# 2016

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

where available

Jurisdiction Report 64

City of Norfolk City of Portsmouth City of Chesapeake

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

# Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

# Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

# QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

# Route Shield Legend

# Route Systems

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

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

(600) Secondary Route

# Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
$\bigcirc$	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

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

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

Route	Jurisdiction	Lanath	AADT		4Tire	Due		Tru	ck		00	K	QK Dir	AAWDT	- 0
noute	Junsaiction		AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	Factor	AAWDI	QV
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94	ECL Suffolk 74000	Α	92%	0%	1%	1%	6%	0%	С	0.094	0.564	77000	Α
13) (58) (460) Military Highway	City of Offesapeake (Maint. 04)	2.34		<u> </u>	JZ /6	0 76	1 /0	1 /0	0 /6	0 /6	O	0.034	0.504	77000	
13 (58) (460)	City of Chesapeake (Maint: 64)	0.11	I-664 11000	G	92%	0%	1%	1%	6%	0%	F	0.13	0.506	12000	G
13) (58) (460)	To:	0.11	Bus US 13		0270	0 70		170	070	070	•	0.10	0.000	12000	
~~~~~	From:		S 58; SR 19												
13 (460) (191)	City of Chesapeake	0.18	7100	G	91%	1%	2%	2%	4%	0%	F	0.137	0.723	7500	G
<del></del>	To: From:		1, S Military												
13) (460) Military Highway	City of Chesapeake	0.45	5600	G	91%	1%	2%	2%	4%	0%	F	0.151	0.726	5900	C
Combined T	raffic Estimates for 2 Parallel Roadways on	this Route:	5600	G								NA		NA	
	To: From:	•	m I-664; Sha												
13) (460) Military Highway	City of Chesapeake	2.44	8500	G	91%	1%	2%	2%	4%	0%	С	0.150	0.523	9000	C
~ ~	To: From:		I-64												
13) (460) Military Highway	City of Chesapeake	1.37	17000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.527	18000	(
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	US 17 Geo	orge Washin		vy										
13) (460) Military Highway	City of Chesapeake	1.01	20000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.53	22000	(
<del></del>	To: From:	SR	. 196 Canal !	Dr											
13) (460) Military Highway	City of Chesapeake	2.20	33000	Α	97%	0%	1%	1%	1%	0%	С	0.116	0.536	37000	P
<del></del>	To: From:	SR 16	6 Bainbridge	e Blvd											
13 Military Highway	City of Chesapeake	0.31	35000	G	97%	0%	1%	1%	1%	0%	F	0.102	0.514	38000	C
~	To From		I-464												
13 Military Highway	City of Chesapeake	0.78	24000	G	97%	1%	1%	0%	1%	0%	F	0.102	0.514	25000	G
~	To- From:	Ca	ampostella R	Rd											
13 Military Highway	City of Chesapeake	0.65	25000	G	97%	1%	1%	0%	1%	0%	F	0.103	0.591	27000	G
~	To: From:	SR 16	8 Battlefield	l Blvd											
13 Military Highway	City of Chesapeake	0.72	26000	G	97%	1%	1%	0%	1%	0%	F	0.098	0.556	27000	G
<del>~</del>	To: From		Allison Dr												
13 Military Highway	City of Chesapeake	0.41	28000	G	97%	1%	1%	0%	1%	0%	С	0.096	0.603	30000	G
~	To:	Gr	eenbrier Pkv	wy			<b>—</b> —								
13 Military Highway	City of Chesapeake	1.67	32000	G	97%	1%	1%	0%	1%	0%	F	0.094	0.501	34000	(
~	To:		Virginia Be												
13 Military Highway	City of Norfolk	0.85	Virginia B 48000	each G	98%	1%	1%	1%	1%	0%	F	0.104	0.641	52000	
13) Military Highway	Oity of Nortolk	0.00		G	JU /0	1 /0	1 /0	1 /0	1 /0	U /0	'	0.104	0.041	32000	
Military Highway	Tor From	0.05	I-264		079/	10/	10/	00/	10/	00/	F	0.000	0.605	64000	
13) Military Highway	City of Norfolk	0.95	59000	G	97%	1%	1%	0%	1%	0%	г	0.088	0.605	64000	(
~~	From:		Virginia Bea			40/		00/	40/	00/		0.077	0.555	47066	
13 Military Highway	City of Norfolk	1.23	44000	G	97%	1%	1%	0%	1%	0%	С	0.077	0.555	47000	C

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

lurisdiction	Length AADT	ΟΛ	4Tire	Rue					00	K	OK	Dir	AAWDT	ΟW
Gundalotton			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
City of Norfolk	0.26 <b>29000</b>	G	97%	1%	1%	0%	1%	0%	F	0.086		0.510	32000	G
Tor	SR 165 Kempsvill	le Rd												
City of Norfolk	0.62 <b>35000</b>	F	95%	1%	1%	1%	3%	0%	F	0.093		0.606	36000	F
To: From:	I-64													
City of Norfolk		F	95%	1%	1%	1%	3%	0%	F	0.08		0.618	83000	F
From	•													
City of Chesapeake (Maint: 64)										0.136			4400	G
· <u>· · · · · · · · · · · · · · · · · · </u>			IIGHWAY	<u> </u>										
From:														_
			ICIDVAN							0.1			13000	G
I- From:														
City of Chesapeake (Maint: 64)	0.29 <b>6200</b>	G	14							0.124			6200	G
To:	I-464-S FROM R	T 13												
From:			M RT											_
City of Chesapeake (Maint: 64)										0.099			3400	G
From:			1 RT 1											
City of Norfolk (Maint: 64)	0.12 <b>24000</b>	G								0.095			24000	G
To:														
		EST								NΙΛ			NΙΛ	
To:		FROM	RT 1							INA			INA	
From:														
City of Norfolk (Maint: 64)	0.19 <b>8900</b>	G								0.114			8900	G
10: I-2				H										
City of Norfolk (Maint: 64)			LL RD							0.128			2800	G
			H00- MIL	IT						020				
From:											<u> </u>			
City of Norfolk (Maint: 64)	0.08 <b>29000</b>	G								0.086			29000	G
To From:	US 13-S045B TO RT 64 EA	AST & V	VEST?											
City of Norfolk (Maint: 64)	0.35 <b>NA</b>									NA			NA	
To:														
		AST & V	/EST							NΔ			NΑ	
To:		SOUTI	<u> </u>							11/7			11/7	
	City of Norfolk  City of Norfolk  To  From:  City of Chesapeake (Maint: 64)  To  City of Chesapeake (Maint: 64)  To  City of Chesapeake (Maint: 64)  To  From:  City of Chesapeake (Maint: 64)  To  From:  City of Chesapeake (Maint: 64)  To  From:  City of Norfolk (Maint: 64)  To  City of Norfolk (Maint: 64)	SR 165; SR 165   SR	SR 165; SR 166   City of Norfolk   City of Chesapeake (Maint: 64)   City of Chesapeake (Maint: 64)	SR 165; SR 166   SR	City of Norfolk   City of Chesapeake (Maint: 64)   City of Chesapeake (Maint: 64)   City of Norfolk (Maint: 64)   City of Chesapeake (Maint: 64)   City of	SR 165; SR 166   City of Norfolk   0.26   29000   G   97%   1%   1%   0%   1%   0%   0%   1%   0%   0	SR 165 SR 165 SR 166	SR 165 SR 166   City of Norfolk   0.26 29000   G 97%   1% 17%   0% 17% 0%   0%   F 0.086	SR 165 SR 166	SR 165	SRI 165   SRI			

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

Route	Jurisdictio	n Lo	ength	AADT	QA	4Tire	Bus		Tr			QC	K Factor	Dir Factor	AAWDT	QW
South (13) Ramp	City of Norfolk (M	aint: 64)	0.11	9500	G		***						0.086		9500	G
South (13) Ramp	From: City of Norfolk (M	aint: 64)	го коц 0.19	UTE 264 WI <b>7500</b>	EST CO <b>G</b>	LL RD							0.096		7500	G
	To:	I-264-W013X		A ROUTE 1: Carolina Sta		H00- MIL	IT									
George Washington Hwy	City of Chesap		3.58	13000	Α	94%	0%	1%	0%	5%	0%	С	0.1	0.671	13000	Α
(17) George Washington Hwy	City of Chesap	peake (	131-8 6.71	796 Ballaha 13000	ck Rd <b>G</b>	94%	0%	1%	0%	5%	0%	F	0.093	0.723	14000	G
(17) Dominion Blvd	Ta. From: City of Chesap		US 17 ( 3.86	George Wasl	hington I	łwy 95%	0%	1%	1%	3%	0%	F	0.079	0.606	13000	G
17 Dominion Blvd	Tai From: City of Chesap	peake (	SR 0.94	165 Cedar	Rd <b>G</b>	95%	0%	1%	1%	3%	0%	С	0.085	0.581	29000	G
17 Dominion Blvd	Tax From: City of Chesap	peake	SR 16	6 Bainbridge <b>29000</b>	e Blvd	95%	0%	1%	1%	3%	0%	F	0.066	0.696	30000	G
<u></u>	Tac From:		SR 190	) Great Bridg	ge Blvd											
Dominion Blvd	City of Chesap To: From:			<b>42000</b> Dak Grove C		95% r	0%	1%	1%	3%	0%	F	0.074	0.655	44000	G
17 (17) Ramp	City of Chesapeake $_{^{\mathrm{To}}}$	(Maint: 64)	0.30	-464 (Ramp		Se	e US 17	7 for di	rectional	traffic v	olume e	estima	tes for this	segment.		
(17) (464) Ramp	<sup>From</sup> City of Virginia Beach	, ,	0.20	I-64				for dir	rectional	traffic v	olume es	stimat	tes for this	segment.		
	To: From: City of Chesapeake	IS-00064-E(B	4.31	464-N001B I-464	(L)/FRO			for dire	notional t	roffic vo	lumo oo	timat	es for this s	ogmont		
(17) (64)	City of Criesapeake combined Traffic Estimates for 2 Parallel	,		<b>90000</b> I-64	G	93%	1%	1%	1%	5%	0%	F		F 0.506	93000	G
17 64 Ramp	City of Chesapeake	IS-00064-E(B (Maint: 64) 0 3US-00017-P(	0.23	064-E296A(		S	ee I-64	for dire	ectional t	raffic vo	lume es	stimate	es for this s	egment.		
(17) George Washington Hwy	City of Chesap		0.90	I-64 <b>26000</b>	G	97%	0%	1%	1%	1%	0%	F	0.073	0.561	27000	G
George Washington Hwy	City of Chesap		JS 13; U 1.00	JS 460 Milit <b>15000</b>	ary Hwy <b>G</b>	97%	0%	1%	1%	1%	0%	С	0.08	0.607	16000	G
George Washington Hwy	City of Chesap	oeake (	0.63	30000	G	97%	0%	1%	1%	1%	0%	F	0.086	0.639	32000	G
17 George Washington Hwy	To: From: City of Portsm	nouth (		CL Portsmou CL Chesapea 30000		97%	0%	1%	1%	1%	0%	F	0.08	0.591	32000	F
	To:		SR 2	239 Victory	Blvd											

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

								Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	QW
	From:	SR 2	39 Victory	Blvd			27 (XIC	OTTAIC	TTTUI	ZIII		1 dotoi	1 4010	•	
17 George Washington Hwy	City of Portsmouth	0.42	23000	F	97%	0%	1%	1%	1%	0%	F	0.082	0.603	25000	F
	Tec		Darley D.I												
17 George Washington Hwy	City of Portsmouth	0.52	Derby Rd <b>23000</b>	F	97%	0%	1%	1%	1%	0%	F	0.086	0.603	24000	F
George Washington Hwy	Oity of Fortsmouth				31 76	0 70	1 70	1 /0	1 /0	0 70	'	0.000	0.000	24000	'
~~~	From		40 Greenw		0==/						_			.=	
(17) George Washington Hwy	City of Portsmouth	0.31	26000	F	97%	0%	1%	1%	1%	0%	F	0.082	0.631	27000	F
	From:	SR 14 SR 141 Ge	1, Frederick		XIXI										
17 Frederick Blvd	City of Portsmouth	0.70	14000	F	97%	0%	1%	1%	1%	0%	F	0.081	0.555	15000	F
17) Trodollok Bird	only of Fortenioun				07.70	0 70		1 70	1 /0	070	•	0.001	0.000	10000	•
~~~ F	From		7 Portsmout		070/	00/		10/	40/	201	_	0.400	0.010	47000	_
17 Frederick Blvd	City of Portsmouth	0.09	16000	G	97%	0%	1%	1%	1%	0%	F	0.108	0.616	17000	G
	To: From:	124-854	7 Deep Cre	ek Blvd											
17 Frederick Blvd	City of Portsmouth	0.53	22000	G	97%	0%	1%	1%	1%	0%	F	0.095	0.639	23000	G
<u> </u>	To:		I-264												
17 Frederick Blvd	City of Portsmouth	0.35	37000	G	99%	0%	1%	0%	0%	0%	F	0.078	0.51	39000	G
	Tod		D 227 F	"I D.1											
17 Frederick Blvd	City of Portsmouth	0.51	R 337 Turnı <b>28000</b>	G G	99%	0%	1%	0%	0%	0%	F	0.082	0.508	29000	G
17 Frederick Blvd	Oity of Fortsmouth				99 /6	0 /0	1 /0	0 /6	0 /0	0 /6	'	0.002	0.500	29000	G
	To: From:		58 Airline E												
17 Frederick Blvd	City of Portsmouth	0.16	17000	G	99%	0%	1%	0%	0%	0%	F	0.078	0.576	18000	G
	From:		4-8758 High 58, Frederic												
17 High St	City of Portsmouth	0.29	22000	F	99%	0%	1%	0%	0%	0%	F	0.085	0.559	24000	F
(17) Tilgir St	City of Fortamoun				00 70	0 70	1 70	0 70	0 /0	0 70		0.000	0.000	24000	•
~~~	From:		Rodman Ave		2221				221	221	_			.=	
High St	City of Portsmouth	2.13	26000	F	99%	0%	1%	0%	0%	0%	F	0.096	0.599	27000	F
~	To: From:	124-8	3525 Cedar	Lane											
17 High St	City of Portsmouth	0.93	21000	F	99%	0%	1%	0%	0%	0%	F	0.088	0.548	22000	F
<u> </u>	To:	124-852	28 Churchla	nd Blvd											
17 High St	City of Portsmouth	0.21	15000	F	99%	0%	1%	0%	0%	0%	F	0.087	0.542	16000	F
	Tol	124.05	722 TF N	1.0.1											
17 Western Branch Blvd	City of Portsmouth	0.22	532 Tyre No 18000	F	99%	0%	1%	0%	0%	0%	F	0.085	0.526	19000	F
(17) Western Branch Blvd	Tro:		L Chesapea		33 /6	0 /6		0 /6	0 /6	0 /6	'	0.005	0.520	13000	
	From:		CL Portsmo												
17 Western Branch Blvd	City of Chesapeake	0.69	18000	G	99%	0%	1%	0%	0%	0%	F	0.086	0.517	19000	G
	Too	121 052	24 Churchla	nd Div. 1											
(17)	City of Chesapeake	0.56	23000	B Biva	99%	0%	1%	0%	0%	0%	С	0.098	0.518	24000	В
[17]	To:		ECL Suffolk		JJ /0	0 /0		0 /0	U /0	0 /0	J	0.030	0.510	24000	ט
N. II	Eronn						<u> </u>								
North 17 Ramp	City of Chesapeake (Maint: 64)	0.17	7 TO I-64 V									0.148		6300	G
17 Ramp	Ony of Onesapeake (Maint: 64)		6300	G 7 NORT	п							0.148		6300	G
		1-04-W FI	ROM US 17	/ NUKI	11										

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

		Noriok Maintenand	o Alta									
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	Tri			QC	K Q	Dir K Factor	AAWDT	QW
North	From:	US 17 I-64-E296B FROM I	IC 64 EACT	21	Axle 3+Axle	ııralı	21raii		Factor	Factor		
17 Ramp	City of Chesapeake (Maint: 64)		G		_				0.123		6000	G
(17) Hamp	To:	I-64-E FROM US 17 N			7				0.120		0000	ď
N. II	Erony											
North	City of Chesapeake (Maint: 64)	US 17 TO RT 168 SC 0.16 NA	DUTH						NA		NA	
17 Ramp	City of Chesapeake (Maint. 64)		7 NODELL		7				INA		INA	
		I-64-W291B FROM RT 1										
North	From:	US 17 TO RT 464 NO			_				0.400		0000	0
(17) Ramp	City of Chesapeake (Maint: 64)		G		_				0.139		6200	G
<u>~</u>	To: SF	R 168-N015B FROM RT 17 NO										
North	From:	US 17-N017D TO RT 6	4 WEST									
(17) Ramp	City of Chesapeake (Maint: 64)	0.10 <b>NA</b>							NA		NA	
<u> </u>	To:	SR 168-N015A TO RT 6	64 WEST		T							
North	City of Ole and the (Mainte Od)				_				0.000		07000	0
(17) Ramp	City of Chesapeake (Maint: 64)		G		_				0.092		27000	G
	10.	I-64-W I-64-W291X	. Gap									
North	From:	US 17 Dominion B						_				_
(17) Ramp	City of Chesapeake (Maint: 64)		<b>G</b> 95%	0%	<u>1</u> % 1%	3%	0%	F	0.125		21000	G
<u> </u>	To:	I-464 North										
North	From:	US 17 TO ROUTE 264	4 EAST									
17 Ramp	City of Portsmouth (Maint: 64)	0.07 <b>NA</b>							NA		NA	
	To: I-2	264-E FROM ROUTE 17 NORT	'H-FREDRICK BL	,								
North	From:	US 17 TO ROUTE 264	WEST									
17 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>1200</b>	G		_				0.112		1200	G
	To: I-2	64-W FROM ROUTE 17 NORT	H00- FREDERIC	K								
South	From:	US 17 TO I-64 WE	EST									
17 Ramp	City of Chesapeake (Maint: 64)		G		_				0.1		4600	G
17)	To:	I-64-W FROM US 17 S			7				***			-
South	From:	US 17	-		_							
17 Ramp	City of Chesapeake (Maint: 64)		<b>G</b> 95%	0%	<b>-</b> 1 1% 1%	3%	0%	F	0.088		1200	G
17) Hamp	To:	I-64 East	<b>u</b> 9376	0 76	7° 17°	J /6	0 /6	•	0.000		1200	u
South	City of Doubour outle (Mainty CA)	US 17 TO ROUTE	264		_				NIA		NIA	
17 Ramp	City of Portsmouth (Maint: 64)	0.33 <b>NA</b>	VI EDEDEDICI D		-				NA		NA	
	14. I-1	264-E FROM ROUTE 17 SOUT										
South	From:	US 17-S027A TO ROUTE										
(17) Ramp	City of Portsmouth (Maint: 64)	0.14 <b>5500</b>	G		_				0.091		5500	G
<u>~</u>	To: I-2	264-W FROM ROUTE 1700- FF	REDERICK BLVD	)								
Bus	From:	US 17 Dominion B										
17 George Washington Hwy	City of Chesapeake	4.07 <b>4500</b>	<b>G</b> 94%	0%	1% 0%	5%	0%	F	0.109	0.75	4600	G
<u> </u>	To:	SR 165 Cedar Re	d									
Bus	From:				<b></b>			_				_
(17) George Washington Hwy	City of Chesapeake	1.19 <b>25000</b>	<b>G</b> 94%	0%	1% 0%	5%	0%	F	0.073	0.556	26000	G
	To	I-64			1							

