201:
Azalea Garden Rd  Real Azalea Garden Rd	0.79 0.31 0.64 0.39	9300 From 15000 To From 8100 To From 8200 To From 8200	F F F		1%	Tidew Va Bea Princess Sewell 1% Robin F	Anne Rd  S Pt Rd  1%  Hood Rd	% 0%	F	0.111 0.105 0.097	0.524 0.593 0.537 0.587	10000 17000 8800 8900	F F F	2015 2015 2015
Azalea Garden Rd	0.79 0.31 0.64 0.39	9300  15000  15000  To From 8100  To From 8200  To From 8400  To T	F F F		1%	Tidew Va Bea Princess Sewell 1% Robin F	Anne Rd  S Pt Rd  1%  Hood Rd  rst Ave  ry Hwy  Beach Blvd	% 0%	F	0.111 0.105 0.097	0.524 0.593 0.537 0.587	10000 17000 8800 8900	F F F	201: 201: 201: 201:
Azalea Garden Rd	0.79 0.31 0.64 0.39	9300 15000 1	F F F	96%		Tidew Va Bea Princess Sewell 1% Robin F Elmhu Militar US 58 Va 3% Harmo	Anne Rd  S Pt Rd  1%  Hood Rd  TSt Ave  Ty Hwy  Beach Blvd  1%  1 ony Rd			0.111 0.105 0.097	0.524 0.593 0.537 0.587 0.579	10000 17000 8800 8900 9100	F F F	2018 2018 2018 2018
Azalea Garden Rd  Read Azalea Garden Rd	0.79 0.31 0.64 0.39	9300  15000  15000  To From 8100  To From 8200  To From 8400  To From 8400	F F F	96%		Tidew Va Bea Princess Sewell 1% Robin F Elmhu Militar US 58 Va 3% Harmo	Anne Rd  S Pt Rd  1% Hood Rd  rst Ave  ry Hwy  Beach Blvd 1% 1 ony Rd y Rd			0.111 0.105 0.097	0.524 0.593 0.537 0.587 0.579	10000 17000 8800 8900 9100	F F F	2015 2015

						City 0	INOTIOIK							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Norfolk														
O Lowery Pd	0.42	7300	F	94%	2%		filitary Hwy 1% 1%	0%	F	0.098	0.539	2 9000	F	2015
8642 Lowery Rd	0.43	7 300 To	<u> </u>	34 /0	2 /0	3% SR 165 K	empsville Rd	0 /6	-	0.098	0.55	9 8000	'	2013
		From					iper Lane			i				
(8644) Poplar Hall Dr	0.56	2000	F	98%	1%	1%	0% 0%	0%	F	0.091	0.572	2 2200	F	2015
<u> </u>		To	_			IIS 13 M	filitary Hwy							
8644) Poplar Hall Dr	0.59	13000	F	98%	1%	1%	0% 0%	0%	С	0.098	0.50	7 14000	F	2015
		To				Glen	rock Rd							
Classack Dd	0.40	From	<u> </u>	000/	10/		r Hall Dr	00/	F	0.108	0.536	c E400	F	2015
Glenrock Rd	0.40	5000 To	F	98%	1%	1% US 58 V	0% 0%  Beach Blvd	0%		0.108	0.550	5400	1	2013
		From					lew Dr							
8646) S Military Hwy	0.19	2400	F	99%	0%	1%	0% 0%	0%	F	0.121	0.569	9 2700	F	2015
0040)		To					lger Dr							
O 0 11 D		From					ary Hwy						_	
8646 Sellger Dr	0.59	3400 <sub>To</sub>	F	99%	0%	1%	0% 0% ld Blvd	0%	С	0.097	0.532	2 3800	F	2015
		From					lger Dr							
8646) Kidd Blvd	0.24	3100	F	99%	0%	1%	0% 0%	0%	F	0.116	0.6	3300	F	2015
$\overline{}$		To				Cur	lew Dr							
		From					ehanna Dr							
Newtown Rd	0.57	4800 To	F	98%	0%	1%	0% 0%	0%	F	0.082	0.55	1 5300	F	2015
		From					ncess Anne Rd a Beach Blvd							
8678) Newtown Rd	0.16	36000	F	98%	0%	1%	0% 0%	0%	С	0.083	0.53	39000	F	2015
		To				NCL '	Va Beach							
		From				Robin	Hood Rd							
8754) Herbert St	0.42	440	F	97%	1%	1%	0% 0%	0%	С	0.112	0.590	0 480	F	2015
<u> </u>		To					rmere Ave rbert St							
Windermere Ave	0.23	340	F	97%	1%	1%	0% 0%	0%	F	0.103	0.562	2 370	F	2015
5,10-7)		To				Sewe	ells Pt Rd							
		From				Cul	-de-Sac							
8763) Raleigh Ave	0.15	2000	F	90%	0%	1%	3% 6%	0%	С	0.103	0.594	4 2200	F	2015
$\overline{}$		To	1			Clare	emont St							
O		From					riew Ave							
8765) Sedgefield Dr	0.54	960 To	F	94%	2%	3%	1% 1%	0%	F	0.097	0.538	3 1000	F	2015
			1				potts Rd							
8766) Pleasant Ave	1.18	From <b>870</b>	F	96%	2%	5Th	1% 0%	0%	F	0.095	0.55	940	F	2015
Pleasant Ave	1.10	To	Ė	JU /0	£ /0		ore Dr	U /0	- 1	0.033	0.55	J+0	'	2013
$\widehat{}$		From				US 60	Shore Ave							
<sub>8766</sub> Pleasant Ave	0.49	1300	F	96%	2%	2%	1% 0%	0%	С	0.086	0.618	3 1500	F	2015
<u> </u>		To	1				Bay Street							
Nomina Diser	0.70	From	<u> </u>	000/	10/		nilles Ave	001		0 1 17	0.000	1000	_	0015
Norway Place	0.76	1100 To	F	98%	1%	1% Willow	0% 0% Wood Dr	0%	F	0.147	0.603	3 1200	F	2015
		From	1							_				
8768) Dominion Ave	1.49	1300	F	98%	1%	1%	w Creek Rd 0% 0%	0%	F	0.097	0.53	7 1400	F	2015
0700) 20		To	Ė	3070	. 70		lters Dr							
		From					ore Place							
8770) Alsace Ave	0.16	880	F	98%	1%	1%	0% 0%	0%	F	0.161	0.636	960	F	2015
$\bigcup$		То				Tide	water Dr							
		From					Th St							
8780 Lindenwood Ave	0.52	4100	F	98%	1%	1%	0% 0%	0%	С	0.086	0.500	3 4500	F	2015
		To	1			Tide	water Dr							
O Marilana A	0.00	From		050/	001		nannock Dr	001	_		0.65	4500	_	001-
Muskogee Ave	0.29	1400 To	F	95%	2%	3%	0% 0%	0%	F	0.106	0.660	3 1500	F	2015
		To	1			Tide	water Dr							

						City of Norion	`							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk		From				T. 1								
Philpotts Rd	0.80	1900	F	95%	2%	Tidewater Dr  3% 0%  Sewells Point Ro	0%	0%	С	0.096	0.634	2100	F	2015
Curlew Dr	1.61	2800 To	F	98%	1%	Huntsman Rd 1% 0%  Newtown Rd	0%	0%	F	0.088	0.554	3000	F	2015
35th St	0.22	1300	F	98%	1%	Hampton Blvd	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
35th St	0.47	3200 From	F	98%	1%	Colley Ave	0%	0%	С	0.099	0.54	3400	F	2015
35th St	0.08	3200 From	F	98%	1%	Debree Ave	0%	0%	F	0.094	0.589	3500	F	2015
35th St	0.16	3200 From	F	98%	1%	Llewellyn Ave 1% 0%  Granby St	0%	0%	F	0.106	0.684	3500	F	2015
Mowbray Arch	0.66	580 To	F	98%	1%	Olney Rd W 1% 0% Olney Rd E	0%	0%	F	0.104	0.519	630	F	2015
Tait Terrace	0.09	2300 Te	F	98%	1%	Ballentine Blvd 1% 0% Ingleside Rd	0%	0%	F	0.088	0.52	2400	F	2015
Ocean View Ave	0.44	320 To	F	98%	1%	21St Street 1% 0% 28Th Street	0%	0%	F	0.098	0.714	350	F	2015
Rugby St	0.33	1000 To	F	98%	1%	Tidewater Dr 1% 0% Maltby Ave	0%	0%	F	0.099	0.566	1100	F	2015
B838 Poplar Hall Dr	0.41	From <b>8000</b>	F	99%	1%	122-8644 Glenrock 1% 0% US 58 Va Beach B	0%	0%	С	0.109	0.642	8700	F	2015
Atlantic St	0.07	2300 To	F	96%	0%	A1SR 337 Waterside 2% 1% 122-8585 Main Str	Dr 1%	0%	F	0.133	0.800	2500	F	2015
<sub>9001</sub> )Ramp	0.03	640		I-(		A BAYVILLE STRE	ET FRO			0.122		640	G	2015