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Military I Balance	From:	ECL Suffolk	_	000/	00/	10/	10/	CO/	00/	_	0.004	0.504	77000	
58 (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>74000</b>	Α	92%	0%	1%	1%	6%	0%	С	0.094	0.564	77000	Α
(58) (13) (460)	City of Chesapeake (Maint: 64)	I-664 0.11 <b>11000</b>	G	92%	0%	1%	1%	6%	0%	F	0.13	0.506	12000	G
[58] [13] [460]		SR 191 Jolliff Rd; US 13 M			070		170	070	070	•	0.10	0.000	12000	
ALT Airding Plud	rion:	,			2%	10/	00/	10/	00/	0	0.000	0.50	7000	G
58 460 Airline Blvd	City of Chesapeake	1.72 <b>7300</b> WCL Portsmou	G ith	97%	2%	1%	0%	1%	0%	С	0.088	0.52	7800	G
ALT	From:	ECL Chesapea												
58) (460) Airline Blvd	City of Portsmouth	0.29 <b>12000</b>	F	97%	2%	1%	0%	1%	0%	F	0.087	0.584	13000	F
ALT	To: From:	Greenwood D	r											
58 (460 Airline Blvd	City of Portsmouth	0.20 <b>12000</b>	F	97%	2%	1%	0%	1%	0%	F	0.084	0.52	13000	F
$\sim$	To	Elmhurst Lan	e											
ALT 58 (460) Airline Blvd	City of Portsmouth	1.30 <b>10000</b>	F	97%	2%	1%	0%	1%	0%	F	0.086	0.543	11000	F
38) (460), 1111110 DIVU	Tree Tree		-	01 /0	270		0 70	1 70	0 70	•	0.000	0.040	11000	Ċ
ALT	From:	SR 239 Victory I												
58 460 Airline Blvd	City of Portsmouth	0.28 <b>13000</b>	F	97%	2%	1%	0%	1%	0%	F	0.082	0.545	14000	F
~~~	From	SR 337 Portsmouth		.=./										
58) Airline Blvd	City of Portsmouth	1.40 <b>15000</b>	F	97%	2%	1%	0%	1%	0%	F	0.084	0.536	16000	F
Addison Dhad	From:	US 17 Frederick		070/	40/		40/	40/	00/		0.074	0.505	0.4000	
58 Airline Blvd	City of Portsmouth	0.19 <b>23000</b>	F	97%	1%	1%	1%	1%	0%	F	0.074	0.535	24000	F
Landan Dhid	City of Porton cuth	High St 0.72 <b>20000</b>		070/	10/	10/	10/	10/	00/	С	0.000	0.600	01000	
58 London Blvd	City of Portsmouth		G	97%	1%	1%	1%	1%	0%	C	0.082	0.623	21000	G
Mortin Luther King Freeway	City of Portsmouth (Maint: 64)	SR 141 London I 0.73 <b>37000</b>	Blvd <b>G</b>	97%	1%	10/	1%	10/	0%	F	0.085	0.653	39000	Ċ
Martin Luther King Freeway	City of Fortsmouth (Maint. 64)			9170	I 70	1%	1 70	1%	076	Г	0.065	0.633	39000	
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	SR 164 Western I 0.12 <b>28000</b>	Frwy <b>F</b>	95%	0%	0%	1%	3%	0%	С	0.092	0.515	34000	F
158 Wartin Luther King Freeway	To:	Elizabeth River Midtov			0 76		1 /0	J /6	0 /6	O	0.032	0.515	34000	'
~~~	From:	Martin Luther King I	Freeway	7										
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>28000</b>	F	95%	0%	0%	1%	3%	0%	С	0.092	0.515	34000	F
~ ~	To: From:	ECL Portsmou												
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>28000</b>	F	95%	0%	0%	1%	3%	0%	С	0.092	0.515	34000	F
	From	SR 337 Brambleto SR 337	n Ave											
58 (337) Brambleton Ave	City of Norfolk	0.26 <b>25000</b>	G	96%	0%	0%	1%	3%	0%	F	0.08	0.561	29000	(
$\bigcirc$	To: Econol	Colley Ave												
58 337 Brambleton Ave	City of Norfolk	0.83 <b>32000</b>	G	96%	0%	0%	1%	3%	0%	F	0.075	0.639	37000	C
$\smile$	To:	E SR 337												
58 Duke St	City of Norfolk	E SR 337 Brambleto 0.17 <b>8000</b>	on Ave G	95%	1%	2%	1%	1%	0%	F	0.099	0.68	8700	C
Duke St	City of Norton	Olney Rd	u	90 /6	1 /0		1 /0	1 /0	U /6	'	0.099	0.00	0700	

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

	1 1 1 1 1 1			<b>T</b> ·	_		Tru	ıck		-00	K	Dir	4.4VA/DT	- ^
Route	Jurisdiction		QA 4	ire	Bus	2Axle 3				QC	Factor	QK Facto	. AAWDT	Q
58 (Virginia Beach Blvd	City of Norfolk	Olney Rd 0.07 <b>5800</b>	<b>G</b> 9	95%	1%	2%	1%	10/	0%	F	0.090	0.661	6300	(
Virginia Beach Blvd	City of Norfolk		G 9	15%	170	2% ——	170	1%	0%	Г	0.090	0.001	6300	,
58 Virginia Beach Blvd	City of Norfolk	Boush Street 0.24 <b>5700</b>	<b>G</b> 9	95%	1%	2%	1%	1%	0%	F	0.090	0.607	6200	
Virginia Beach Blvd	City of Norioik	US 460 Monticello Ave; St			1 70	2%	170	170	0%	Г	0.090	0.607	6200	
	From:	Monticello Ave		vu										
Sig Virginia Beach Blvd	City of Norfolk	0.70 <b>14000</b>	<b>G</b> 9	95%	1%	2%	1%	1%	0%	F	0.089	0.597	16000	
~	To: From:	SR 168 Tidewater I												
8 Virginia Beach Blvd	City of Norfolk	0.53 <b>15000</b>	<b>G</b> 9	95%	1%	2%	1%	1%	0%	С	0.091	0.575	16000	
~ <u></u>	To: From:	Park Ave												
Sig Virginia Beach Blvd	City of Norfolk	0.96 <b>17000</b>	<b>G</b> 9	94%	2%	2%	1%	1%	0%	С	0.088	0.531	18000	
<del></del>	To: From:	SR 405 Ballentine B	Blvd											
Virginia Beach Blvd	City of Norfolk	0.88 <b>30000</b>	<b>G</b> 9	94%	2%	2%	1%	1%	0%	F	0.091	0.566	33000	
~	To: From:	Azalea Garden Ro	d			$\neg$ $\vdash$								
Sea Virginia Beach Blvd	City of Norfolk	1.35 <b>30000</b>	<b>G</b> 9	94%	2%	2%	1%	1%	0%	F	0.094	0.633	32000	
~ <u></u>	To: From:	US 13 Military Hw	vy											
S8 Virginia Beach Blvd	City of Norfolk	0.79 <b>26000</b>	<b>G</b> 9	99%	0%	1%	0%	0%	0%	F	0.09	0.514	28000	
~	To	SR 165 Kempsville	Rd			$\neg$								
S8 Virginia Beach Blvd	City of Norfolk	0.93 <b>27000</b>	<b>G</b> 9	99%	0%	1%	0%	0%	0%	С	0.092	0.571	29000	
~	To:	WCL Va Beach; Newto	own Rd											
ast	From:	TO ROUTE 664 EASTS												
Ramp	City of Chesapeake (Maint: 64)		G								0.115		26000	
	10.	I-664-E FROM ROUTE 58,13												
ast	From:	US 58 TO ROUTE 664 WES		ГН							0.070		11000	
Ramp	City of Chesapeake (Maint: 64)	0.17 <b>11000</b> I-664-W FROM ROUTE 58,13	<b>G</b>	ТРА							0.078		11000	
est	From:	US 58 TO ROUTE 664 EAS												
esi 58 Ramp	City of Chesapeake (Maint: 64)		<u>.313001</u>	п							0.097		490	
9)	To:	I-664-E FROM ROUTE 58,13	-	EST										
/est	From:	US 58 TO ROUTE 664 WES	STNORT	ГН										
Ramp	City of Chesapeake (Maint: 64)	0.22 <b>3100</b>	G								0.097		3100	
~ <del></del>	To:	I-664-W FROM ROUTE 58,13	3&460 W	/EST										
~ ~	From:	I-64												
60 (60) Ramp	City of Norfolk (Maint: 64)				1%	1%	1%	3%	0%	F	0.124		6600	
~ ~	10: From:	I-64-E FROM RTS 60 & 143SET ECL Hampton	TTLERS	LAND		-								
60 (64) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09		See	l-64	for direct	tional tr	affic vo	lume es	timate	es for this	segment.		
	fic Estimates for 2 Parallel Roadways	on this Route: 89000	<b>A</b> 9		1%	1%	0%	2%	0%	С	0.076	A 0.51	92000	
	To:	Bayville St									-			