<sub>9002</sub> )Ramp	0.13	1200 To	G		1-04-1	New Gate Rd	STREE	1		0.152		1200	G	2015
9017)Ramp	0.10	From	G	93%	0%	I-64 E SR 337 1% 3%	2%	0%	F	0.22		1900	G	2015
9026)Ramp	0.06	From	<u> </u>			I-464 South ROBIN HOOD RO	AD			NA		NA		
16th Pov Ct		From		SI	R 165-N	Ocean View Ave		ROAD		0.000	0.044	700		0015
16th Bay St		720	F			Pleasant Ave				0.093	0.644	790	F	2015
24th St		680	F			Llewellyn Ave Omohundro Ave				0.109	0.523	740	F	2015
36th St		320	F			Killam Ave				0.085	0.516	350	F	2015
		To				Colley Ave								

					City	וטוזטאו וט	in.								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk	From	1			Co	lley Ave									
45th St	1800	F								0.089		0.544	1900	F	2015
	Te				Ham	npton Blvd	ı								
	From				Gle	n Oak Dr				<u> </u>				_	
Albert Ave	100	F				Pugh St				0.128		0.862	110	F	2015
	Fron					n Hood Ro	<u> </u>								
Almeda Ave	3400	F			Koon	11100u Kc	1			0.142		0.731	3700	F	2015
	To				Hen	neman Dr									
	Fron				Cam	postella Ro	d								
Arlington Ave	200	F								0.111		0.64	220	F	2015
	To	9				kwood St									
Berry Hill Rd	300				Broo	okville Rd				0.108		0.568	330	F	201
Derry Timi Tia	<b>300</b>	-			Popl	ar Hall Dr						0.500	330	'	2010
	Fron					Ierrit St				Ì					
Brentwood Dr	1000	F								0.11		0.612	1100	F	2015
	To				G!	lade Rd									
	Fron				Barn	Hollow Ro	d								
Brookville Rd	<b>230</b>	F				1 D				0.097		0.633	250	F	201
	Fron					yberry Dr									
Burksdale Rd	650	F			Old Oce	ean View	Rd			0.098		0.531	710	F	201
Damodalo Ha	To	Ė			С	olin Dr						0.001	7.10	•	
	From				Rid	gefield Dr									
Camellia Rd	450	F								0.104		0.529	490	F	201
	Te				Fa	aber Rd									
0 11 1 14	From		000/	00/		vport Ave		201		2 4 2 2		0.000	200	_	004
Carlisle Way	<b>290</b>	G	98%	0%	1%	0% onial Ave	0%	0%	С	0.106		0.698	290	G	201
	Fron					Grove Rd									
Catherine St	110	F			Oak	Giove Ku				0.134		0.636	110	F	201
	To				Siı	nclair St									
	Fron				We	ellman St									
Chambers St	200	r								0.101	0.571	0.571	220	F	201
	To				Friz	zzell Ave									
Carrama dava Du	Fron				Swa	anson Rd				0.100		0.500	000	_	001
Commodore Dr	280 <sub>то</sub>	F			Ro	dman Rd				0.109		0.536	300	F	201
	Fron					psville Rd				1					
Cornick Rd	190	F			Kelli	psvine Ru	-			0.132		0.643	200	F	201
	To				M	ary Ave									
	Fron				В	eatty St									
Dean Dr	120	F								0.124		0.531	130	F	201
	Te					illard St									
Da alaan Ot	Fron				Sprin	ngfield Ave	3					0.5	00	_	004
Decker St	<b>70</b>	F			Whe	eling Ave				0.12		0.5	80	F	201
	Fron	1				eston Blvd				+					
Dixie Dr	400	F			Gaive	ESTOII BIVO	1			0.126		0.653	430	F	201
	та	Ė			G	ilen Rd									
	From					amon Rd									
Dunway St	140	F								0.123		0.55	150	F	201
	To				Kenn	ebeck Ave	e								
	Fron				Нє	erbert St									
Elmhurst Ave	630	F								0.106		0.698	680	F	201