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

Route	Jurisdiction	Length A	ADT OA	4Tire	Bus				QC	K	QK	Dir	AAWDT	. OA
	From		yville St			2Axle 3+	Axle 1Tra	ail 2Trail		Factor		Factor		
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74	yvine St	S	ee I-64 f	or directio	nal traffic	volume e	stimat	es for this	s segn	nent.		
	raffic Estimates for 2 Parallel Roadways of	n this Route: 9	0000 G	96%	1%	1% (	% 2%	0%	F	0.076	F	0.544	91000	G
	To:	4th	View St											
~~ = B	From:		4TH VIEW ST		1046	<u> </u>								
60 (64) Ramp	City of Norfolk (Maint: 64)	0.17		S	ee I-64 f	or directio	nal traffic	volume e	stimat	es for this	s segn	nent.		
	From:		-64 W I-64			-								
60 4th View St	City of Norfolk (Maint: 64)		3000 G	98%	1%	 1% (	% 0%	0%	С	0.092		0.571	14000	G
00)	To:		iew Ave East											
	From:	4th	View St											
60 Ocean View Ave East	City of Norfolk	0.95 <b>1</b>	5000 G	98%	1%	1% (	% 0%	0%	С	0.1		0.522	16000	G
~	To	US 460	0 Granby St											
60 Ocean View Ave East	City of Norfolk		9000 G	98%	1%	1% (	% 0%	0%	F	0.1		0.522	20000	G
<del>\$\tau\tau\tau\tau\tau\tau\tau\tau\tau\tau</del>	To	SD 104 C	haaamaalta Dhud											
60 Ocean View Ave East	City of Norfolk		hesapeake Blvd 6000 G	98%	1%	1% (	% 0%	0%	F	0.091		0.558	17000	G
60) Goodii View / We East	City of Norion				1 70		70 07	0 70	•	0.001		0.000	17000	Č
~~~	From:		Cape View Ave		40/		0/ 00/	00/		0.004		0.540	10000	
60 Ocean View Ave East	City of Norfolk	1.67 <b>1</b>	7000 G	98%	1%	1% (	% 0%	0%	F	0.091		0.519	19000	G
	To: From:	21:	st Street											
60 Shore Dr	City of Norfolk	0.88 <b>2</b>	4000 G	98%	1%	1% (	% 0%	0%	С	0.088		0.545	26000	G
~	To	SR 170 L	ittle Creek Rd											
60 Shore Dr	City of Norfolk		0000 G	99%	0%	1% (	% 0%	0%	F	0.091		0.516	32000	G
	To:	WCL V	irginia Beach											
	From:	US 60 Sett	tlers Landing Ro	I										
Ramp	City of Norfolk (Maint: 64)		6400 G	96%	1%	1%	% 3%	0%	F	0.124			6600	G
	To:	I-0	64 East											
	From:	I-64-E273A US 6	60 FROM & TO	) IS 64										
Ramp	City of Norfolk (Maint: 64)		2500 G							0.12			2500	G
	To:	I-64-E FROM 4	TH VIEW STI	T 60										
	From:	US 60 I-64-W273	3A FROM & TO	D IS 64										
Ramp	City of Norfolk (Maint: 64)		6800 G	3 15 0 .						0.136			6800	G
30)	To:	I-64-W FROM 4TH	H VIEW STRE	ETRT 60										
	From: I-6	4-W FROM OCEAN	I VIEW AVE60	PARALLI	FI.									
$\widetilde{60}$ $\widetilde{60}$ Ramp	City of Norfolk (Maint: 64)		970 G	THUILL	LL					0.124			970	G
\$ 1 P						_								-
60 Ocean View Ave	City of Norfolk		6000 G	98%	1%	1% (	% 0%	0%	С	0.120		0.854	6500	G
60 Ocean View Ave	To.		View St	30 /0	1 /0	1/0	70 070	0 /0	U	0.120		0.054	0300	G
Pomp	From:	2US 60-P I-64-W2		IEW A						0.404			070	^
Pamp Ramp	City of Norfolk (Maint: 64)	0.03	970 G							0.124			970	G

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
ast	From:  Deads Dridge Types   City of Newfalls (Maints C4)		CL Hampton	_	000/	10/	10/	00/	00/	00/	_	0.070			47000	
Hampton Hampton	Roads Bridge Tunnel City of Norfolk (Maint: 64)		45000	A	96%	1%	1%	0%	2%	0%	С	0.079		0.54	47000	F
	Combined Traffic Estimates for 2 Parallel Roadway	•		Α	97%	1%	1% ——	0%	2%	0%	С	0.076	Α	0.51	92000	/
ast	To: From:	]	Bayville St													
(64) $(60)$ Hampton	Roads Beltway City of Norfolk (Maint: 64)		46000	G	96%	1%	1%	0%	2%	0%	F	0.086			46000	(
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	90000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	91000	(
act	To: From:	Δ	4th View St													
ast 64	City of Norfolk (Maint: 64)	1.30	44000	G	96%	1%	1%	0%	2%	0%	F	0.083			44000	(
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	86000	(
	To		Bay Ave				<u> </u>									
ast 64	City of Norfolk (Maint: 64)	1.09	49000	G	96%	1%	1%	0%	2%	0%	F	0.085			50000	
54)	Combined Traffic Estimates for 2 Parallel Roadway			G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	96000	
	Tool		lew Gate Rd			. , ,		0,0	_,,	070	•	0.000			00000	
ast G4	From:			_						221						
34)	City of Norfolk (Maint: 64)		54000	G	96%	1%	1%	0%	2%	0%	F	0.088	_	0.500	56000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	91000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	94000	
ast	To: From:	I-564, U	US 460 Grant	by St												
ast 64)	City of Norfolk (Maint: 64)		57000	Α	96%	0%	1%	1%	2%	0%	С	0.106			61000	
	Combined Traffic Estimates for 3 Parallel Roadway	ys on this Route:	138000	G	98%	0%	0%	0%	1%	0%	F	NA			150000	
ast	To: From:	SR 16	68 Tidewater	Dr			$\Box$									
34	City of Norfolk (Maint: 64)	1.04	52000	G	97%	0%	1%	1%	2%	0%	F	0.1			56000	
	Combined Traffic Estimates for 3 Parallel Roadway	ys on this Route:	131000	G	99%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	142000	
	To	SR 194	Chesapeake	Blvd			<u> </u>									
ast 64)	City of Norfolk (Maint: 64)	1.00	61000	Α	96%	1%	1%	0%	2%	0%	С	0.091			65000	
54)	Combined Traffic Estimates for 3 Parallel Roadway			A	97%	0%	1%	0%	1%	0%	C	NA			159000	
	Too		47 Norview A		* . , .			• , •	.,.							
ast 64	From:				070/	00/		40/	00/	00/	_	0.005			70000	
54)	City of Norfolk (Maint: 64)		68000	G	97%	0%	1%	1%	2%	0%	F	0.085	_	0.004	73000	
	Combined Traffic Estimates for 3 Parallel Roadway			G	97%	0%	0%	0%	1%	0%	г	0.081	F	0.661	165000	
ast	To: From:		65 Military H	wy												
4	City of Norfolk (Maint: 64)	1.19	60000	G	97%	0%	1%	1%	2%	0%	F	0.103			61000	
	Combined Traffic Estimates for 3 Parallel Roadway	ys on this Route:	146000	G	98%	0%	0%	0%	1%	0%	F	NA			156000	
ast	To: From:	US 13, SR !	166 Northamp	oton B	lvd											
64)	City of Norfolk (Maint: 64)	1.74	75000	F	97%	0%	1%	1%	2%	0%	F	0.082			79000	
	Combined Traffic Estimates for 3 Parallel Roadway	ys on this Route:	179000	F	97%	0%	0%	0%	1%	0%	F	NA			193000	
	To:		I-264													

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdictio	n Lengt	n <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-264		.=.					2-1						
64	City of Norfolk (M	,		Α	97%	0%	1%	1%	2%	0%	С	0.102		0.55	79000	A
	Combined Traffic Estimates for 2 Parallel	•	: <b>146000</b> CL Virginia I		97%	0%	1%	1%	2%	0%	С	0.083	Α	0.55	156000	Α
East	From:	W	ECL Norfol													
East 64	City of Virginia Beach	n (Maint: 64) 1.35		Α	97%	0%	1%	1%	2%	0%	С	0.102			79000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 146000	Α	97%	0%	1%	1%	2%	0%	С	0.083	Α	0.55	156000	Α
East	To: From:		Indian River	Rd												
(64)	City of Virginia Beach	n (Maint: 64) 1.57	67000	G	97%	0%	1%	1%	2%	0%	F	0.081			73000	G
04)	Combined Traffic Estimates for 2 Parallel				99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	142000	G
	To:		ECL Chesape													
East	From:		CL Virginia I		070/	00/	101	40/	00/	00/	_	0.004			70000	_
64	City of Chesapeake	'		G	97%	0%	1%	1%	2%	0%	F	0.081			73000	G
<b>O</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 132000	G	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	142000	G
East	To: From:	G	eenbrier Parl	kway												
<del>64</del> )	City of Chesapeake	(Maint: 64) 2.13	46000	G	97%	0%	1%	1%	2%	0%	F	0.08			49000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 95000	G	97%	0%	1%	1%	2%	0%	F	0.074	F	0.521	101000	G
Foot	To: From:	SR	168 Battlefiel	ld Blvd												
East 64	City of Chesapeake	(Maint: 64) 0.58	57000	G	97%	0%	1%	1%	2%	0%	F	0.078			62000	G
04)	Combined Traffic Estimates for 2 Parallel	,			97%	0%	1%	1%	2%	0%	F	0.081	F	0.55	123000	G
	Tol	,	I-464													
East	From:	(Mainta 0.4) 4.04			000/	40/	40/	40/	<b>5</b> 0/	00/	_	0.005			44000	_
64 [17]	City of Chesapeake	,	44000	G	92%	1%	1%	1%	5%	0%	F	0.085	_	0.500	44000	G
	Combined Traffic Estimates for 2 Parallel			G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.506	93000	G
East	Toe From:	US 17 C	eorge Washi	ngton Hy	vy											
64)	City of Chesapeake	(Maint: 64) 1.46	39000	G	92%	1%	1%	1%	5%	0%	F	0.095			40000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 77000	G	93%	1%	1%	1%	5%	0%	F	0.086	F	0.53	78000	G
F	To: From:	US 13, U	S 460 Milita	ry Highw	/ay		<u> </u>									
East 64	City of Chesapeake	(Maint: 64) 2.31	44000	Α	92%	1%	1%	1%	5%	0%	С	0.087			46000	Α
64	Combined Traffic Estimates for 2 Parallel	,		A	93%	1%	1%	1%	5%	0%	C	0.085	Α	0.503	90000	Α
	To:	riodawayo on imo riodic	I-264, I-66		00 /0	1 /0		1 /0	0 70	0 70	Ü	0.000	,,	0.000	30000	,,
East	From:	I-64-E.T	O BAYVILL	E STRE	ET											
(64) Ramp	City of Norfolk (M			G	98%	1%	1%	0%	0%	0%	F	0.133			1800	G
	To:	122-99001- A I	SAYVILLE S	TREET	FROM &											
East	From:		E TO 4TH V													
(64) (60) Ramp	City of Norfolk (M	<u> </u>	5500	G								0.13			5500	G
$\sim$	То:	US 60 US 6	0- 281A FRO	OM & TO	) I-64											
East	From:	I-64-E TO US 4			RT 564 N	Ţ										
64 Ramp	City of Norfolk (M			G								0.1			14000	G
<u> </u>	To:	I-64-E276B	TO RT 460 (	GRANDI	BY ST											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir Factor AAWDT QW
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GRANDBY ST  0.15 <b>8300 G</b> I-564-N FROM RT 64 EAST		0.109	8300 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GRANDBY ST 0.06 NA US 460 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 <b>6300 G</b> I-64-R I-64-R000A FROM 64 EAST		0.282	6300 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO RT 16800- T  0.35 <b>8000 G</b> SR 168 FROM I-64 EAST		0.117	8000 G
East 64 Ramp	City of Norfolk (Maint: 64)	-64-E TO RT 168 NORTH-TIDEWATER DRIVE 0.13 <b>1800 G</b> SR 168 FROM I-64 EAST		0.090	1800 G
East 64 Ramp	City of Norfolk (Maint: 64)	-64-E TO RT 194 SOUTH-CHESAPEAKE BLVD 0.18 <b>2900 G</b> SR 194 FROM I-64 EAST		0.094	2900 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 247 EAST-NORVIEW AVENUE         0.17       3500       G       98%       0%         SR 247 FROM I-64 EAST	1% 0% 1% 0%	C 0.082	3500 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOOD ROAD  0.16 <b>2800 G</b> 122-8636 ALMEDA AVE FROM RT 64 EAST		0.115	2800 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.17 <b>10000 G</b> SR 165 Military Hwy North		0.121	10000 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 13 NORTH 0.19 11000 G US 13 FROM I-64 EAST		0.094	11000 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 0.16 <b>38000 G</b> I-64-E284C TO RT 264 EAST264 WESTR		0.073	38000 G
East 64 Ramp	City of Norfolk (Maint: 64)	0.14 <b>4500 G</b> I-264-W013X FROM RT 64 EAST		0.097	4500 G
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 EAST44 0.17 <b>NA</b> I-264-E013X FROM I-64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E284A TO RT 264 EAST264 WEST  0.45 <b>26000 G</b> I-264-E From RT 64 East		0.08	26000 G

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

		Nortoik Maintenance Area				
Route	Jurisdiction	Length AADT QA 4Tire	Rus	uck 1Trail 2Trail	OC OK	Dir AAWDT QW
East 64 Ramp	City of Virginia Beach (Maint: 6	I-64-E TO RT 407 64) 0.21 <b>7300 G</b> SR 407 FROM I-64 EAST			0.109	7300 G
East 64 Ramp	City of Virginia Beach (Maint: 6	I-64-E TO RT 407 EAST  64) 0.20 <b>17000 G</b> SR 407 SR 407-W004A FROM & TO I-64			0.106	17000 G
East 64 Ramp	City of Chesapeake (Maint: 64	I-64-E289X TO GREENBRIER PARKWAY  4) 0.26 <b>6800 G</b> 95%  131-8665 FROM RT 64 EAST	1% 1% 1%	2% 0%	C 0.124	6800 G
East 64 Ramp	City of Chesapeake (Maint: 64	I-64-E289X TO GREENBRIER PARKWAY  4) 0.25 <b>15000 G</b> 131-8665 FROM RT 64 EAST			0.099	15000 G
East 64 Ramp	City of Chesapeake (Maint: 64	1-64-E BEG. COLL ROAD TO GREENBRIER P. 4) 0.14 <b>25000 G</b> 1-64-E289A TO GREENBRIER PARKWAY	A		0.101	25000 G
East 64 Ramp	City of Chesapeake (Maint: 64		Y W		0.092	19000 G
East 64 Ramp	City of Chesapeake (Maint: 64				0.082	29000 G
East 64 Ramp	City of Chesapeake (Maint: 64		( EA		0.087	13000 G
East 64 Ramp	City of Chesapeake (Maint: 64				NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64		R		NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64	1-64 East 4) 0.27 <b>4000 G</b> 94% SR 168	0% 1% 2%	3% 0%	C 0.097	4000 G
East 64 Ramp	City of Chesapeake (Maint: 64	I-64-E TO RT 168 SOUTH-BATTLEFIELD PAR 4) 0.23 <b>11000 G</b> 98% SR 168 FROM I-64 EAST	0% 0% 0%	1% 0%	C 0.102	11000 G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64	I-64 East 4) 0.60 <b>19000 G</b> I-64 E Exit 290 A			0.099	19000 G
East   1-64 E Exit 290	City of Chesapeake (Maint: 64				0.100	15000 G
East   64   I-64   E   Exit   290	City of Chesapeake (Maint: 64	•			0.096	25000 G

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

			INOTIOIR	viairiteriai		<del>J</del> a											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Foot	From:		* * *	4 E E-1- 200	) D			ZAXIE	e 3+Axle	ııraıl	2 i rail		Factor		Factor		
East (64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.12	4 E Exit 290 <b>14000</b>	G G								0.097			14000	G
64) 1 04 L EXIT 230	Only of Onesapeane												0.007			14000	ч
East	To: From:	]	Ramp From Bu	s SR 168 Ba	ttlefield	Blvd S											
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	NA									NA			NA	
$\overline{}$	To:			I-64 E													
East	From:			I-64 East													
(64) Ramp	City of Chesapeake	(Maint: 64)	0.25	11000	G								0.084			11000	G
	To:			I-464 North													
East	From:		I-64-E TC	RT 104 VI	A RT 46	54											
64 Ramp	City of Chesapeake	(Maint: 64)	0.23	21000	G								0.088			21000	G
$\overline{}$	To:		I-464-S	FROM I-64	1 EAST												
East	From:			I-64 East													
(64) (17) Ramp	City of Chesapeake	(Maint: 64)	0.23	6200	G								0.074			6200	G
$\bigcirc$	To:		US 17 N, G	eorge Wash	ington F	łwy											
East	From:			TO RT 17 S	OUTH												
(64) Ramp	City of Chesapeake	(Maint: 64)	0.21	5000	G								0.100			5000	G
$\overline{}$	To:		US 17 US 17-	N014B FRC	M I-64	EAST											
East	From:			I-64 East													
(64) Ramp	City of Chesapeake	(Maint: 64)	0.31	4600	G								0.142			4600	G
$\overline{}$	To:		US 13; 131-	8599 FROM	I I-64 E	AST											
Rev	From:		Begin Rev	versible Lane	e At I-56	64											
<del>64</del> )	City of Norfolk (M	1aint: 64)	5.99	21000	Α	100%	0%	0%	0%	0%	0%	С	0.194			24000	Α
$\circ$	Combined Traffic Estimates for 3 Parallel	Roadways on	this Route:	155000	G	97%	0%	0%	0%	1%	0%	F	0.081	F	0.661	165000	G
	Too		Ra	mp To I-64	EB			$\neg$									
Rev (64)	City of Norfolk (M	laint: 64)	2.18	19000	F	100%	0%	0%	0%	0%	0%	_	0.179			22000	F
64)	Combined Traffic Estimates for 3 Parallel	,			F	97%	0%	0%				'	NA				r F
	Combined Trainic Estimates for 3 Parallel	Roadways on		End Reversib		97%	0%	0%	0%	1%	0%	Г	INA			193000	Г
	F	1	•			. om											
Rev	City of Nowfolk (M	loint: 64)	I-64-E276C 0.24	I-64-R FRO <b>3300</b>	M 64 E. <b>G</b>	AST							0.201			2200	G
64 Ramp	City of Norfolk (M	laint: 64)		OM H.O.V.		DM		_					0.301			3300	G
	P					-IVI											
Rev 64 Ramp	City of Norfolk (M	loint: 64)	I-64-I 0.02	2100 R TO IS 64 I	EAST <b>G</b>								0.193			2100	G
64 Ramp	City of Norioik (M	iairii. 64)						_					0.193			2100	G
		<u> </u>		FROM HOV													
Rev	From:	Animate CA)	I-64-R I-64-V			A RT							0.050			0000	_
64 Ramp	City of Norfolk (M	iaint: 64)	0.12	6300	G	NI A NI							0.259			6300	G
<u>-</u> -	10:	<u> </u>	I-64-E FROM			JIAN											
West	From:	Animate CA)		CL Hampto		070/	10/	10′	00/	00/	00/	0	0.075			45000	^
64 (60) Hampton Road	ds Bridge Tunnel City of Norfolk (M	,	0.17	44000	A	97%	1%	1%	0%	2%	0%	С	0.075	_	0 = :	45000	A
<u> </u>	Combined Traffic Estimates for 2 Parallel	Hoadways on			Α.	97%	1%	1%	0%	2%	0%	С	0.076	Α	0.51	92000	Α
	Tar		US 60	Ocean View	w Ave												

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

						_		Tru	ck			K		Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
est	From:		Ocean View		000/	40/		40/	00/	00/	_	0.004			45000	
Hampton	Roads Beltway City of Norfolk (Maint: 6	,	45000	G	96%	1%	1%	1%	3%	0%	-	0.081	_	0.544	45000	(
	Combined Traffic Estimates for 2 Parallel Roads			G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	91000	
est	To: From:		4th View St													_
64)	City of Norfolk (Maint: 6	,	43000	G	96%	1%	1%	1%	3%	0%	F	0.072			42000	
	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	86000	
est	To: From:		Bay Ave				<u> </u>									
54	City of Norfolk (Maint: 6	64) 0.90	46000	G	96%	1%	1%	1%	3%	0%	F	0.076			46000	
	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	95000	G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	96000	
	To:	1	New Gate Ro	1			<u> </u>									
est (4)	City of Norfolk (Maint: 6	34) 1.26	37000	G	96%	1%	1%	1%	3%	0%	F	0.077			38000	
04)	Combined Traffic Estimates for 2 Parallel Roads	•		G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	94000	
	To		US 460 Grai							* / *						
est	From:	·			000/	00/		00/	00/	00/	_	0.100			0.4000	
54	City of Norfolk (Maint: 6	,	60000	G	99%	0%	0%	0%	0%	0% 0%	F	0.103			64000	
	Combined Traffic Estimates for 3 Parallel Roads			G	98%	0%	0%	0%	1%	0%	F	NA			150000	
est	To: From:	SR 1	68 Tidewate	er Dr												_
54)	City of Norfolk (Maint: 6	,	59000	Α	99%	0%	0%	0%	0%	0%	С	0.109			62000	
	Combined Traffic Estimates for 3 Parallel Roads	vays on this Route:	131000	G	99%	0%	0%	0%	1%	0%	F	0	F	0.706	142000	
est	To: From:	SR 194	4 Chesapeak	e Blvd												
54)	City of Norfolk (Maint: 6	0.96	66000	Α	97%	0%	0%	0%	1%	0%	С	0.099			70000	
	Combined Traffic Estimates for 3 Parallel Roads	vays on this Route:	148000	Α	97%	0%	1%	0%	1%	0%	С	NA			159000	
	To: From:	SR 2	247 Norview	Ave			_									
est 64	City of Norfolk (Maint: 6	34) 1.24	66000	G	97%	0%	1%	1%	1%	0%	F	0.09			68000	
54)	Combined Traffic Estimates for 3 Parallel Roads	,		G	97%	0%	0%	0%	1%	0%	F	0.081	F	0.661	165000	
	Too	-	65 Military l													
est	City of Norfolk (Maint: 6				97%	00/	10/	10/	10/	00/	_	0.001			70000	
54	Combined Traffic Estimates for 3 Parallel Roads	,	66000	G G	97% 98%	0% 0%	1% 0%	1% 0%	1% 1%	0% 0%		0.091 NA			70000 156000	
	Combined Trainic Estimates for 3 Parallel Roads					076	0%	U 70	1 70	0%	Г	INA			136000	
est	Too From:		166 Northan	•												
54)	City of Norfolk (Maint: 6	'	85000	F	97%	0%	1%	1%	1%	0%	F	0.089			91000	
	Combined Traffic Estimates for 3 Parallel Roads	vays on this Route:	179000	F	97%	0%	0%	0%	1%	0%	F	NA			193000	
/est	To: From:		I-264													
64)	City of Norfolk (Maint: 6	0.83	73000	Α	97%	0%	1%	1%	1%	0%	С	0.091			77000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	146000	Α	97%	0%	1%	1%	2%	0%	С	0.083	Α	0.55	156000	
	То:	WC	L Virginia Be	each												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Len	gth <b>AAD</b> 1	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	(14.1	ECL Nort		2721						_					
64	City of Virginia Beach	, ,			97%	0%	1%	1%	1%	0%	С	0.091			77000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>14600</b>	0 A	97%	0%	1%	1%	2%	0%	С	0.083	Α	0.55	156000	Α
West	To: From:		Indian Rive	er Rd												
64)	City of Virginia Beach	n (Maint: 64) 1.	17 <b>6500</b> 0	) A	100%	0%	0%	0%	0%	0%	С	0.093			69000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>13200</b>	0 G	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	142000	G
W+	To:		ECL Chesa													
Vest 64)	City of Chesapeake		WCL Virginia  65000		100%	0%	0%	0%	0%	0%	С	0.093			69000	Α
04)	Combined Traffic Estimates for 2 Parallel	,			99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	142000	
	Tal		Greenbrier Pa			0,0		0,0	. , 0	0,0	•	0.00		0.00		<u> </u>
Vest	From:	(Mainta 04)			070/	00/	40/	40/	40/	00/	_	0.000			50000	0
64	City of Chesapeake				97%	0%	1%	1%	1%	0%	-	0.083	_	0.504	52000	G
	Combined Traffic Estimates for 2 Parallel				97%	0%	1%	1%	2%	0%	F	0.074	F	0.521	101000	G
Vest	To: From:	S	R 168 Battlef	ield Blvd												
64) (168)	City of Chesapeake	(Maint: 64) 0.5	50 <b>5700</b> 0	) N	97%	0%	1%	1%	1%	0%	Ν	0.089			61000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>11400</b>	0 N	97%	0%	1%	1%	2%	0%	Ν	NA			123000	Ν
W+	To:		US 17 R 168 Battlef													
Vest 64	City of Chesapeake				97%	0%	1%	1%	1%	0%	F	0.089			61000	G
04)	Combined Traffic Estimates for 2 Parallel	,		-	97%	0%	1%	1%	2%	0%	F	0.081	F	0.55	123000	
	Tal		I-464													
Vest	From:	(11.1.20)			2221						_					
64 [17]	City of Chesapeake	,		-	93%	0%	1%	1%	5%	0%	-	0.089			46000	G
	Combined Traffic Estimates for 2 Parallel	-			93%	1%	1%	1%	5%	0%	F	NA			90000	G
Vest	To: From:	SF	R 190 Great B	ridge Blvo	1											
64) (17)	City of Chesapeake	,		-	93%	0%	1%	1%	5%	0%	F	0.182			49000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Roadways	ute: 90000	) G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.506	93000	G
Vest	To: From:	US 1	7 George Was	hington H	Iwy											
64)	City of Chesapeake	(Maint: 64) 1.8	36 <b>3800</b> 0	) G	93%	0%	1%	1%	5%	0%	F	0.092			38000	G
04)	Combined Traffic Estimates for 2 Parallel				93%	1%	1%	1%	5%	0%	F	0.09	F	0.506	78000	G
	Tex		13, US 460 M		vv											
Vest	From:					00/	10/	10/	F0/	00/	0	0.000			44000	^
64	City of Chesapeake Combined Traffic Estimates for 2 Parallel	,			93% 93%	0% 1%	1%	1% 1%	5% 5%	0% 0%	C	0.086 0.085	۸	0.503	44000 90000	A A
	Combined Trainic Estimates for 2 Parallel	nuauways on trils Hol	I-264, I-6		93%	170	1%	1%	5%	U%	C	0.085	Α	0.503	90000	А
Voct	From:	I-64-W TO OC			SO DADAT	IE										
West 64 Ramp	City of Norfolk (M			G	JV FARAL	ناحا						0.102			490	G
0-7	To:		2US 60-P004		N VIEW							5 <b>5.</b>			.00	•

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Qr	Dir AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO 4TH VIEW STREETRT 60 0.18 <b>1800 G</b> US 60 US 60- 281B FROM & TO I-64		0.081	1800	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.15 <b>3700 G</b> 122-8623 Bay Ave		0.187	3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO US 46000- GRANDBY ST 0.11 <b>3900 G</b> US 460 FROM I-64 WEST		0.153	3900	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>6500 G</b> SR 165 Little Creek Rd		0.129	6500	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.11 <b>4600 G</b> SR 168 FROM I-64 WEST		0.109	4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 168 NORTH-TIDEWATER DRIVE 0.21 <b>4500 G</b> SR 168 FROM I-64 WEST		0.133	4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.25 <b>8800 G</b> SR 194 FROM I-64 WEST		0.115	8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 247 WEST00- NORVIEW Ave 0.18 <b>3700 G</b> 98% 0% SR 247 FROM I-64 WEST	 1% 0% 0% 0% 	C 0.130	3700	G
West 64 Ramp	From: I-6 City of Norfolk (Maint: 64)	64-W TO RT 247 WEST-NORVIEW AVENUE  0.13 4900 G 99% 0%  SR 247 FROM I-64 WEST	 0% 0% 0% 0% 	C 0.087	4900	G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 165MILITARY HGWY VIA RO 0.20 <b>9000 G</b> ROBIN HOOD ROAD		0.087	9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13 0.11 <b>24000 G</b> I-64-W282B TO RT 13 SOUTH		0.091	24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b> US 13 FROM RT 64 WEST		NA	NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SOUTH  0.03 NA  WCL Virginia Beach		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

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

Route	Jurisdiction	Length AADT OA ATire Rue	Truck 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WEST 0.13 <b>8700 G</b>	ZAXIE STAXIE ITTAII ZITAII	0.097	8700 G
Ramp	To:	I-264-W013X FROM I-64 WEST		0.007	0700 G
West $64$ Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST44 0.23 <b>26000 G</b>	_	0.08	26000 G
	To:	I-264-E013X FROM I-64 WEST I-64-W TO H.O.V.LANEMEDIAN			
West Ramp	City of Norfolk (Maint: 64)	0.12 <b>3900 G</b>	<b></b>	0.334	3900 G
West	From:	I-64-R I-64-R008A TO & FROM RT I-64-W TO RT 407 EAST			
Ramp	City of Virginia Beach (Maint: 64	4) 0.22 <b>6400 G</b> SR 407 FROM I-64 WEST	$\neg$	0.129	6400 G
West	City of Virginia Beach (Maint: 64	I-64 West 4) 0.20 <b>13000 G</b>		0.086	13000 G
64 Ramp	To:	SR 407 Indian River Rd		0.000	13000 G
West 64 Ramp	City of Chesapeake (Maint: 64)	64-W289X TO GREENBRIER PARKWAY WEST 0.28 <b>6500 G</b> 95% 1%	1% 1% 2% 0%	C 0.116	6500 G
West	To:	131-8665 FROM RT 64 WEST 64-W289X TO GREENBRIER PARKWAY EAST			
64 Ramp	City of Chesapeake (Maint: 64)		<b></b>	0.085	11000 G
West	From: I-(	64-W END COLL ROAD TO GREENBRIER PAR			
Ramp	City of Chesapeake (Maint: 64)		_	NA	NA
West (64) Ramp	City of Chesapeake (Maint: 64)	64-W289B TO GREENBRIER PARKWAY EAST  0.10 NA		NA	NA
West	To From 13	1-8665-E001B FROM GREENBRIER PARKWAY			
Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b> 64-W289A TO GREENBRIER PARKWAY WEST	$\neg$	NA	NA
West (64) Ramp	City of Chesapeake (Maint: 64)			NA	NA
West	To- From: 131-	8665-W001B FROM GREENBRIER PARKWAY W			
64 Ramp	City of Chesapeake (Maint: 64)	0.14 <b>19000 G</b> 64-W END COLL ROAD FROM GREENBRIER P	<u> </u>	0.098	19000 G
West (64) (168) Ramp	City of Chesapeake (Maint: 64)	I-64 W ) 0.18 <b>2900 G</b> 86% 1%		C 0.078	2900 G
04) (108) (1011) P	To:	Bus SR 168 N	70 2/0 9/0 1/0	0.070	2300 G
West (64) Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64)	I-64 West 0.30 <b>9400 G</b> 97% 0%	1% 0% 1% 0%	C 0.105	9400 G
$\overline{}$	To	Bus SR 168 Battlefield Blvd S			

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

			2														
Route	Jurisdiction	n	Length		QA	4Tire	Bus		Trucl 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 168 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.10	I-64 W 15000	G								0.079			15000	G
Nest 64 (168) I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.10	W Exit 29	0 B								NA			NA	
Nest 64 (168) I-64 W Exit 290	City of Chesapeake		Ramp From Bus 0.20	SR 168 Ba	attlefield	Blvd S							NA			NA	
Nest 64) I-64 W Exit 290	City of Chesapeake	(Maint: 64)	I-64 0.12	W Exit 29	0 S								NA			NA	
Nest 64   I-64 W Exit 290	City of Chesapeake		Ramp From Bus	SR 168 Ba	ittlefield	Blvd N							NA			NA	
Nest	City of Chesapeake	(Maint: 64)	Ramp 0.51	to I-64 E Ex	xit 289								NA			NA	
West	To:			I-64 W Oak Grove C													
Ramp Between SR 168 and I-464	City of Chesapeake	(Maint: 64)		3300 -464; US 17	<b>G</b>	95%	0%	1%	1%	3%	0%	F	0.131			3400	G
Nest Ramp	City of Chesapeake	(Maint: 64)	0.49	I-64 West <b>8900</b> SR 168	G								0.102			8900	G
Nest Ramp	City of Chesapeake		US 17-N017A 0.05 SR 168-P FROM	NA				<u> </u>					NA			NA	
Vest 64 Ramp	From: City of Chesapeake		I-64-W BEGIN 0.40 I-64-W	COLL ROA  NA  US 17-N01		RT 464							NA			NA	
Vest 64 Ramp	From:  City of Chesapeake	(Maint: 64)	0.20	I-64 West 2600 Great Bridge	<b>G</b>								0.087			2600	G
Vest 64 Ramp	From: City of Chesapeake	(Maint: 64)	0.24	I-64 West <b>5500</b> US 17	G	95%	0%	1%	1%	3%	0%	F	0.092			5800	G
Vest 64 Ramp	From: City of Chesapeake		64-W TO RT 13 0.23 US 13 I	00- MILIT.  4700 FROM I-64	G	GHWAY							0.088			4700	G
141)George Washington Hwy	City of Portsm	outh	US 17 0.36	7 Frederick 17000	Blvd <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.085		0.688	18000	F
141)George Washington Hwy	City of Portsm	outh	SR 0.48	337 Elm A 12000	ve <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.102		0.616	12000	F

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length I	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	Ports	mouth Blvd											
(141)Effingham St	City of Portsmouth	0.76	22000 F	98%	1%	1%	0%	0%	0%	F	0.095	0.748	24000	F
	To: From:		I-264											
(141)Effingham St	City of Portsmouth	0.18	28000 F	98%	1%	1%	0%	0%	0%	F	0.077	0.517	29000	F
	Tot	S	South St											
(141)Effingham St	City of Portsmouth		25000 G	98%	0%	1%	0%	1%	0%	F	0.07	0.568	26000	G
	To	ĭ	High St											
141)Effingham St	City of Portsmouth		22000 G	98%	0%	1%	0%	1%	0%	F	0.07	0.594	23000	G
141) 3	To:	Lor	ndon Blvd											
	From:		ingham St											
141 London Blvd	City of Portsmouth	0.33 2	24000 G	98%	0%	1%	0%	1%	0%	F	0.091	0.747	26000	G
<u>~</u>	To: From:	E	Elm Ave											
141)London Blvd	City of Portsmouth	0.83 2	27000 G	98%	0%	1%	0%	1%	0%	С	0.087	0.752	29000	G
	To:	MLK	King Freeway											
	From:		AMP TO IS 264	ļ										
141)Ramp	Norfolk Maintenance Area	0.15	NA								NA		NA	
<u> </u>	To:	I-264-E; 124-99013	3-E000A FROM	RT 141-										
North	From:		ROUTE 264 WE	EST										
141)Ramp	City of Portsmouth (Maint: 64		2700 G								0.233		2700	G
<u> </u>	10:	I-264-W FROM ROU			ST									
South	From:		ROUTE 264 WE	EST										_
141 Ramp	City of Portsmouth (Maint: 64		2200 G	CHANCE							0.132		2200	G
		I-264-W FROM ROU		IGHAM S I										
Mastaria Francisco	City of Doubles outle (Mainte Co		L Suffolk	050/	00/	00/	10/	40/	00/	_	0.100	0.54	F7000	_
164 Western Freeway	City of Portsmouth (Maint: 64	1) 0.88 5	50000 F	95%	0%	0%	1%	4%	0%	С	0.102	0.54	57000	F
	To: From:		ne Point Rd											
164 Western Freeway	City of Portsmouth (Maint: 64	1.35	53000 G	95%	0%	0%	1%	4%	0%	F	0.089	0.635	59000	G
<u> </u>	To: From		edar Lane											
164)Western Freeway	City of Portsmouth (Maint: 64	1.73	45000 G	95%	0%	0%	1%	4%	0%	F	0.089	0.635	54000	G
<u> </u>	To: From:	West	Norfolk Rd			<u> </u>								
164)Western Freeway	City of Portsmouth (Maint: 64	1.81	46000 G	95%	0%	0%	1%	4%	0%	F	0.089	0.635	52000	G
$\bigcirc$	To:	US 58, SR 337 N	Martin Luther Ki	ng Fwy										
	From:	Bus US 17 Geo	orge Washington	Hwy										
165)Moses Grandy Trail	City of Chesapeake	2.70 1	14000 G	98%	1%	1%	0%	0%	0%	С	0.091	0.53	15000	G
$\smile$	To:	US 17 I	Dominion Blvd											
165)Cedar Rd	City of Chesapeake		25000 G	98%	1%	1%	0%	0%	0%	F	0.082	0.55	27000	G
	- To:	Ralla M	Mill Rd West			—								
165)Cedar Rd	City of Chesapeake		32000 G	98%	1%	1%	0%	0%	0%	F	0.095	0.603	34000	G
(100) 30000 110	ony or orrosupeane	2.01		00/0	. /0	. /0	0 /0	0 /0	0 /0		0.000	0.000	3 1000	J

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

					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4 l ire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q
	From:	131-8798 Bells M												
65)Cedar Rd	City of Chesapeake	1.73 <b>28000</b>	G	98%	1%	1%	0%	0%	0%	F	0.08	0.546	29000	(
Dura .	To: From	Bus SR 168 Battle	efield Blvd			$\Box$ $\vdash$								
Bus 165)(168)Battlefield Blvd	City of Chesapeake	0.26 <b>32000</b>	G	99%	0%	1%	0%	0%	0%	С	0.083	0.505	34000	(
165 168 Battlefield Blvd	Only of Officsapeane			JJ 70	0 70	1 70	0 70	0 70	0 70	O	0.000	0.505	34000	•
	To- From:	BUS SR 168 Battl								_				
65 Mt Pleasant Rd	City of Chesapeake	0.75 <b>21000</b>	G	97%	1%	1%	1%	1%	0%	F	0.120	0.551	22000	
<u> </u>	To- From	SR 168 Great Brid				$\Box$ $\vdash$								
65)Mt Pleasant Rd	City of Chesapeake	2.57 <b>20000</b>	G	97%	1%	1%	1%	1%	0%	С	0.1	0.511	22000	
<u> </u>	To	131-866 Centery	ille Tnke											
65)Mt Pleasant Rd	City of Chesapeake	4.53 11000		97%	1%	1%	1%	0%	0%	С	0.116	0.547	12000	
03)	T-1													
Mt Discount Dd	City of Changage	131-8667 Fentress 0.91 <b>11000</b>		070/	1%	1%	10/	0%	0%	F	0.117	0.634	12000	
65 Mt Pleasant Rd	City of Chesapeake			97%	176	1%	1%	0%	0%	Г	0.117	0.634	12000	
	From:	WCL Virginia WCL Virginia Beach, SR		wn Rd										
65)Kempsville Rd	City of Norfolk	1.00 <b>20000</b>		98%	1%	1%	0%	0%	0%	С	0.093	0.628	21000	
65) remperme rid	only of Honoin			0070	1,0		0 70	0 / 0	070	Ū	0.000	0.020	21000	
	From	US 58 Virginia B					221			_				
65)Kempsville Rd	City of Norfolk	1.57 <b>12000</b>		98%	1%	1%	0%	0%	0%	F	0.102	0.582	13000	
	From:	US 13 Northamp												
65) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>29000</b>		97%	1%	1%	0%	1%	0%	F	0.086	0.510	32000	
65 13 166 Northampton Blvd	City of Norioik	SR 166, U		31 /0	1 /0	1 /0	0 /0	1 /0	0 /6	'	0.000	0.510	32000	
	From:	S 13 Northampton Blvd; SR		s Anne F	Rd									
65) Military Hwy North	City of Norfolk	0.62 <b>42000</b>		98%	1%	1%	0%	0%	0%	F	0.106	0.674	46000	
00)	T-													
Military I han Namb	From:	I-64	G	98%	10/	1%	0%	00/	0%	F	0.000	0.59	00000	
65 Military Hwy North	City of Norfolk	0.60 <b>26000</b>	G	90%	1%	170	0%	0%	0%	Г	0.088	0.59	28000	
	To: From:	SR 192 Azalea G												
65)Military Hwy North	City of Norfolk	0.39 <b>23000</b>	G	98%	1%	1%	0%	0%	0%	С	0.086	0.544	25000	
	To:	SR 247 Norvie	ew Ave			$\neg$ $\vdash$								
65) Military Hwy North	City of Norfolk	1.65 23000		98%	1%	1%	0%	0%	0%	F	0.089	0.51	25000	
30)	,													
Little Creek Dd	From:	SR 170 Little C		070/	10/	10/	10/	10/	00/	_	0.005	0.500	07000	
65 Little Creek Rd	City of Norfolk	0.12 <b>33000</b>	G	97%	1%	1%	1%	1%	0%	F	0.085	0.536	37000	
	To: From:	SR 194 Chesape												
65)Little Creek Rd	City of Norfolk	0.58 <b>23000</b>	G	97%	1%	1%	1%	1%	0%	F	0.087	0.582	25000	
	To	Tidewater & Sewe	lls Point Rd			$ \vdash$								
65)Little Creek Rd	City of Norfolk	0.86 <b>22000</b>		97%	1%	1%	1%	1%	0%	F	0.093	0.639	24000	(
30)	To	NHS Char				i.	,-	, -						
	From	I-64												
65)Little Creek Rd	City of Norfolk	0.36 <b>24000</b>	G	97%	1%	1%	1%	1%	0%	F	0.077	0.516	27000	(
	To:	US 460 Gran	ıbv St											

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

						T	-1-			17	Di-		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	Q'
	From:	US 460 Granby St			1	<del></del>				. 4010.			
65)Little Creek Rd	City of Norfolk	1.19 <b>20000 F</b>	98%	1%	1%	0%	0%	0%	С	0.080	0.71	21000	
<u> </u>	To	Diven St											
65)Little Creek Rd	City of Norfolk	0.78 <b>12000</b> G	98%	1%	1%	0%	0%	0%	F	0.085	0.592	13000	
100)	To:	SR 337 Hampton Blvd											
	From:	SR 165 I-564-S000A FROM RT 56	4 SOU										
1 <sub>65</sub> )Ramp	City of Norfolk (Maint: 64)	0.11 <b>5700 G</b>								0.077		5700	
	То:	I-64-E FROM RT 165 NORTH & S	OUTH										
orth	From:	SR 165 TO I-64 WEST											
Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>								NA		NA	
<u></u>	To	122-99026- A RROM ROBIN HOOD	POAD										
orth	From:		KOAD							0.000		2000	
65 Ramp	City of Norfolk (Maint: 64)	0.11 <b>9300 G</b>	THOUND !	* 7						0.090		9300	
	10.	-64-W FROM RT 16500- MILITARY I	HIGHWA	Y									
De interidence Divert	From:	US 17 Dominion Blvd	000/	40/		40/	40/	00/	F	0.400	0.705	4000	
66 Bainbridge Blvd	City of Chesapeake	2.05 <b>4200 G</b>	89%	1%	2%	4%	4%	0%	F	0.123	0.785	4800	
	To: From:	SR 190 Great Bridge Blvd											
166)Bainbridge Blvd	City of Chesapeake	0.69 <b>9400 G</b>	89%	1%	2%	4%	4%	0%	С	0.100	0.541	11000	
<u> </u>	Toe From:	US 13 Military Hwy			$\neg$								
166)(460)Bainbridge Blvd	City of Chesapeake	0.74 <b>11000 N</b>	96%	1%	1%	0%	2%	0%	Ν	0.097	0.596	12000	
	To	Freeman Ave											
166)(460)Bainbridge Blvd	City of Chesapeake	1.25 <b>11000 G</b>	96%	1%	1%	0%	2%	0%	F	0.090	0.509	12000	
	To	Chesapeake Dr											
166) 460 Bainbridge Blvd	City of Chesapeake	0.81 <b>9200 G</b>	96%	1%	1%	0%	2%	0%	С	0.088	0.575	9800	
166 (460) Dailibridge Bivd	To:	SR 337 Poindexter St	30 /0	1 /0		0 /0	2 /0	0 70	O	0.000	0.575	3000	
	From:	Bainbridge Blvd											
166)(460)Poindexter St	City of Chesapeake	0.56 <b>7300 G</b>	98%	0%	1%	0%	0%	0%	С	0.098	0.558	7800	
	Too	Liberty St			$\lnot$ $\blacksquare$								
166)(460)22nd St	City of Chesapeake	0.39 <b>5800 G</b>	98%	0%	1%	0%	0%	0%	F	0.121	0.584	6200	
	To:	SCL Norfolk											
	From:	NCL Chesapeake											
166 (460) Wilson Rd	City of Norfolk	0.65 <b>9000 G</b>	98%	0%	1%	0%	0%	0%	F	0.109	0.604	9700	
<u> </u>	From:	Campostella Ave Wilson Rd											
166) 460 (168) Campostella Rd	City of Norfolk	0.73 <b>50000 G</b>	96%	1%	1%	1%	1%	0%	F	0.113	0.783	55000	
166 (460) (168) Sampotona Ha	and a second		0070	170		170	1 /0	0 70	•	0.110	0.700	00000	
Dramblatan Ava	City of Norfalls	Kimball Terr	069/	10/	10/	10/	10/	00/		0.000	0.614	40000	
166 460 168 Brambleton Ave	City of Norfolk	0.30 <b>45000 G</b>	96%	1%	1%	1%	1%	0%	С	0.082	0.614	49000	
	To: From:	US 460 Brambleton Ave			⋽								
166) Park Ave	City of Norfolk	0.45 <b>14000 G</b>	97%	1%	1%	1%	0%	0%	С	0.088	0.508	16000	
<u></u>	To: From:	US 58 Va Beach Blvd											
166)Park Ave	City of Norfolk	0.14 <b>13000 G</b>	97%	1%	1%	1%	0%	0%	F	0.09	0.515	14000	
	To:	Princess Anne Rd											

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

									Tru	ck			K	Dir		
Route	Jurisdicti	ion l	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	AAWDT r	QW
	Prox	om:		Park Ave												
166 Princess Anne Rd	City of No	rfolk	0.65	17000	G	97%	1%	1%	1%	1%	0%	F	0.083	0.524	18000	G
<u> </u>	T Fro	Fo: om:		Ierrimac Av												
166 Princess Anne Rd	City of No	rfolk	0.30	18000	G	97%	1%	1%	1%	1%	0%	F	0.083	0.51	19000	G
<u> </u>	T Fros	Fo: om:		allentine Blv	vd											
166 Princess Anne Rd	City of No	rfolk	0.95	21000	Α	97%	1%	1%	1%	1%	0%	С	0.097	0.551	23000	Α
$\stackrel{\sim}{=}$	T Fro	To: om:	Aza	ılea Garden	Rd											
166 Princess Anne Rd	City of No	rfolk	1.46	20000	G	97%	1%	1%	1%	1%	0%	F	0.087	0.518	22000	G
	T Fro	To- om:	US 1	3 Military l	Hwy											
166) (13) (165) Northampto	on Blvd City of No	rfolk	0.26	29000	G	97%	1%	1%	0%	1%	0%	F	0.086	0.510	32000	G
	T	To:		Princess A												
166) (13) Northampton Blvd	City of No	rfolk	0.62	65 Military <b>35000</b>	F F	95%	1%	1%	1%	3%	0%	F	0.093	0.606	36000	F
166 13 Northampton Blvd	2 Oily 01 1101		0.02		•	0070	1,0		1 70	070	0 70	·	0.000	0.000	00000	•
166) (13) Northampton Blvd	City of No	rfolk	0.20	I-64 <b>80000</b>	F	95%	1%	1%	1%	3%	0%	F	0.08	0.618	83000	F
166 13 Northampton Bive	Total	To:		Virginia Be		33 /0	1 /0		1 /0	<b>3</b> 70	0 70	•	0.00	0.010	00000	
	Fro	om:		Carolina Sta				<u> </u>								
168 Battlefield Blvd	City of Chesa	apeake	1.79	25000	A	97%	0%	1%	1%	1%	0%	С	0.156	0.513	24000	Α
100	,		D 160 Day	ttlefield Blv	d. Callb	uah Dd										
168 Chesapeake Expresswa	ay City of Chesapeake	XIII.	2.92	10000	G Gaile	97%	0%	1%	1%	1%	0%	F	0.086	0.744	9200	G
100) == =									.,.	. , .	- , ,					
168)Chesapeake Expresswa	ay City of Chesapeake	Bus SR 168	2.94	10000	G G	97%	0%	1%	1%	1%	0%	F	0.086	0.744	9200	G
166 Onesapeane Expressive	ay of Griddapound	- (Maint: 102)				01 70	0 70		1 /0	1 /0	0 70	•	0.000	0.7 -	0200	u
Chocanoako Evprocewa	City of Changaparko	(Maint: TOL)	0.25	illcrest Pkw 36000	G G	97%	0%	1%	1%	1%	0%	F	0.086	0.744	33000	G