	To				Th	iomas St									

Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Norfolk	From				Haven Dr									
Evans St	660	F			Haven Di				0.18		0.655	720	F	2015
	To				Stratford St									
	From				Whitney Blvd									
Faulk Rd	200	F							0.106		0.66	210	F	2015
	То				McClure Rd									
	From				Wellman St									
Finney St	100	F							0.134		0.516	110	F	2015
	10				Dead End									
Frank Ot	From	<u> </u>			Pythian Ave						0.5::	100	_	004
Frank St	160 <sub>то</sub>	F			Quincy St				0.14		0.549	180	F	2015
	From													
Gabriel Dr	150				River Oaks Dr				0.132		0.556	160	F	2015
Gabrier Br	То	Ė			Roslyn Dr				7		0.000	100	•	2010
	From				Springmeadow B1	vd								
Gardner Dr	700	G	99%	0%	1% 0%	0%	0%	С	0.097		0.511	700	G	2015
	To				Banning Rd									
	From				Hudson Ave									
George St	820	F							0.093		0.609	890	F	2015
	To				Cabot Ave									
	From				Keene Rd									
Glen Rd	520	F							0.095		0.699	560	F	201
	To				Bee Pl									
	From				Virginia Ave									
Gosnold Avenue	690	G	98%	0%	1% 0%	0%	0%	С	0.091		0.605	690	G	201
	To				Maryland Ave									
	From				New St								_	
Hammet Ave	300 <sub>то</sub>	F			D Ct				0.165		0.583	330	F	201
		1			Dune St									
Hanbury St	540	F			Grandy Ave				0.115		0.521	590	F	201
rianibury St	<b>340</b>				Ballentine Blvd				0.113		0.521	330	'	201
	From	l												
Harmony Rd	1100	F			Raby Rd				0.103		0.636	1100	F	201
riamony ria	То	Ė			Quail Rd						0.000	1100	•	2011
	From				Military Hwy									
Hilton St	1600	F			William y 11w y				0.091		0.557	1700	F	201
	To				Caribou Ave									
	From				Gondola Rd									
Inventors Rd	360	F							0.148		0.614	400	F	2015
	To				Production Rd									
	From				Thurston St									
Iowa Ave	530	F							0.127		0.745	580	F	2015
	To				Bessie St									
	From				Nottoway St									
Jersey Ave	440	F							0.108		0.67	470	F	201
	То				Amherst St									
	From	لِـِـّـا			Sewells Point Ro				_ ل				_	
Kennebec Avenue	1300	G	98%	0%	2% 0%	0%	0%	С	0.093		0.576	1300	G	2015
	To				Humboldt St									
		1			Village Ave								_	004
Min avvia a al Avvi	From	ᄂᆕ								0.519		4	F	.71171
Kingwood Ave	1400	F			V. D 1 D1 1				0.087		0.519	1500	F	201
Kingwood Ave	1400 <sub>To</sub>	F			Va Beach Blvd				0.087		0.519	1500	F	2010
Kingwood Ave  Lancaster St	1400	F			Va Beach Blvd Liberty St				0.087		0.519	740	F 	2015

Available   September   Sept						City of Norio	ıK								
Magnolia Ave	Route	Length AADT	QA	4Tire	Bus				QC		()K		AAWDT	QW	Yea
Listic Creek Rd	tv of Norfolk	Fron	u.			Fagle Ave									
Magnolia Ave	Lion Ave	300	F			Eagle 7110				0.103	0.	528	330	F	2015
Marshell Ave		To	y.			Little Creek Ro	1								
Marshall Ave						Carlllo Ave									
Marshall Ave	Magnolia Ave	1600 <sub>то</sub>	F			Unner Prenden l	DI			0.087	0.	.503	1700	F	2015
Marshall Ave 1000 F		Fron					1.								