168 Chesapeake Expresswa	ay City of Chesapeake	(Mairit. TOL)				9170	0%	1 70	1 70	170	076	г	0.000	0.744	33000	G
Creat Dridge Drigge	Tiproces	om:		nd Toll Roa		070/	00/	10/	10/	10/	00/	F	0.00	0.070	00000	
168 Great Bridge Bypass	City of Chesa	ареаке	1.76	36000	G	97%	0%	1%	1%	1%	0%	Г	0.09	0.673	33000	G
	Fro	For om:		168 Battlefi												
168 Great Bridge Bypass	City of Chesa	apeake	0.20	31000	G	97%	0%	1%	1%	1%	0%	F	0.085	0.588	29000	G
	T From	To: om:		Hanbury Rd												
168 Great Bridge Bypass	City of Chesa	apeake	1.50	47000	G	97%	0%	1%	1%	1%	0%	F	0.088	0.644	44000	G
<u> </u>	T Fro	Fo: om:	SR 16	5 Mt Pleasa												
(168) Great Bridge Bypass	City of Chesa	apeake	2.49	76000	G	97%	0%	1%	1%	1%	0%	F	0.096	0.707	71000	G
$\stackrel{\smile}{=}$		To-	Bus SR	168 Battlefi	eld Blvd											
168 Oak Grove Connector	City of Chesa	apeake	1.82	75000	G	97%	0%	1%	1%	1%	0%	F	0.091	0.658	70000	G
$\overline{}$	T Em	To:		I-64												
168 (64)	City of Chesapeak	e (Maint: 64)	0.50			S	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s segment.		
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this	Route:	114000	N	97%	0%	1%	1%	2%	0%	Ν	NA		123000	Ν
	т	To:		I-64; US 17												

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

Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		-Truck xle 1Trai		QC	K Factor	Dir Factor	AAWDT	QV
	From:	SR 168 CD Rd										
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	5	See I-64 fo	r direction	al traffic v	olume es	stimat	es for this s	egment.		
	To: From:	Ramp to Bus SR 168	3 S									
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	5	See I-64 fo	r direction	al traffic v	olume e	stimat	es for this s	egment.		
	To- From	Ramp From SR 168										
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20		See I-64 fo	r direction	al traffic v	olume es	stimat	es for this s	egment.		
$\bigcirc$	To: From:	Ramp to SR 168, Bus S Ramp to Bus SR 16										
168) (64) Ramp	City of Chesapeake (Maint: 64)	0.18		See I-64 fo	r direction	al traffic v	olume es	stimat	es for this s	eament.		
100) (04) 1	та									-9		
Bus	From:	Bus SR 168										
168 Battlefield Blvd	City of Chesapeake		N 99%	0%	1% 0	% 0%	0%	N	0.08	0.509	74000	N
	From:	End Bus SR 168 I-64; US 17										
168)Battlefield Blvd	City of Chesapeake	·	<b>G</b> 96%	1%	1% 1	% 2%	0%	F	0.108	0.578	39000	G
	To	US 13 Military Hw	v									
168 Battlefield Blvd	City of Chesapeake		<b>G</b> 96%	1%	1% 1	% 2%	0%	F	0.080	0.505	23000	G
100)	To	Campostella Rd										
168)Atlantic Ave	City of Chesapeake		<b>G</b> 96%	1%	1% 1	% 2%	0%	F	0.095	0.583	15000	C
108)	To:		<b>G</b> . <b>GG</b> /G	. , 0	-,,	,	0 / 0	•	0.000	0.000	.0000	_
168)Atlantic Ave	City of Chesapeake	Providence Rd 1.16 <b>17000</b>	<b>F</b> 96%	1%	1% 1	% 2%	0%	С	0.116	0.535	19000	F
168)/ (liante / 100	City of Chesapeane			1 70	- · · · · ·	70 270	070	Ü	0.110	0.000	10000	•
168 Atlantic Ave	City of Chesapeake	Old Atlantic Avenu 0.39 <b>8700</b>	G 96%	1%	1% 1	% 2%	0%	F	0.102	0.630	9300	G
168 Atlantic Ave	Oity of Offesapeake			1 /0	1/0 1	/0 2/0	0 /6	'	0.102	0.030	9300	G
Compostella Pd	City of Chesapeake	SR 246 Liberty Rd 0.35 <b>15000</b>	<u>I</u> <b>G</b> 96%	1%	1% 1	20/	0%	F	0.093	0.594	16000	G
168 Campostella Rd	City of Chesapeake		<b>G</b> 90%	1 70	170 1	% 2%	0%	Г	0.093	0.594	16000	G
Compostalla Dd	From:	SCL Norfolk	000/	10/	10/ 1	00/	00/		0.000	0.010	01000	
168 Campostella Rd	City of Norfolk	0.52 <b>20000</b>	<b>G</b> 96%	1%	1% 1 	% 2%	0%	F	0.098	0.618	21000	G
	From:	SR 407 Indian River										
168 Campostella Rd	City of Norfolk		<b>G</b> 96%	1%	1% 1	% 2%	0%	F	0.098	0.657	28000	G
	From:	US 460 Wilson Rd	1									
168) 460 (166) Campostella Rd	City of Norfolk		<b>G</b> 96%	1%	1% 1	% 1%	0%	F	0.113	0.783	55000	G
	To	Kimball Terr										
168)(460)(166)Brambleton Ave	City of Norfolk		<b>G</b> 96%	1%	1% 1	% 1%	0%	С	0.082	0.614	49000	G
100/400/100/	To	Park Ave										
168)(460)Brambleton Ave	City of Norfolk		<b>G</b> 96%	1%	1% 1	% 1%	0%	F	0.082	0.558	38000	G
100/(400)=	ты			. , ,	- <i>i</i> '		3,0	•	0.0 <b>0L</b>	0.000	22000	_
168 Tidewater Dr	City of Norfolk	0.31 <b>35000</b>	<b>G</b> 98%	0%	1% 0	% 1%	0%	F	0.082	0.508	38000	G
108) Hoewater Di	Oity Of NOTION			0 /0	1/6 0	/U I/O	U /0	'	0.002	0.500	30000	G
Tidourator Dr	City of North	US 58 Va Beach Bl		00/	10/ 0	)/ 40/	00/		0.004	0.500	00000	
168 Tidewater Dr	City of Norfolk	0.89 <b>33000</b> Lindenwood Ave	<b>G</b> 98%	0%	1% 0	% 1%	0%	F	0.081	0.503	36000	G

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

		Nortoik Main	teriariee A	ıca			Tru	al.			K	D		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK Fac	$\Delta\Delta$ WD	T QV
	From:	Lindenw	ood Ave											
168 Tidewater Dr	City of Norfolk	0.81 <b>31</b> 0	000 G	98%	0%	1%	0%	1%	0%	F	0.080	0.5	14 34000	G
	To: From:		well Dr											
Tidewater Dr	City of Norfolk	1.03 <b>39</b> 0	000 A	98%	0%	1%	0%	1%	0%	С	0.089	0.5	22 43000	) A
	From:		ew Ave											
168 Tidewater Dr	City of Norfolk	1.11 390	000 G	98%	0%	1%	0%	1%	0%	F	0.085	0.5	17 43000	G
Tidous to Dr	From		64	000/	00/	10/	00/	00/	00/		0.005	0.0	10 01000	
168 Tidewater Dr	City of Norfolk		000 G	99%	0%	1%	0%	0%	0%	F	0.085	0.6	18 31000	G
Tidoustor Dr	City of Norfalls	SR 165 Litt 1.29 <b>16</b> 0		99%	0%	10/	00/	00/	00/	С	0.101	0.0	57 17000	
168 Tidewater Dr	City of Norfolk		000 G	99%	0%	1%	0%	0%	0%	C	0.101	0.6	57 17000	G
168)Tidewater Dr	City of Norfolk	Bay Vio	ew Blvd	99%	0%	1%	0%	0%	0%	F	0.11	0.5	40 13000	G
168 / I'dewater Di	City of Nortolk			99 /0	0 /6	1 /0	0 /6	0 /6	0 /0	'	0.11	0.5	+0 13000	C
168)Tidewater Dr	City of Norfolk		Granby St 600 G	99%	0%	1%	0%	0%	0%	F	0.115	0.5	67 9400	G
168) Fidewater 21	To:		in View Ave	0070	0 70		070	0 /0	0 70	•	0.110	0.0	0400	
North	From:	SR 168; 1SR 168-		015B										
168)Ramp	City of Chesapeake (Maint: 64)		A			-					NA		NA	
$\smile$	To:	US 17-N017C T	O RT 64 WI	EST										
North	From:	SR 168; 1SR 168-		)15A										
168 Ramp	City of Chesapeake (Maint: 64)	0.28 <b>N</b>	IA								NA		NA	
North	To: From:	SR 168-N015C TO F	RT 17 SOUT	H & 190										
168)Ramp	City of Chesapeake (Maint: 64)	0.05 <b>67</b>	'00 G								0.142		7300	G
North	To From: US	S 17-N017B FROM RT	17 NORTH	TO 464 NO	OR									
168)Ramp	City of Chesapeake (Maint: 64)	0.07 <b>56</b>	00 G								0.127		5900	G
1	To:	I-64-W291A		•										
North	From:	SR 168-N015B TO F	RT 17 SOUT	H & 190										
168 Ramp	City of Chesapeake (Maint: 64)		Α								NA		NA	
	To:	SR 168-S015A TO R		H & 190										
North Domp	City of Norfolk (Maint: 64)	SR 168 TO 0.27 <b>51</b>	I-64 WEST <b>G</b>								0.107		5100	_
168 Ramp		0.27 <b>51</b> 64-W FROM RT 168 N		WATER D	RI						0.107		5100	C
North	From:	SR 168; 122-8626 TC			TCI									
168)Ramp	City of Norfolk (Maint: 64)		00 G	e mor							0.105		5200	
		64-E FROMRT 168 NO		ATER DR	IV									
South	From:	1SR 168-P												
168 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>15</b> 0	000 G								0.084		16000	(
South	Ta: From:	SR 168-N015C TO F	RT 17 SOUT	H & 190										
168)Ramp	City of Chesapeake (Maint: 64)	0.29 <b>N</b>	IA								NA		NA	
	To:	US 17 SR 190 FROM	1 & TO RT 4	64,64 &										

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

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	ΩK	Dir octor	AAWDT	QW
South 168 Ramp	City of Norfolk (Maint: 64)		O I-64 EAST 8500 G	ATED D	DI						0.090			3500	G
South	From:		O I-64 WEST	ATER DI	XI										
168 Ramp	City of Norfolk (Maint: 64)	0.13 <b>3</b> I-64-W FROM RT 168	SOUTH TIDES	VATED D	DI						0.102			3100	G
Bus	From:	SR 168 Chesapeake Ex													
Battlefield Blvd	City of Chesapeake		6000 G	97%	0%	1%	1%	1%	0%	F	0.09	0.	666	17000	G
Bus	To: From:	Indian	Creek Rd												
168 Battlefield Blvd	City of Chesapeake	1.55 <b>2</b>	0000 G	97%	0%	1%	1%	1%	0%	F	0.09	0.	631	21000	G
Bus	To: From:	Center	rville Tpke												
68 Battlefield Blvd	City of Chesapeake	3.78 <b>2</b>	0000 G	97%	0%	1%	1%	1%	0%	F	0.084	0.	646	21000	C
Bus	To: From:	SR 168 Grea	at Bridge Bypas	S											—
Battlefield Blvd	City of Chesapeake	0.28 7	7400 G	99%	0%	1%	0%	0%	0%	F	0.086	0.	557	7900	C
Bus	To: From:	131-8802	2 Hanbury Rd												
68 Battlefield Blvd	City of Chesapeake	1.70 <b>1</b>	3000 G	99%	0%	1%	0%	0%	0%	F	0.087	0.	531	14000	C
Bus	To: From:	SR 165 S, Mount Ple	easant Rd, Johns	stown Rd											
168 165 Battlefield Blvd	City of Chesapeake	0.26 <b>3</b>	2000 G	99%	0%	1%	0%	0%	0%	С	0.083	0.	505	34000	G
Bus	To: From:	SR 165 No	rth; Cedar Road												
68 Battlefield Blvd	City of Chesapeake	1.24 <b>3</b>	8000 G	99%	0%	1%	0%	0%	0%	F	0.085	0.	560	40000	(
Bus	From:	SR 190 Gr	eat Bridge Blvd												
Battlefield Blvd	City of Chesapeake	0.17 <b>3</b>	9000 G	99%	0%	1%	0%	0%	0%	F	0.085	0.	611	41000	C
Bus	To: From:	SR 168 Grea	at Bridge Bypas	S											
Battlefield Blvd	City of Chesapeake	1.39 <b>4</b>	1000 G	99%	0%	1%	0%	0%	0%	F	0.082	0.	657	43000	C
Bus	To: From:	Hollywood R	d; Oak Grove R	ld											
88 Battlefield Blvd	City of Chesapeake	0.68 5	2000 G	99%	0%	1%	0%	0%	0%	F	0.090	0.	622	55000	C
Bus	To: From:	Vol	vo Pkwy												
68 Battlefield Blvd	City of Chesapeake	0.58 <b>7</b>	0000 G	99%	0%	1%	0%	0%	0%	F	0.08	0.	509	74000	C
Bus	To: From:		I-64												
68 168 Battlefield Blvd	City of Chesapeake		0000 N	99%	0%	1%	0%	0%	0%	Ν	0.08	0.	509	74000	١
	To:		attlefield Blvd												
Bus 168 Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64		R 168 NB <b>1000 G</b>	99%	0%	0%	0%	0%	0%	С	0.081			11000	G
	To		4- WB												

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

						Truc	:k			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	' QW
Bus	From:	Bus SR 168 NB	.=-/			221			_				
168 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	0.18 <b>9500 G</b>	97%	0%	1%	0%	1%	0%	С	0.08		9500	G
	10.	I-64- EB											
Bus	City of Channella (Maint C4)	SR 168 Battlefield Blvd S		00/	2%	10/	20/	0%	С	0.076		2000	_
168 Ramp	City of Chesapeake (Maint: 64)	0.17 <b>3600 G</b> I-64 W	94%	0%	2%	1%	3%	0%	C	0.076		3600	G
_	Paral Paral		. ~										
Bus	City of Chesapeake (Maint: 64)	Bus SR 168 Battlefield Blvd 0.35 <b>3300 G</b>	86%	1%	1%	2%	9%	1%	С	0.094		3300	G
168 Ramp	To:	I-64 E	00 /6	1 /0	1 /6	2 /0	3 /6	1 /0	O	0.034		3300	u
	From	SR 165 N Military Hwy			1								
170 Little Creek Rd	City of Norfolk	1.08 <b>24000 G</b>	98%	0%	1%	0%	1%	0%	F	0.084	0.528	26000	G
170)2.11.10 0.1001.11.10	any or remain			0 70		0 70	1 /0	0 70	•	0.001	0.020	20000	ŭ
170)Little Creek Rd	City of Norfolk	Halprin Drive 0.48 <b>24000 G</b>	98%	0%	1%	0%	1%	0%	F	0.086	0.508	26000	G
1/0 Little Greek Hu	City of Norton	0.46 <b>24000 G</b>	90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.000	0.300	20000	G
	From:	SR 192 Azalea Garden Ro											
170 Little Creek Rd	City of Norfolk	1.09 <b>22000 G</b>	98%	0%	1%	0%	1%	0%	F	0.088	0.52	24000	G
	10.	US 60 Shore Drive											
Crost Bridge Blod	From:	SR 166 Bainbridge Blvd		00/	10/	00/	00/	00/	0	0.000	0.511	4000	_
190 Great Bridge Blvd	City of Chesapeake	0.83 <b>4000 G</b>	93%	0%	1%	3%	2%	0%	С	0.096	0.511	4200	G
	To: Prom:	131-8763 Campostella Ro			<del>-</del>								
190 Great Bridge Blvd	City of Chesapeake	0.30 <b>8400 G</b>	93%	0%	1%	3%	2%	0%	F	0.096	0.605	8900	G
	To: From:	I-64											
190)Great Bridge Blvd	City of Chesapeake	0.26 <b>13000 G</b>	98%	0%	1%	1%	0%	0%	F	0.085	0.655	14000	G
$\overline{}$	To: From:	US 17 Dominion Blvd			<u> </u>								
190)Great Bridge Blvd	City of Chesapeake	2.34 <b>12000 G</b>	98%	0%	1%	1%	0%	0%	С	0.101	0.615	13000	G
$\bigcirc$	То	Bus SR 168 Battlefield Blv	/d										
(190) Kempsville Rd	City of Chesapeake	0.48 <b>29000 G</b>	97%	0%	0%	2%	1%	0%	F	0.093	0.588	31000	G
	To	Clearfield Ave											
190)Kempsville Rd	City of Chesapeake	0.81 <b>30000 G</b>	97%	0%	0%	2%	1%	0%	С	0.093	0.539	32000	G
190). tobee	only on onlocapeding		0.70	0,0		_,,	. , 0	0,0	Ū	0.000	0.000	02000	<b>.</b>
190 Kempsville Rd	City of Chesapeake	Greenbrier Pkwy 1.81 <b>21000 G</b>	99%	0%	0%	1%	0%	0%	F	0.103	0.526	22000	G
190 Rempsville Hu	Oity of Offesapeake		33 /6	0 76	0 /6	1 /0	0 /6	0 /6	'	0.103	0.520	22000	u
	From:	Volvo Pkwy	000/	00/		10/	00/	001	_	0.400	0.500	05000	_
190 Kempsville Rd	City of Chesapeake	0.49 <b>24000 G</b>	99%	0%	0%	1%	0%	0%	F	0.103	0.526	25000	G
-		WCL Virginia Beach											
	City of Channalia	SR 191, S Military Hwy	010/	10/	20/	20/	40/	00/	F	0.107	0.700	7500	_
191/(13)(460)	City of Chesapeake	0.18 <b>7100 G</b> AIRLINE BLVD	91%	1%	2%	2%	4%	0%	г	0.137	0.723	7500	G
	From:	US 58 Airline Blvd			+								
(191) Jolliff Rd	City of Chesapeake	2.22 <b>3000 G</b>	98%	0%	1%	1%	0%	0%	С	0.132	0.649	3200	G
$\smile$	To:	Dock Landing Rd											

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

						Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Dock Landing Rd											
191)Jolliff Rd	City of Chesapeake	0.91 <b>3800 G</b>	99%	0%	0%	0%	0%	0%	С	0.121	0.502	4000	G
$\smile$	To:	SR 337 Portsmouth Blvd											
	From:	SR 165 Military Hwy											
192) Azalea Garden Rd	City of Norfolk	2.02 <b>12000 G</b>	97%	1%	1%	1%	1%	0%	F	0.107	0.564	13000	(
	To:	SR 170 Little Creek											
	From:	SR 166 Princess Anne Rd											
194)Sewells Point Rd	City of Norfolk	1.63 <b>12000 G</b>	97%	1%	1%	0%	1%	0%	С	0.092	0.689	13000	(
<u> </u>	То:	Chesapeake Blvd											
Observation Physics	From:	Norview Ave	070/	40/	10/	00/	40/	00/	_	0.004	0.504	40000	,
194 Chesapeake Blvd	City of Norfolk	0.87 <b>17000 G</b>	97%	1%	1%	0%	1%	0%	F	0.084	0.504	19000	(
	To: From:	I-64											
194)Chesapeake Blvd	City of Norfolk	0.85 <b>25000 G</b>	97%	1%	1%	1%	0%	0%	F	0.081	0.607	27000	(
<u> </u>	To	SR 165 Little Creek Rd			$\neg$ $\vdash$								
194)Chesapeake Blvd	City of Norfolk	1.31 <b>23000 G</b>	97%	1%	1%	1%	0%	0%	F	0.082	0.598	25000	(
	To	Bay View Blvd											
194)Chesapeake Blvd	City of Norfolk	0.61 <b>12000 G</b>	97%	1%	1%	1%	0%	0%	F	0.085	0.582	13000	(
194) 6.100 ароало 2.17	T.J		0.70	. , ,	.,,	. , 0	0,70	0 / 0	·	0.000	0.002	.0000	
Change and Blad	From:	Chesapeake St 0.48 <b>6400 G</b>	079/	10/	10/	10/	00/	0%	С	0.007	0.505	7000	(
Chesapeake Blvd	City of Norfolk	0.48 <b>6400 G</b> US 60 Ocean View Ave	97%	1%	1%	1%	0%	0%	C	0.087	0.565	7000	(
	Famil												
North	City of Norfolk (Maint: 64)	SR 194 TO I-64 WEST 0.18 <b>1600 G</b>								0.103		1600	(
194 Ramp		4-W FROM RT 194 NORTH-CHES	ADEAVEI	Dī	_					0.103		1600	
	T-U		AI LAKE I	DL									
South	City of Norfolk (Maint: 64)	SR 194 TO I-64 EAST 0.13 <b>8700 G</b>								0.112		8700	G
194 Ramp		4-E FROM RT 194 SOUTH-CHESA	DEAKER	ρī						0.112		6700	
	From:		II EAKE D	DL									
Const Dr		US 13 Military Hwy 0.96 <b>16000 G</b>	98%	0%	0%	1%	1%	0%	С	0.106	0.582	17000	C
196)Canal Dr	City of Chesapeake	US 17 George Washington Hy		076	0%	170	1 70	0%	C	0.106	0.562	17000	
	Famil		w y										
Viotory Plyd	City of Portsmouth	SR 337 Portsmouth Blvd 0.22 <b>7700 F</b>	96%	0%	1%	1%	2%	0%	F	0.087	0.612	8200	F
Victory Blvd	City of Portsilloutif	0.22 7700 F	90%	0%	1 70	170	270	0%	Г	0.067	0.012	0200	Г
	From	US 58 Airline Blvd			<u> </u>								
239 Victory Blvd	City of Portsmouth	0.33 <b>21000 F</b>	96%	0%	1%	1%	2%	0%	F	0.084	0.514	22000	F
<u> </u>	To: From:	I-264											
239)Victory Blvd	City of Portsmouth	0.59 <b>22000 F</b>	96%	0%	1%	1%	2%	0%	С	0.081	0.506	23000	F
$\smile$	To	Greenwood Dr											
239 Victory Blvd	City of Portsmouth	1.08 <b>17000</b> F	96%	0%	1%	1%	2%	0%	F	0.083	0.549	18000	F
200)	то!			- / -		,-		- , -	•				
	From:	Deep Creek Blvd											
239)Victory Blvd	City of Portsmouth	0.44 <b>18000 F</b>	93%	1%	1%	3%	3%	0%	F	0.079	0.606	19000	F

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Vistam, Dhad	From:		orge Washin	-	-	10/	10/	00/	00/	00/	_	0.10		0.000	11000	_
Victory Blvd	City of Portsmouth	0.42	10000	G	93%	1%	1%	3%	3%	0%	С	0.12		0.860	11000	(
Victory Blvd	City of Portsmouth	0.83	Frailey Pl 6100	F	93%	1%	1%	3%	3%	0%	F	0.113		0.822	6500	F
239 Victory Biva	Only of Fortsmouth				30 /6	1 /0	1 /0	J /6	J /6	0 /6	'	0.113		0.022	0300	٠
239)Victory Blvd	City of Portsmouth	0.55	Afton Pkwy 6700	F	93%	1%	1%	3%	3%	0%	F	0.106		0.796	7100	F
239)	To:		337 Elm A						- , -	• , •						
	From:	SR 239 I-264-W	/003A TO A	AND FR	OM RT											
39 Ramp	City of Portsmouth (Maint:	64) 0.11	NA									NA			NA	
	To: From:		MONT AVE													
39 Ramp	City of Portsmouth (Maint:	,	5900	G								0.091			5900	•
	From		W FROM R		C A CITE											
39)Ramp	City of Portsmouth (Maint:	64) CAVALIER	5700	<b>G</b>	EAST							0.075			5700	
39)	To:		E FROM R									0.07.0			0.00	
	From:	US 4	60 Poindext	ter St												
46)Liberty St	City of Chesapeake	0.39	7200	G	97%	0%	1%	0%	1%	0%	С	0.092		0.604	7700	
<u> </u>	Tac From:	I	atham Stree	et												
46 Liberty St	City of Chesapeake	0.37	4500	G	97%	0%	1%	0%	1%	0%	F	0.091		0.568	4800	
	100		8 Camposte													
247)26th St	City of Norfolk	SR 3: 0.63	37 Hampton 4400	Blvd <b>G</b>	97%	1%	1%	0%	1%	0%	E	0.101			4800	
247 /2011 31	Combined Traffic Estimates for 2 Parallel Roadwa			G	97%	1%	1%	0%	1%	0%	F	0.081	F	0.566	15000	
	To:		Colonial Ave			.,,		0,0	. , 0	0,0		0.00.	•	0.000	.0000	
247)26th St	City of Norfolk	0.10	9800	G	97%	1%	1%	0%	1%	0%	F	0.116			11000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	19000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.682	21000	
	To: From	I	lewellyn Av	/e			_									
247)26th St	City of Norfolk	0.17	10000	G	97%	1%	1%	0%	1%	0%	F	0.111			11000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	20000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	22000	
	To: From:		Ionticello Av													
247)26th St	City of Norfolk	0.23	10000	G	97%	1%	1%	0%	1%	0%	С	0.103	_		11000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	20000	G	97%	1%	1%	0%	1%	0%	F	0.082	F	0.587	22000	
	To From:	0.01	Church St		070/	10/		00/	40/	201		0.405			0000	
47)26th St	City of Norfolk	0.21	8600	G	97%	1%	1%	0%	1%	0%	F	0.105	_	0.500	9300	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Houte:		G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.533	20000	
afavotta Plud	Titel Promit City of Norfolk	1.07	27th St <b>16000</b>	G	97%	1%	1%	0%	1%	0%	F	0.084		0.576	17000	
Lafayette Blvd	City of Nortolk				3/70	1 70	170	U%	1 70	U%	Г	0.084		0.576	17000	•
Lafayette Blvd	City of Norfolk	SR 1 0.66	68 Tidewate	er Dr <b>G</b>	97%	1%	1%	0%	0%	0%	С	0.088		0.556	19000	
247 Lalayelle bivu	City of Norion		esapeake Bl		31 /0	1 /0	1 /0	U /o	U /0	U /o	U	0.000		0.550	19000	,

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

		1401101111	viaintenanc	,												
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	Q)
				<u> </u>			2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor	,	
	From:		afayette Blvd		0==/						_					
Chesapeake Blvd	City of Norfo		17000	G	97%	1%	1%	0%	0%	0%	F	0.082		0.561	19000	(
<u> </u>	To: From:		4 Sewells Poin													
247)Norview Ave	City of Norfo		nesapeake Blvd 20000	G	97%	1%	1%	0%	0%	0%	F	0.086		0.522	22000	
247 Norview Ave	Oity of Norte	OIK 0.29	20000	u	31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.000		0.522	22000	
	To: From:		I-64													
Norview Ave	City of Norfo		23000	G	98%	0%	1%	0%	0%	0%	С	0.074		0.543	25000	
<u> </u>	To:	SR 1	65 Military Hy	wy												
East	From:		47 TO I-64 EA	AST												
247)Ramp	City of Norfolk (Ma	aint: 64) 0.20	12000	G	99%	1%	0%	0%	0%	0%	С	0.081			12000	
	To:	I-64-E FROM RT 24	47 EAST-NOR	RVIEV	W AVENU	JΕ										
West	From:	SR 24	47 TO I-64 EA	AST												
247)Ramp	City of Norfolk (Ma		6900	G	99%	0%	0%	0%	0%	0%	С	0.077			6900	
1	To:	I-64-E FROM RT 24	47 WEST-NOF	RVIEV	W AVENU	JE										
Vest	From:	SR 247 JOHN	C CTDEET TO	1 64	WEST											
247)Ramp	L City of Norfolk (Ma		4100	G	99%	0%	1%	0%	0%	0%	С	0.071			4100	
247)1141119	To:	I-64-W FROM RT 2-		-			Ť	0 70	0 70	0 70	Ŭ	0.071			1100	
	Eron.				VV 21 V E2 V V	OL.										
0745 C4	City of North		37 Hampton B		97%	10/	10/	00/	10/	00/	_	0.000			10000	
247)27th St	City of Norfo		9600	G		1%	1%	0%	1%	0%	С	0.092	_		10000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.081	F	0.567	15000	
_	To: From:	I	lewellyn Ave													
247)27th St	City of Norfo		10000	G	97%	1%	1%	0%	1%	0%	F	0.079			11000	
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	20000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	22000	
	To:		R 247 26Th St													
	From:	IS-00264-E008A(L)/IS	S-00264-W008	8A(I)	/TO BERI	(LE										
264 337 Ramp	City of Norfolk (Ma		NA	011(0)	TO BEIG							NA			NA	
204) (397) ************************************	To:	1SR-00337-P(L)/122		A(U)/T	O RT 464	S										
	From		A I-264-W014													
Ramp	L City of Norfolk (Ma		NA	AIO	1-04							NA			NA	
264 / (апр	To:		M I-264 EAST	Γ &τ <b>W</b> /	FST							14/3			14/-1	
	From:		C I-264-W0140	СТО	I-64											
Ramp	City of Norfolk (Ma		NA									NA			NA	
<u> </u>	10.	I-64-W FRON	I I-264 EAST	& WI	EST44											
East	From:		I-64; I-664													
264)	City of Chesapeake	,	29000	G	96%	0%	1%	1%	2%	0%	F	0.129			31000	
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	56000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	59000	
	то	Wi	CL Portsmouth	h												
East	From:									_						
264)	City of Portsmouth (		29000	G	96%	0%	1%	1%	2%	0%	F	0.129			31000	
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	56000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	59000	(
	To:	Gr	eenwood Drive	e												

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

		NOTIOIR	viaintenan	icc Air	Ja			Tru	al.			V				—
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QI
East	From	Gr	eenwood Dri	ive			ZANIC	3+Axic	TITALI	ZIIali		1 actor		1 actor		
264)	City of Portsmouth		25000	G	96%	0%	1%	1%	2%	0%	F	0.246			28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	55000	(
	To	SR	239 Victory I	Blvd												
East 264)	City of Portsmouth		25000	Α	96%	0%	1%	1%	2%	0%	С	0.136			28000	,
264)	Combined Traffic Estimates for 2 Parallel	,		Ā	96%	0%	1%	1%	2%	0%	С	0.101	Α	0.627	55000	,
	To Thomas Traine Estimates for 2 Taraner				0070	0 70		1 /0	270	0 70	Ü	0.101	,,	0.027	00000	,
ast ALT	From		7 Portsmouth													
264)(460)	City of Portsmouth	'	20000	G	96%	0%	1%	1%	2%	0%	F	0.136	_		25000	(
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	96%	0%	1%	1%	2%	0%	F	80.0	F	0.679	54000	(
ast ALT	To From	US	7 Frederick	Blvd												
264)(460)	City of Portsmouth	(Maint: 64) 0.99	32000	G	96%	0%	1%	1%	2%	0%	F	0.099			34000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	66000	
	To	D	es Moines A	ve												
East ALT	City of Portsmouth	-	30000	G	96%	0%	1%	1%	2%	0%	E	0.099			32000	
264) 460 (	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	1%	2%	0%	, E	0.099	F	0.577	62000	
	Combined Traine Estimates for 21 araner				30 /6	0 70	1 /0	1 /0	2 /0	0 /6	'	0.03	'	0.577	02000	
ast ALT	To From		41 Effinghai	m St												
264)(460) Elizabeth Rive			40000	G	96%	0%	1%	1%	2%	0%	F	0.111			43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	
ast ALT			WCL Norfolk	ζ.												_
264) 460 Elizabeth Rive	r Downtown Tunnel City of Norfolk (N	Maint: 64) 0.55	40000	G	96%	0%	1%	1%	2%	0%	F	0.111			43000	
.04)(400)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	
	To	-	-464, SR 337	7												
East ALT 264 460 (337) Berkley	Bridge City of Norfolk (N			G	96%	0%	1%	1%	2%	00/	_	0.096			55000	
264 460 337 Berkley	City of Noriok (Noriok (Noriok) Combined Traffic Estimates for 2 Parallel	,	51000	G	96% 96%	0% 0%	1%	1%	2% 2%	0% 0%		0.096	Α	0.667	104000	
	Combined Trainc Estimates for 2 Faraner				90 /6	0 /6	1 /0	1 /0	2/0	0 /6	'	0.000	^	0.007	104000	
ast	To From		ALT US 460	)												_
<del>264)</del> (337)	City of Norfolk (N	Maint: 64) 0.26	48000	N	96%	0%	1%	1%	2%	0%	Ν	0.096			52000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	N	96%	0%	1%	1%	2%	0%	Ν	0.085	F	0.508	100000	
ast ALT	To	SR 3	37 Tidewate	er Dr												
ast ALT 64) 460 (337)	City of Norfolk (N	Maint: 64) 0.65	48000	G	96%	0%	1%	1%	2%	0%	F	0.096			52000	
04)(400)(331)	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.508	101000	
		-				- / 0		. , •		- / 0			•			
ast	From		0 Brambleto								_	_				
264)	City of Norfolk (N Combined Traffic Estimates for 2 Parallel	•	53000	G	96%	0% 0%	1% 1%	1% 1%	2% 2%	0%	F	0.108	_		62000	
. /				G	96%					0%	F	0.088	F	0.601	126000	

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

									Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		_	-		QC	Factor	QK	Factor	AAWDT	QW
East	From	c .		)5 Ballentine	Blvd												
264)	·	,		52000	G	96%	0%	1%	1%	2%	0%	F	0.11			60000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	109000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	124000	G
East			US	13 Military l	Hwy												
264)	City of Norfolk (N	Maint: 64)	1.05	34000	G	98%	0%	1%	1%	1%	0%	F	0.116			41000	G
(204)	•	,	Route:	NA									0.086	F	0.575	NA	
	To				Reltway	r											
East Virginia Pagab Norfalk F	From City of Norfolk (A						00/	00/	20/	10/	00/	_	0.005			112000	C
264) Virginia Beach Norioik E		,												_	0.520		
	To						0 /6	0 /0	1 /0	0 /6	0 /6	'	0.076		0.529	223000	G
East	From	:	511011101		, ngiiii	Бешен											
Ramp	City of Portsmouth	(Maint: 64)	0.32	2600	G								0.109			2600	G
	To		124-854	0 E, Greenv	vood Dr												
East	From	· I	-264-E T	O GREENW	OOD D	R											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.10	3200	G								0.093			3200	G
$\overline{}$	То		124-85	40 FROM I	RT 264												
East	From	c		I-264 East													
Ramp	City of Portsmouth	(Maint: 64)											0.083			5700	G
	10																
East	From	(Mainte CA)											0.005			0100	_
264 Hallip	City of Portsmouth	(IVIAITIL 64)											0.085			2100	G
East	From	1 264 E				r BI VD											
(264)Ramp	City of Portsmouth		0.25	140	G	KBLVD							0.690			220	G
204)	То					REDERIC	K										
East	Note   Section   Clay of Norfock (Maint: 64)   2.34   52000   G   89%   0%   17%   1%   2%   0%   F   0.11     0.0000   G																
(264)Ramp	Clay of Norfice   Condend   Conden																
$\overline{}$	Section   Carry   Section   Carry																
East	Second   Company   Compa																
Ramp	City of Portsmouth												0.158			2100	G
	10																
East	Section   Sect																
264 hallip	Note																
East	Second   Company   Compa																
(264)Ramp	City of Nortice   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   NA																
<u> </u>	City of Norface   Charles   Charle																
East	Note   Substitution   Clay of Nortice (Maint: 64)   Clay of Nort																
264 Ramp	City of Portsmouth	(Maint: 64)											0.140			2700	G
<u> </u>	10		CRAW	FORD STR	EET S												

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

		TVOITOIN WAITHCHAI	icc Aica					
Route	Jurisdiction	Length AADT	QA 4Tire Bus	s 2Axle 3+Axle 1T		QC K QK Factor	Dir Factor AAWD	T QW
East	From:	IS-00264-E(L)/TO ROUTI	E 464 SOUTH					
Ramp	City of Norfolk (Maint: 64)	0.42 <b>NA</b>				NA	NA	
	To:	IS-00264-W008A(R)/IS-00264- 0	008A(L)/TO BERKLE					
East	From:	I-264 East						
(264)Ramp	City of Norfolk (Maint: 64)		G			0.206	1400	G
204)	To:	US 460 Brambleto						-
	Drown			<u> </u>				
East	City of Norfolk (Maint: 64)	I-264-E TO ROUTE 405 MER 0.10 <b>6400</b>				0.102	6400	G
Ramp	City of Norioik (Maint. 64)		G			0.102	0400	G
	10.	SR 405; 122-863		l .				
East	From:	I-264-E013X TO RT 13 SOUT						
264 Ramp	City of Norfolk (Maint: 64)	0.14 <b>3300</b>	G			0.172	3300	G
$\smile$	To:	US 13 FROM ROUTE 264 F	EAST COLL RD					
East_	From:	I-264-E013X TO RT 13 NORT	H-MILITARY HIG					
Ramp	City of Norfolk (Maint: 64)	0.14 <b>6100</b>	G			0.115	6100	G
	To:	US 13 FROM ROUTE 364 F	EAST COLL RD					
East_	From:	I-264-E BEGIN COLL RD T0						
264 Ramp	City of Norfolk (Maint: 64)		K13 13, 04 & 403			NA	NA	
264 / Tamp	Oity of Norioik (Maint: 04)					INA	INA	
East	To: From:	I-264-E013A TO RT 13 SOUTH	H-MILITARY HWY					
264)Ramp	City of Norfolk (Maint: 64)	0.07 <b>18000</b>	G			0.088	18000	G
204)	<u></u>					0.000	.0000	<b>.</b>
East	From: U	US 13-S047A FROM RT 13 SOU'	TH-MILITARY HWY					
264) Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>				NA	NA	
	To	LACA FOLOR TO DE 12 NODEL	I MILITA DAZ IDAZZ					
East	413011	I-264-E013B TO RT 13 NORTH						
Ramp	City of Norfolk (Maint: 64)	0.09 <b>20000</b>	G			0.09	20000	G
	To: U	S 13-N047A FROM RT 13 NOR						
East	From:	US 13 Military I				_		_
264 Collector Road at I-64	City of Norfolk (Maint: 64)		<b>G</b> 98% 0%	<u>1</u> % 1% 1	% 0%	F 0.091	28000	G
	To:	I-64 Hampton Roads						
East	Oite of Newfolk (Mainte OA)	I-264-E014A TO RT	64 EAST			NIA	NIA	
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>				NA	NA	
<u></u>	To: From:	I-64-E284B FROM RT	Γ 64 EAST					
East	City of Novfolk (Moint, C4)	0.21 <b>NA</b>				NA	NA	
Ramp	City of Norfolk (Maint: 64)					INA	INA	
East	To: From:	I-264-E014B TO RT	64 WEST					
264)Ramp	City of Norfolk (Maint: 64)	0.09 <b>24000</b>	G			0.096	24000	G
264) (1411)	Oity of Noriolic (Maint: 04)					0.030	24000	ч
East	To: From:	I-64-W284B FROM R7	Γ 64 WEST					
264)Ramp	City of Norfolk (Maint: 64)	0.23 <b>51000</b>	G			0.082	51000	G
204)	- F					3.302	3.300	~
East	To: From:	I-264-E015A TO RT 403 SOUT	TH-NEWTOWN RD					
(264)Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>				NA	NA	
-		R 403-S000A FROM RT 403 SO	UTH-NEWTOWN RD					

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q'
ast				UTH-N	EWTOWN	N RD						NIA			NIA	
Ramp	·											NA			NA	
ast	rioii.	-264-E015B TO RT	Γ 403 NORT	ΓH-NEV												
Ramp		0.17	39000	G		0%	0%	2%	1%	0%	F	0.078			39000	(
	To:					)3										
ast Pamp	City of Norfolk (Maint: 64)				Γ							0 127			9200	,
64 Hamp	To:				-64							0.137			0300	,
ast	From:															
Ramp	City of Norfolk (Maint: 64)	0.12	3700	G								0.09			3700	(
	To:	I-64-W	FROM I-26	4 EAST	•											
	From:			WEST												
Ramp	City of Norfolk (Maint: 64)			4C TO 1								NA			NA	
SR 403-S000A FROM RT 403 SOUTH-NEWTOWN RD   SR 403-S000A FROM RT 403 SOUTH-NEWTOWN RD																
	City of Norfolk (Maint: 64)			MPS TO	) & FR							NA			NA	
4)1101111	To:			RSIBLE	IN MED											
st	From:	I-6	4 WB I-664	EB												
	City of Chesapeake (Maint: 64	0.46	5800	G								0.102			5900	
	To: From:	I-264														
	City of Chesapeake (Maint: 64	0.71	- ,		96%	0%	1%	1%	2%	0%	F	0.122			29000	
ン		•	56000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	59000	
	To:	W	CL Portsmo	outh												
	City of Portsmouth (Maint: 64				96%	0%	1%	1%	2%	0%	F	0 122			29000	
4)											F	-	F	0.682		
	То-					0 / 0		. , 0	_,,	0,0	•	0.002		0.002		
	From:				000/	00/	10/	10/	00/	00/	_	0.107			07000	
54)	· · · · · · · · · · · · · · · · · · ·	,											_	0.642		
	Combined Trainic Estimates for 2 Farallel Hoadways				90 /0	0 /6	1 /0	1 /0	2/0	0 /6	'	0.1	•	0.043	33000	
	From:										_					
4)											_					
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	50000	Α	96%	0%	1%	1%	2%	0%	С	0.101	Α	0.627	55000	
est ALT	Too Front	SR 33	7 Portsmout	th Blvd												
34)(460)	· · · · · · · · · · · · · · · · · · ·	,		G	96%	0%	1%	1%			F	0.118				
	Combined Traffic Estimates for 2 Parallel Roadways				96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	54000	(
	To:	US 1	7 Frederick	Blvd												

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

- ·								Tru	ck			K	01/	Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Vest ALT	From		17 Frederick							221	_					_
264 460	City of Portsmouth	•	29000	G	96%	0%	1%	1%	2%	0%	F	0.118	_		32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	66000	G
Vest ALT	To From	:	South St													
264)(460)	City of Portsmouth	(Maint: 64) 1.17	29000	G	96%	0%	1%	1%	2%	0%	F	0.107			30000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	62000	G
Vest ALT	To From	SR	141 Effingha	m St												
264) 460 Elizabeth River	r Downtown Tunnel City of Portsmouth	(Maint: 64) 0.45	36000	G	96%	0%	1%	1%	2%	0%	F	0.099			40000	G
104) (400)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	G
	To	,	WCL Norfol	k												
Vest ALT 264) 460 Elizabeth River	r Downtown Tunnel City of Norfolk (N	-	36000	G	96%	0%	1%	1%	2%	0%	_	0.099			40000	G
Elizabeth River	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	G
	Combined Traine Estimates for 21 drainer				30 /0	0 70	170	1 /0	270	0 70		0.000	^	0.502	00000	ч
Vest ALT	From		I-464, SR 33													
264 460 337 Berkley I		,	45000	G	96%	0%	1%	1%	2%	0%	F -	0.081			48000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	96000	G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	104000	G
/est	To From	T	idewater Dri	ve												
264)(337)	City of Norfolk (N	Maint: 64) 0.84	42000	G	96%	0%	1%	1%	2%	0%	F	0.111			47000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	N	96%	0%	1%	1%	2%	0%	Ν	NA			100000	Ν
last	To From	US 460, SR 16	68, SR 166 B	ramblet	on Ave											
/est 264	City of Norfolk (N	Maint: 64) 0.87	57000	G	96%	0%	1%	1%	2%	0%	F	0.103			64000	G
-04)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	110000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.601	126000	G
	To	-	05 Ballentine	Blvd												
Vest	City of Norfolk (N		57000	G	96%	0%	1%	1%	2%	0%	_	0.097			64000	G
264	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	124000	G
	Combined Traine Estimates for 21 drainer				30 /0	0 70	170	1 /0	270	0 70		0.000	•	0.575	124000	a
Vest	From		13 Military l	·												
264	City of Norfolk (N		25000	G	97%	0%	1%	1%	1%	0%	F	0.11	_		29000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.086	F	0.575	NA	
/est	To From	I-64 Har	npton Roads	Beltwa	y											
Virginia Beach Norfo	Ik Expwy City of Norfolk (N	Maint: 75) 0.30	105000	G	99%	0%	0%	0%	0%	0%	F	0.082			113000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	210000	G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	225000	G
	To	SR 403 Newton	wn Rd; WCL	Virgini	a Beach											
Vest	From		W TO I-664			•						0.455			04225	_
Ramp	City of Chesapeake		18000	G	Г							0.129			21000	G
	10	I-664-W	FROM I-26	4 WES	ı											

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

		Notion Maintenance Area		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West 264 Ramp	City of Portsmouth (Maint: 64)	1-264-W TO GREENWOOD DRIVE 0.17 <b>2300 G</b> 124-8540 FROM RT 264	0.087	2300 G
West Ramp	City of Portsmouth (Maint: 64)	I-264 West 0.27 <b>2900 G</b> 124-8540 Greenwood Dr	0.103	2900 G
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 239 0.20 <b>8600 G</b> SR 239 SR 239- A TO AND FROM RT	0.084	8600 G
West ALT (264) (460) Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 337 0.37 <b>3900 G</b> SR 337 FROM RT 264	0.1	3900 G
West 264 Ramp	City of Portsmouth (Maint: 64)	-264-W TO ROUTE 1700- FREDERICK BLVD  0.25 11000 G  US 17 FROM ROUTE 264 WEST	0.096	11000 G
West Ramp	City of Portsmouth (Maint: 64)	0.02 <b>21000 G</b>	0.098	21000 G
West Ramp	City of Portsmouth (Maint: 64)	I-264-W007B TO COURT ST  0.07 NA  CRAWFORD STREET N	NA NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W007A TO COURT ST  0.18 NA  124-8761 Court St	NA	NA
West 264 337 Ramp	City of Norfolk (Maint: 64)	I-264-W I-464-S; 464-W IN MEDIAN  0.22 NA  I-264-E008A TO BERKLE	NA NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	264-W(B)/INSPECTION STA ROAD (RESTRICTED 0.06 NA IS-00464-S(B)/FROM INSPECTION STATION	NA	NA
West 264 Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB 0.19 NA City Hall Ave WB	NA NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DRIVE  0.44 NA  SR-00337(U)/AISR-00337-S003A(L)/Gap Terminu	NA NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.06 <b>6200 G</b>	0.136	6200 G
West Ramp	City of Norfolk (Maint: 64)	I-264 West Exit 11C Ramp to Claiborne Ave  0.09 NA  US 460 Brambleton Ave	NA NA	NA

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

Route	Jurisdiction	Length AADT QA 4	Tiro Buc	xle 3+Axle 1Trail 2Trail	QC K Qk	Dir Factor AAWDT	QW
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West  0.12 11000 G  US 460 Brambleton Ave		]	0.086	11000	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVEN  0.07 NA  CLAIBORNE AVENUE	NUE	]	NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	64-W TO ROUTE 405-MERRIMAC A' 0.15	VENUE	]	0.076	5600	G
West 264 Ramp	City of Norfolk (Maint: 64)	64-W013X TO RT 13 SOUTH-MILITA 0.12 <b>6500 G</b> US 13 FROM ROUTE 264 WEST COL		] ]	0.102	6500	G
West 264 Ramp	City of Norfolk (Maint: 64)	4-W013X O ROUTE 13 NORTH00- MI 0.15 <b>9200 G</b> US 13 FROM ROUTE 264 WEST COL		]	0.078	9200	G
West 264 Ramp	City of Norfolk (Maint: 64)	264-W RAMPS TO & FROM 64 H.O.V 0.06 <b>2000 G</b> I-264-R I-264-R000A RAMPS TO &		]	0.266	2600	G
West 264 Ramp	City of Norfolk (Maint: 64)	SR 403 N000B		] % 0% 0% 0% ]	F 0.076	50000	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284A FROM RT 64 WEST  0.27 NA  03-S000B FROM RT 403 SOUTH-NEW		] }	NA	NA	
West Ramp West	City of Norfolk (Maint: 64)	0.45 <b>67000 G</b> I-264-W014C TO RT 64 WEST		}	0.079	67000	G
west 264 Ramp West	City of Norfolk (Maint: 64)	0.14 <b>NA</b> I-64-W284A FROM RT 64 WEST		<u> </u>	NA	NA	
Ramp	City of Norfolk (Maint: 64)	0.17 <b>37000 G</b> I-264-W014B TO RT 64 EAST		<u> </u>	0.092	37000	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b> I-64-E284A FROM RT 64 EAST		}	NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.42 <b>40000 G</b> 4-W013B O ROUTE 13 NORTH00- MI	ILITARY	}	0.083	40000	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b> 13-N047B FROM ROUTE 13 NORTH0		1	NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.11 <b>33000 G</b> 54-W013A TO RT 13 SOUTH-MILITA		<u>.</u>	0.089	33000	G