McGuinnis Cir   Whiteen Bibd   State   State	Marshall Ave					Officy Rd				0.113	0.	618	1100	F	2015
Millbrook Rd			a:			Brambleton Av	e								
Millibrook Rd		Fron	ac			Whitney Blvd									
Millbrook Rd	McGuinnis Cir		_							0.113	0.	.588	220	F	201
Miller Store Rd    Miller Store Rd   140   F															
Miller Store Rd   2000   F	Millbrook Rd					Colony Pt Rd				0.126	0	539	150	F	2014
Miller Store Rd	WIIIDTOOK T IG	140 To	22			Ruthven Rd				0.120	0.	.505	130	'	201
Miller Store Rd		Fron	1:			Azalea Garden I	₹d								
Mona Avenue	Miller Store Rd	2000	F							0.118	0.	817	2200	F	201
Mona Avenue			х			Wise St									
Murray Ave   100   F	Maria			0001	001		401	001		2.000			0000		60.1
Murray Ave	Mona Avenue		_	99%	υ%		1%	0%	С	0.089	0	1.55	2000	G	201
Murray Ave															
New York Ave   240	Murray Ave					Tarpon PI				0.129	0.	553	180	F	201
New York Ave	a.ray 7.170	Te	00			Azalea Garden I	₹d							•	
Norman Ave   Fine     Tidewater Dr		Fron	n-			Newport Ave									
Norman Ave 620 F 0.108 0.673 680 F 201    Title	New York Ave	240	F							0.097	(	0.5	260	F	201
Norman Ave		Т	Y.			Colonial Ave									
Time	Name and Asse		<u> </u>			Tidewater Dr					0	070	000	_	004
Oxford St	Norman Ave	<b>6∠U</b>	F			Old Ocean View	Rd			0.108	0.	.673	660	Г	201
Oxford St         1400   F   Granby St         0.121   0.697   1600   F   201           Patridge St         980   F   Nimward Rd		Fron	n:				rtu								
Patridge St 980 F	Oxford St	1400	F			Coloniai 71vc				0.121	0.	697	1600	F	201
Patridge St 980 F		Te	33			Granby St									
Palem Rd		Fron	a:												
Pinedale St   120    F	Patridge St										0.	0.749	1100	F	201
Pinedale St   120   F															
Selden Ave   330   F	Dinadala St					Euwanee Pl				0.100	0	E1E	120	_	201
Selden Ave         330 F	Filledale St	1 <b>2U</b>	. <u> </u>			F Chester St				0.122	0.	313	130	Г	201
Selden Ave         330         F         O.11         0.530         360         F         201           Shorewood Dr         Tree         Woodbine Rd         O.142         0.698         320         F         201           Simons Dr         Dixie Dr         O.099         0.664         1300         F         201           Summit Ave         West Ave         O.124         0.594         120         F         201           True         Arkansas Ave         O.103         0.520         2200         F         201           True         Wyoming Ave         O.126         0.537         150         F         201           True         Wakefield Ave         0.126         0.537         150         F         201		Fron	a:												
Shorewood Dr   300   F	Selden Ave	330	F							0.11	0.	530	360	F	201
Shorewood Dr 300 F		Te	):			Cass St									
Simons Dr   1200   From   Dixie Dr   Dixie		Fron				Woodbine Rd									
Simons Dr   1200   F	Shorewood Dr		-							0.142	0.	698	320	F	201
Simons Dr   1200   F										_					
Name	Simons Dr		<u> </u>			Dixie Dr				0.000	0	664	1200	_	201
Summit Ave         110         F         West Ave         0.124         0.594         120         F         201           Tait Terrace         2000         F         Arkansas Ave         0.103         0.520         2200         F         201           Wyoming Ave         Wyoming Ave         0.126         0.537         150         F         201           Tennessee Ave         130         F         0.126         0.537         150         F         201	Ollifolis Di	1 <b>200</b>	22			Marchant Rd				0.099	0.	.004	1300	'	201
Summit Ave         110 F / Try         F         0.124 0.594 120 F 201         201 F 201           Tait Terrace         2000 F O.103 O.520 P O.103 P O.103 P O.104 P O		Fron	n-							i					
Middle Ave	Summit Ave	110	F			050 1110				0.124	0.	594	120	F	201
Tait Terrace         2000         F         0.103         0.520         2200         F         201           From         Wyoming Ave           Tennessee Ave         130         F         0.126         0.537         150         F         201		т	y.			Middle Ave									
To Wyoming Ave           From:         Wakefield Ave           Tennessee Ave         130         F         0.126         0.537         150         F         201						Arkansas Ave									
Wakefield Ave	Tait Terrace		_							0.103	0.520	2200	F	201	
Tennessee Ave 130 F 0.126 0.537 150 F 201															
	Topposoo Ave					Wakefield Ave	:			0.100	•	527	150	_	201
	rennessee Ave		_			Ingleside Rd				0.120	0.	.557	150	۲	201

Route	Length A	ADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ALV OF NOTION		From				Workwood Rd								
Tifton Dr	1	60	F						0.114		0.537	180	F	2015
		To				Lasser Dr								
		From:				George St								
Tuttle Ave		70	F						0.206		0.529	80	F	2015
		To:				Dead End								
		From				Tifton St								
University Dr	2	260	F						0.103		0.65	280	F	2015
		To:				Workwood Rd								
		From:				Old Ocean View Rd								
Vero St	6	650 <u> </u>	F						0.096		0.647	700	F	2015
		To:				Chesapeake Blvd								
		From:				Huntsman Rd								
Welaka Rd	4	40	F						0.171		0.714	40	F	2015
		To:				Kimberly Lane								
		From:				Texas Ave								
Wellington St	2	250 F							0.113		0.586	280	F	2015
		To:				Windermere Ave								