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

		Noriok Mairiteria	1100 7 11 01	u										
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK _ Dir	AAWDT	QV
						2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
West 264 Ramp	City of Norfolk (Maint: 64)	64-W013A TO RT 13 SOUT 0.09 <b>NA</b>	I'H-MILI'I	ARY HI	G						NA		NA	
264 Hamp	• • • • • • • • • • • • • • • • • • • •										INA		INA	
West	140iii.	13-S047B FROM ROUTE 1	3 SOUTH	100- MIL	IT									
Ramp	City of Norfolk (Maint: 64)	0.16 <b>32000</b>	G								0.079		32000	G
$\smile$	To: I-	264-W END COLL RD FRO	OM RTS 4	103, 64 &	:									
West	From:	I-264-W TO I-64	EAST											
Ramp	City of Norfolk (Maint: 64)	0.24 <b>18000</b>	G								0.096		18000	C
<u> </u>	То:	I-264-E014A I-264- 14	4A TO I-6	4										
Vest	From:	I-264-W013X TO I-	64 EAST											
Ramp	City of Norfolk (Maint: 64)	0.18 <b>10000</b>	G								0.148		10000	(
<u> </u>	To:	I-64-E FROM I-264	WEST44											
Vest	From:	I-264 W CD Road a	at Exit 14											
Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>									NA		NA	
<u> </u>	To:	Ramp to I-64	W											
	From:	ECL Suffoll												
Portsmouth Blvd	City of Chesapeake	0.72 <b>13000</b>	G	96%	0%	1%	1%	2%	0%	С	0.095	0.537	14000	(
<u> </u>	To: From:	SR 191 Joliff	Rd											
Portsmouth Blvd	City of Chesapeake	0.68 <b>21000</b>	G	96%	0%	1%	1%	2%	0%	F	0.093	0.563	22000	(
$\smile$	To	I-664												
9337)Portsmouth Blvd	City of Chesapeake	0.60 31000	G	98%	0%	0%	0%	0%	0%	F	0.09	0.512	33000	(
	Too	Capri Circle W	Vest											
337)Portsmouth Blvd	City of Chesapeake	0.67 <b>24000</b>	G	98%	0%	0%	0%	0%	0%	С	0.092	0.503	26000	(
3307)	Tod													
937)Portsmouth Blvd	City of Chesapeake	Taylor Rd 0.24 <b>27000</b>	G	98%	0%	0%	0%	0%	0%	F	0.091	0.509	29000	(
337)1 Orismodin Bivd	Oity of Officsapeare			JU /0	0 70	0 70	0 70	0 70	0 70	'	0.031	0.505	23000	
Double or south Divid	To: From:	Dock Landing		000/	00/		00/	00/	00/	_	0.000	0.500	00000	
Portsmouth Blvd	City of Chesapeake	0.49 <b>28000</b> WCL Portsmo	G	98%	0%	0%	0%	0%	0%	F	0.089	0.500	30000	C
	From:	ECL Chesape												
9337 Portsmouth Blvd	City of Portsmouth	0.34 <b>25000</b>		99%	0%	1%	0%	0%	0%	F	0.092	0.537	27000	F
	To	Hodges Ferry	Dd											
337)Portsmouth Blvd	City of Portsmouth	0.60 <b>21000</b>		99%	0%	1%	0%	0%	0%	F	0.092	0.559	22000	-
537)1 61611164111 2114	- I			0070	0 70		070	0 70	0 70	•	0.002	0.000	22000	
Dortomouth Dlud	City of Dostomouth	Elmhurst Lar 1.17 <b>19000</b>		99%	0%	1%	0%	0%	0%	С	0.087	0.617	20000	F
Portsmouth Blvd	City of Portsmouth	1.17 19000		99%	0%	170	0%	0%	0%	C	0.087	0.617	20000	Г
	To: From:	SR 239 Victory				<u> </u>								
Portsmouth Blvd	City of Portsmouth	0.23 <b>13000</b>	F	99%	0%	1%	0%	0%	0%	F	0.086	0.622	14000	F
ALT	To: From	US 58, ALT US 460 A	Airline Blv	ď										
	City of Portsmouth	0.10 <b>14000</b>	F	99%	0%	1%	0%	0%	0%	F	0.082	0.582	14000	F
337) 460 Portsmouth Blvd	To:	ALT SR 337 Turn	-	30 /0	0 /0		0 /0	0 /0	J /0	•	0.00L	0.002	1 1000	•

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
ALT	From:	ALT SR 337 Turn	pike Rd											
337)(460)Portsmouth Blvd	City of Portsmouth	0.16 <b>11000</b>	F	99%	0%	1%	0%	0%	0%	F	0.086	0.646	12000	F
	To:	Ramp to I-26												
ALT	Proceedings of the control of the co	Ramp to I-264 E; Function			00/		00/	20/	00/		0.000	0.040	10000	
337 460 Portsmouth Blvd	City of Portsmouth	0.29 <b>11000</b>	N	99%	0%	1%	0%	0%	0%	N	0.086	0.646	12000	N
	To: From:	Ramp From I-264 I	E, US 460											
337)Portsmouth Blvd	City of Portsmouth	0.98 <b>13000</b>	F	96%	1%	1%	1%	1%	0%	F	0.101	0.597	13000	F
$\smile$	To:	Deep Creek I	Blvd											
937)Portsmouth Blvd	City of Portsmouth	0.17 <b>7600</b>	F	96%	1%	1%	1%	1%	0%	F	0.117	0.658	8100	F
567)	Tod	ALTERIO 17 F. 1	· 1 D1 1											
337)Portsmouth Blvd	City of Portsmouth	ALT US 17 Freder 0.79 <b>9000</b>	F	96%	1%	1%	1%	1%	0%	С	0.09	0.693	9500	F
337 Ji Ortsmouth Biva	To:	US 17 Elm A		30 /6	1 /0		1 /0	1 /0	0 /6	O	0.03	0.033	3300	•
	From:	US 17 Portsmout												
337)Elm Ave	City of Portsmouth	0.32 6700	F	96%	1%	1%	1%	1%	0%	F	0.098	0.559	7200	F
507	To:	US 17 George Washingto	n Hwy; S	SR 141										
		US 17 George Washingto	n Hwy; S	SR 141										
337)Elm Ave	City of Portsmouth	0.72 <b>5400</b>	F	96%	1%	1%	1%	1%	0%	F	0.116	0.624	5800	F
$\smile$	To:	SR 239 Victory	Blvd			$ \vdash$								
337)Elm Ave	City of Portsmouth	0.23 <b>8200</b>	F	93%	1%	1%	2%	4%	0%	F	0.129	0.754	8700	F
307	Tod		D.I.											
Elm Avo	City of Portsmouth	Burtons Point 0.32 <b>7900</b>	F F	93%	1%	1%	2%	4%	0%	С	0.137	0.755	8400	F
337 Elm Ave	City of Portsinouti	WCL Chesape	-	93%	I 70	1 70	270	470	0%	C	0.137	0.755	0400	Г
	From:	ECL Portsmo												
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 <b>7900</b>	N	93%	1%	1%	2%	4%	0%	Ν	0.137	0.755	8400	Ν
3	Too	m 11 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				i								
and Boundaytor St	City of Chesapeake	Toll Authority Bo 0.11 <b>7900</b>	undary <b>F</b>	93%	1%	1%	2%	4%	0%	С	0.137	0.755	8400	F
Poindexter St	City of Chesapeake	0.11 7900	Г	93%	1 70	1 70	270	470	0%	C	0.137	0.755	0400	Г
	To: From:	I-464												
9337)Poindexter St	City of Chesapeake	0.56 <b>12000</b>	G	96%	1%	1%	1%	1%	0%	F	0.089	0.634	13000	G
<u> </u>	To:	US 460 Bainbrid	_											
Dainbuides Dhad	City of Change and I	US 460; Poinde:		000/	1%	10/	10/	10/	00/	F	0.000	0.500	0000	_
Bainbridge Blvd	City of Chesapeake	0.74 <b>2100</b> SCL Norfo	G	96%	170	1%	1%	1%	0%	Г	0.093	0.588	2200	G
	From:	NCL Chesape												
337)Bainbridge Blvd	City of Norfolk	0.28 <b>1500</b>	G	93%	1%	2%	2%	2%	0%	С	0.087	0.616	1600	G
337) - 3	To:	Main St	-				_,-	_,,	- , -	_				-
	From:	Bainbridge B	lvd											
337)Main St	City of Norfolk	0.21 6000	G	93%	1%	2%	2%	2%	0%	F	0.098	0.51	6500	G
$\smile$	Tα	Liberty St												
	From	Main St												
337)Liberty St	City of Norfolk	0.11 <b>5000</b>	G	93%	1%	2%	2%	2%	0%	F	0.096	0.719	5400	G
$\smile$	To	State St												

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK Factor	AAWDT	QV
	From:		Liberty St												
337)State St	City of Norfolk	0.05	5000	N	93%	1%	2%	2%	2%	0%	Ν	0.096	0.719	5400	N
	Combined Traffic Estimates for Parallel Roa	adways on this Route:	NA									NA		NA	
	To:	]	Berkley Ave	<u>,                                      </u>											
337)State St	City of Norfolk	0.07	12000	N	95%	1%	2%	1%	2%	0%	Ν	0.113	0.683	13000	Ν
	To:		I-464												
	From:		R 337 State												_
337 (337) Ramp	City of Norfolk (Maint	t: 64) 0.12	7800	G								0.121		7800	(
	From:		I-464 NB State St												
337 (464)	City of Norfolk (Maint	t: 64) 0.16	State St		Se	e I-464	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s segment.		
337 (404)	Combined Traffic Estimates for 2 Parallel Roa	,	48000	N	95%	0%	1%	1%	2%	0%	N	0.080	F 0.779	55000	١
	To:	adviago on uno riouto.	I-264		0070	0 70	Ť	1 70	_ / 0	0 70		0.000	. 0.770	00000	·
ALT	From:		I-464												
337 (264) (460) Berkley Brid	dge City of Norfolk (Maint	t: 64) 0.41			Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s segment.		
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	96000	G	96%	0%	1%	1%	2%	0%	F	0.086	A 0.667	104000	(
	То:		EndLabel												
ALT	From:	+. C4\ 0.0F	State St		0-	- 1.004			tt:		_4:4	41-1			
337 264 460	City of Norfolk (Maint	,		_									s segment.	101000	,
	Combined Traffic Estimates for 2 Parallel Roa	•	93000	G	96%	0%	1%	1%	2%	0%	F	0.085	F 0.508	101000	
ALT	From:	ALI U	S 460 St Pau I-264	iis Biva											
337)(460)	City of Norfolk (Maint	t: 64) 0.22	27000	N	98%	1%	1%	0%	0%	0%	Ν	0.084	0.782	29000	١
007/400	To:		Tidewater Di	r											
	From:		S 460 St Pau	ıls Blvd											
337 264	City of Norfolk (Maint	,									stimat		s segment.		
$\circ$	Combined Traffic Estimates for 2 Parallel Roa			N	96%	0%	1%	1%	2%	0%	N	0.085	F 0.508	100000	١
	To:		Tidewater D												
337)Tidewater Dr	City of Norfolk	0.81	\$ 460 St Pau <b>22000</b>	G Blvd	96%	0%	0%	1%	3%	0%	F	0.085	0.524	25000	
337 Huewater Di	To:	US 460 Brar				0 /0		1 /0	J /6	0 /6	•	0.005	0.524	23000	
	From:		Brambleton		100										
337)(460) Brambleton Ave	City of Norfolk	0.10	33000	G	96%	1%	1%	1%	1%	0%	F	0.077	0.595	36000	C
	To:		Church St												
337)(460) Brambleton Ave	From: City of Norfolk	0.31	22000	G	96%	1%	1%	1%	1%	0%	F	0.079	0.573	24000	(
337 (400)=	To:		S 460 St Pau					.,.		- , -	-				
	From:		0 Saint Paul												
337 Brambleton Ave	City of Norfolk	0.20	27000	G	96%	0%	0%	1%	3%	0%	F	0.077	0.628	31000	C
$\smile$	To:		Boush St												
337)Brambleton Ave	City of Norfolk	0.07	32000	N	96%	0%	0%	1%	3%	0%	Ν	0.075	0.639	37000	١
	To.											-			
337) (58) Brambleton Ave	City of Norfalls		337 Par Duk <b>32000</b>	e St <b>G</b>	96%	0%	0%	10/	20/	0%	F	0.075	0.639	37000	_
337 / ) 58 ( Brambleton Ave	City of Norfolk	0.83	3 <b>2</b> 000	G	90%	U 70	U%	1%	3%	U%	г	0.075	0.639	3/000	G

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	ΩK	actor	AAWDT	QW
	From:		Colley Ave		000/	00/	20/	40/	00/	00/		0.00		<b>5</b> 04	00000	_
337 58 Brambleton Ave	City of Norfo	olk 0.26	25000	G	96%	0%	0%	1%	3%	0%	F	0.08	0.9	561	29000	G
	From:		US 58 US 58 .													
337 Brambleton Ave	City of Norfo	olk 0.22	25000	N	96%	0%	0%	1%	3%	0%	Ν	0.08	0.	561	29000	Ν
337	Combined Traffic Estimates for 2 Parallel			N		- / -	- 7	.,.				NA			NA	
	To:		Hampton Blv													
	From:		8 Brambleto													
(337) Hampton Blvd	City of Norfe	olk 0.90	30000	G	96%	0%	0%	1%	3%	0%	F	0.079	0.0	639	35000	G
$\overline{}$	To		21st Street													
337 Hampton Blvd	City of Norfo	olk 0.22	30000	G	96%	0%	0%	1%	3%	0%	F	0.075	0.	560	35000	G
	To		R 247, 26th	C+												
337 Hampton Blvd	From: City of Norfo		26000	G	96%	0%	0%	1%	3%	0%	F	0.078	0.	603	30000	G
(337)	- I					0,0		. , 0	0,0	0,0	•	0.07.0	•		00000	<b>O</b> .
(337) Hampton Blvd	From: City of Norfo		ld Dominion 31000	1 Univer	sity 96%	0%	0%	1%	3%	0%	С	0.099		574	36000	Α
337 Hampton Bivd	City of North	OIK 2.07	31000	А	90%	U 70	0%	1 70	3%	0%	C	0.099	0.	374	36000	A
	To: From:		65 Little Cre													
337 Hampton Blvd	City of Norfo	olk 0.18	29000	G	96%	0%	0%	1%	3%	0%	F	0.078	0.0	609	34000	G
	Ta: From:	SR 4	06 Terminal	l Blvd												
(337)Hampton Blvd	City of Norfe	olk 1.94	21000	G	96%	0%	0%	1%	3%	0%	F	0.098	0.	516	25000	G
$\overline{}$	To:		niral Taussig													
Adminal Taxasia Blod	From:		n Blvd; Mary			00/	00/	40/	00/	00/	_	0.404	•	000	05000	_
337 Admiral Taussig Blvd	City of Norfo	olk 0.91	21000	G	96%	0%	0%	1%	3%	0%	F	0.104	0.8	838	25000	G
	10.		I-564													
	From:		R 337 State									0.101			7000	_
337 Ramp	City of Norfolk (M	laint: 64) 0.12	7800	G								0.121			7800	G
	10.		I-464 NB													
East	From:		R 337 TO I-6									0.440			0500	_
337 Ramp	City of Chesapeake		3500	G								0.118			3500	G
<u> </u>	10.		-E FROM R													
East	From:	SR 337 I-664-			ND FR											_
337 Ramp	City of Chesapeake		2400	G								0.081			2400	G
	10.		-W FROM F													
East ALT	From:		337 TO RT													_
(337) (460) Ramp	City of Portsmouth		3600	G								0.077			3600	G
~ ~	To:	•	-E FROM R													
East	From:	SR 337 TRUXTON			JTE 464 S0	0										_
(337) Ramp	City of Chesapeake		800	G								0.17			800	G
	To	I-464-S004X FROM	и RT 337 Ел	AST00-	POINDEX	T										
East	From:		337 TO RT							_						
337 Ramp	City of Chesapeake		610	G								0.142			610	G
$\overline{}$	To:	I-464	-N FROM R	RT 337												

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

		IN	ortoik iviaintena	ance Are	a											
Route	Jurisdiction	l	_ength <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 3337 Ramp	City of Chesapeake (N		7 I-664-E011B TO 0.24 <b>6800</b> I-664-E FROM	G	OM I-6							0.086			6800	G
West 337 Ramp	City of Chesapeake (N	Maint: 64)	SR 337 TO I 0.24 <b>5600</b> I-664-W FROM	G								0.078			5600	G
West 337 Ramp	City of Portsmouth (M		SR 337 TO R' 0.17 <b>1400</b> RAMP FROM RT	G	M RT 337							0.099			1400	G
West 337 Ramp	City of Chesapeake (N	Maint: 64)	SR 337 TO RT 46 0.18 <b>1800</b> X FROM ROUTE 2	G		D						0.112			1800	G
West 337 Ramp	City of Chesapeake (N	Maint: 64)	0.12 <b>3100</b> OM ROUTE 337 W	G		ΓE						0.082			3100	G
West 337 Ramp	City of Norfolk (Mai	int: 64)	0.08 <b>NA</b> 0.08(B)/FROM 1			E						NA			NA	
337 264 Ramp	From: City of Norfolk (Mai	int: 64)	08A(L)/IS-00264-W 0.18 <b>NA</b> -P(L)/122-08592- 0									NA			NA	
337 264 Ramp	City of Norfolk (Mai	int: 64)	V(B)/IS-00464-S(L) 0.22 08A(L)/IS-00264-		See	e I-264	for dire	ectional t	raffic vo	lume e:	stimat	es for thi	s segm	nent.		
Ramp From Tidewater Dr to I-264 W	City of Norfolk	k	0.13 I-264 W Tidewater	Dr			_  					NA			NA	
337 Tidewater Dr	City of Norfolk	k	Ramp to I-26 0.12 NA East City Hal				 					NA			NA	
Tidewater Dr	City of Norfolk	k	0.15 NA Charlotte									NA			NA	
ALT (337) Turnpike Rd	City of Portsmo	uth	SR 337 Portsmo	F	85%	1%	1%	3%	10%	0%	F	0.09		0.503	3400	F
ALT Turnpike Rd	City of Portsmot	uth	US 17 Frederic	G	85%	1%	1%	3%	10%	0%	F	0.083		0.623	12000	G
ALT 337 Turnpike Rd	City of Portsmor	uth	0.54 <b>9500</b> Harbor D	G	85%	1%	1%	3%	10%	0%	С	0.083		0.603	10000	G
ALT 337 Harbor Dr	City of Portsmor	uth	0.05 Cassell Av County S	G	85%	1%	1%	3%	10%	0%	F	0.097		0.552	4900	G

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
LT Harbor Dr	City of Porton	oouth 0.11	County St		0E0/	10/	10/	20/	100/	00/	_	0.006		0.500	6200	-
37 Harbor Di	City of Portsi	0.11		G	65%	1 70	1 70	3%	10%	0%	г	0.000		0.363	6300	
LT	To: From:		High St													
37) Harbor Dr	City of Portsm	nouth 0.24	14000	G	85%	1%	1%	3%	10%	0%	F	0.087		0.587	14000	(
<u></u>	To: From:	ALT US 460 (		Rerkley I	Bridge											
<del>_</del>	t City of Norf		22000		97%	1%	1%	0%	0%	0%	F	0.096		0.732	23000	(
		Roadways on this Route:	23000	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.598	25000	(
	To		ity Hall Av	/e.												
$\overline{}$	t City of Norf				Ω79/	10/	10/	<b>n</b> o/	00/	Λο/	_	0.004		0.505	22000	
3/ Waterside Di/Dousil 3	•										F		F			
Combined Traffic Estimates for 2 Parallel Readways on this Route: 2000 G 97% 1% 1% 0% 0% 0% F 0.086 0.583 3700 G 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
Substitution   Subs																
	City of Norfolk (M											0.166			14000	
,,,,	To:	,	I-264 East													
	From:	SR 16	65 Kempsvi	lle Rd												
Newtown Rd	City of Norf	olk 0.31	28000	G	98%	0%	1%	0%	0%	0%	С	0.078		0.549	30000	
<u> </u>	To	I-264 Va l	Beach Norfo	olk Expy	vv		<u> </u>									
Newtown Rd	City of Norf	·				0%	1%	0%	0%	0%	F	0.077		0.563	37000	
	To:		8 Va Beach	Blvd												
	From:	SR 10	68; Tidewat	ter Dr												
Princess Anne Rd	City of Norf	olk 0.53	16000	G	99%	0%	1%	0%	0%	0%	F	0.089		0.566	17000	
<u> </u>	То:	SR	166 Park A	Ave												
_	From:															
<sub>05</sub> )Ballentine Blvd	City of Norf				92%	1%	2%	3%	2%	0%	С	0.086		0.582	24000	
Note   Sursisticity   Sursisticity																
Note   Sursisticity   Sursisticity																
Section   Sect																
	10.					UE										
	From:				E							0.000			7000	
Surface   Surf																
	10				AC AVEN	UE										
International Plud	City of Nort				000/	00/	00/	10/	<b>C</b> 0/	00/	0	0.100		0.645	00000	
6 international bivo	•				92%	0%	0%	170	0%	0%	C			0.645		
	Combined Trainic Estimates for 2 Parallel	Hoadways on this Houte.	38000	G								INA			40000	
	To:				000/	001		467	001	001		0.400		0.045	00000	
06 I erminal Blvd	City of Norfolk (M	faint: 64) 0.28		N	92%	υ%	0%	1%	6%	υ%	N	0.102		0.645	23000	
	10:						<u> </u>									
ast	From				Eastboun	d						0.440			7000	
06/Hamp	City of Norfolk (M											0.119			7200	(
<u> </u>	To	Ramps to I-64 Wes	stbound and	US 460	Granby S	t										

_					_		Tru	ck		_	K -	Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	Q
$\overline{}$	From:	I-564 North												
Ramp	City of Norfolk (Maint: 64)	0.34 <b>1700</b>	G								0.102		17000	
<u>-</u>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3800	G								NA		40000	
	To:	SR 406 Terminal B	vd Westbo	und										
	From:	SR 168 Campo	stella Rd											
<sub>407</sub> )Indian River Rd	City of Norfolk	0.71 <b>1800</b>	G	96%	1%	1%	1%	2%	0%	С	0.094	0.611	20000	
	To:	WCL Ches	peake											
	From:	ECL Nor								_				
07)Indian River Rd	City of Chesapeake	0.71 <b>2000</b>	G G	98%	0%	1%	1%	0%	0%	F	0.096	0.569	22000	
<u> </u>	To: From:	Oaklette	Ave			$\neg$ $\vdash$								
07)Indian River Rd	City of Chesapeake	0.90 <b>2700</b>	) G	98%	0%	1%	1%	0%	0%	С	0.092	0.611	29000	
	To:	WCL Virgini	a Beach											
	From:	ECL Suf	olk											
60 58 13 Military Highwa	ay City of Chesapeake (Maint: 64			92%	0%	1%	1%	6%	0%	С	0.094	0.564	77000	
~~~	City of Changaparks (Maint) 64	I-664		92%	0%	1%	10/	60/	0%	F	0.10	0.506	10000	
60 (58) (13)	City of Chesapeake (Maint: 64	) 0.11 <b>1100</b>	) G	92%	0%	1%	1%	6%	0%	г	0.13	0.506	12000	
~ ~ ~	To: From:	US 58; SF	191											
60 \ (13 \ (191)	City of Chesapeake	0.18 <b>710</b> 0	G	91%	1%	2%	2%	4%	0%	F	0.137	0.723	7500	
$\sim$	To:	SR 191, S Mil	tary Hwy											
.60 (13) Military Highway	City of Chesapeake	0.45 <b>560</b> 0		91%	1%	2%	2%	4%	0%	F	0.151	0.726	5900	
	Combined Traffic Estimates for 2 Parallel Roadways										NA		NA	
	- Tame Learnage										107		107	
~~~	From	S Military								_				
60 (13) Military Highway	City of Chesapeake	2.44 <b>850</b> 0	G	91%	1%	2%	2%	4%	0%	С	0.150	0.523	9000	
~ ~	Ta: From:	I-64				_								
60 13 Military Highway	City of Chesapeake	1.37 <b>1700</b>	G	97%	0%	1%	1%	1%	0%	F	0.105	0.527	18000	
$\rightarrow$	To	US 17 George Wa	hington H	X/X/										
60 13 Military Highway	City of Chesapeake	1.01 <b>2000</b>		97%	0%	1%	1%	1%	0%	F	0.105	0.53	22000	
.60) (13)	ony or onecapound			01 70	070	. 70	1 70	1 /0	0 70	•	0.100	0.00	22000	
~~~	From:	SR 196 Ca								_			.=	
60 (13) Military Highway	City of Chesapeake	2.20 3300		97%	0%	1%	1%	1%	0%	С	0.116	0.536	37000	
<del>~</del> ~	To:	Military l US 13 Milita												
160 (166) Bainbridge Blvd	City of Chesapeake	0.74 <b>1100</b>		96%	1%	1%	0%	2%	0%	Ν	0.097	0.596	12000	
.60 Bainbridge Blvd	Oily of Offesapeake	0.74 1100	<i>,</i> 14	30 /6	1 /0	1 /0	0 /6	2/0	0 /6	14	0.037	0.550	12000	
$\widetilde{\sim}$	To: From:	Freeman				}								
(166) Bainbridge Blvd	City of Chesapeake	1.25 <b>1100</b>	G G	96%	1%	1%	0%	2%	0%	F	0.090	0.509	12000	
$\sim$	Tee	Chesapeak	e Ave											
160 (166) Bainbridge Blvd	City of Chesapeake	0.81 <b>920</b> 0		96%	1%	1%	0%	2%	0%	С	0.088	0.575	9800	
100	To	SR 337 Poince				i i		,-	- , -	-				
	From	Bainbridge												
60 (166) Poindexter St	City of Chesapeake	0.56 <b>730</b> 0	G	98%	0%	1%	0%	0%	0%	С	0.098	0.558	7800	
100 1( 100 )	• • • • • • • • • • • • • • • • • • • •											_	-	

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

_					Truc	ck			K	Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 47	Tire Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
20.404	From:	Liberty St	200/ 00/	10/	00/	00/	00/	_	0.404	0.504	0000	
166) 22nd St	City of Chesapeake		98% 0%	1%	0%	0%	0%	F	0.121	0.584	6200	G
	From:	SCL Norfolk NCL Chesapeake										
166) (166) Wilson Rd	City of Norfolk		98% 0%	1%	0%	0%	0%	F	0.109	0.604	9700	G
160 (166) ***********************************	To:	Campostella Ave	070 070		0,0	0 70	0,0	•	000	0.00	0.00	
	From:	Wilson Rd										
160 (168) Campostella Rd	City of Norfolk	0.73 <b>50000 G</b> 90	96% 1%	1%	1%	1%	0%	F	0.113	0.783	55000	(
<del>~</del>	To: From:	Kimball Terr										
160 (168) Brambleton Ave	City of Norfolk	0.30 <b>45000 G</b> 96	96% 1%	1%	1%	1%	0%	С	0.082	0.614	49000	(
$\sim$ $\sim$	Tœ	Park Ave		<u> </u>								
160 (168) Brambleton Ave	City of Norfolk		96% 1%	1%	1%	1%	0%	F	0.082	0.558	38000	(
<del>5)(0)</del>	To	Tidewater Dr										
Brambleton Ave	City of Norfolk		96% 1%	1%	1%	1%	0%	F	0.077	0.595	36000	(
160)(337) = 14					. , 0	. , 0	0,0	•	0.07.	0.000	00000	
Dramblatan Ava	From:	Church St 0.31 <b>22000 G</b> 90	10/	10/	1%	1%	00/	F	0.070	0 F70	04000	,
Brambleton Ave	City of Norfolk	0.31 <b>22000 G</b> 96 ALT US 460 St Pauls Blvd	96% 1%	1%	1%	1%	0%	г	0.079	0.573	24000	(
ALT	From:	ALT US 460, Brambleton Ave										
60 (460 St Pauls Blvd	City of Norfolk		96% 2%	1%	0%	1%	0%	F	0.08	0.535	24000	(
00)(400)	To											
St Pauls Blvd	City of Norfolk	ALT US 460 Par; Monticello Ave 0.07 <b>25000 G</b> 96	96% 2%	1%	0%	1%	0%	F	0.078	0.506	28000	(
460 Ot 1 adis Biva	City of Norton		070 270	1 /0	0 70	1 /0	0 70	•	0.070	0.500	20000	`
~	From:	US 58 Virginia Beach Blvd	200/ 00/		00/	40/	00/		0.070	0.500	00000	
Monticello Ave	City of Norfolk	0.66 <b>21000 G</b> 90	96% 2%	1%	0%	1%	0%	С	0.073	0.528	23000	(
~~~	To: From:	21st St										
Monticello Ave	City of Norfolk	0.49 <b>16000 G</b> 96	96% 2%	1%	0%	1%	0%	F	0.082	0.527	18000	(
~	To: From:	Church St										
Granby St	City of Norfolk	0.81 <b>25000 G</b> 96	96% 2%	1%	0%	1%	0%	F	0.091	0.543	27000	(
<del></del>	To	Llewellyn Ave										
Granby St	City of Norfolk		96% 2%	1%	0%	1%	0%	F	0.095	0.649	32000	(
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	5.ty 5. No.10.				0,0	. , 0	0,0	•	0.000	0.0.0	02000	
Cramby Ct	From:	Willow Wood Dr 1.30 <b>33000 F</b> 90	96% 2%	10/	00/	10/	00/		0.000	0.527	25000	
Granby St	City of Norfolk	1.30 <b>33000 F</b> 96	96% 2%	1%	0%	1%	0%	F	0.082	0.537	35000	
~~	To: From:	Thole St										
Granby St	City of Norfolk	0.37 <b>29000 G</b> 96	96% 2%	1%	0%	1%	0%	F	0.090	0.511	32000	(
<del>~</del>	To: From:	SR 165 Little Creek Rd										
Granby St	City of Norfolk	0.44 <b>25000 G</b> 96	96% 2%	1%	0%	1%	0%	F	0.095	0.569	27000	(
<i>~</i>	Too	I-64; I-564										
Granby St	City of Norfolk		98% 1%	1%	0%	0%	0%	С	0.095	0.769	26000	(
100)							- / •	ŭ	2.200	303	_5000	`
Granby St	City of Norfall:	I-64 East	100/ 10/	10/	00/	00/	00/		0.000	0.600	22002	,
ายบางเกาสายการเการ์	City of Norfolk	0.30 <b>21000 G</b> 98	8% 1%	1%	0%	0%	0%	F	0.098	0.689	23000	(

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

Route	Jurisdiction	Longth AADT C	A 4Tire	Puo	7	ruck		QC	K	QK _ Dir	AAWDT	
noute	Junsuiction		A 41116	Dus	2Axle 3+Ax	e 1Trail	2Trail	QU	Factor	Factor	AAWDI	
Granby St	City of Norfolk	Bay View Blvd 0.89 <b>12000</b>	G 98%	1%	1% 0%	0%	0%	С	0.113	0.675	13000	G
460 Granby St	Title Trout  City of Norfolk  To:	SR 168 Tidewater D 0.71 <b>12000</b> US 60 Ocean View A	<b>G</b> 98%	1%	1% 0%	0%	0%	F	0.104	0.659	13000	G
460 Ramp	City of Norfolk (Maint: 64)	US 460 TO I-64 WES	G G						0.100		4300	G
East 460 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 0.14 <b>4400</b> 0 264-E FROM ROUTE 460 EAST-	G	)N					0.103		4400	G
East 460 Ramp	City of Norfolk (Maint: 64)	US 460 Granby St 0.13 <b>4300</b> I-564 Northbound	G						0.141		4300	G
West 460 Ramp	City of Norfolk (Maint: 64)  To: I-2	US 460 TO ROUTE 264 0.19 <b>8000</b> ( 64-E FROM ROUTE 460 WESTO	G	то					0.099		8000	G
ALT 460 (58) Airline Blvd	City of Chesapeake	Joliff Rd 1.72 <b>7300</b> WCL Portsmouth	<b>G</b> 97%	2%	1% 0%	1%	0%	С	0.088	0.52	7800	G
ALT 460 58 Airline Blvd	City of Portsmouth		<b>F</b> 97%	2%	1% 0%	1%	0%	F	0.087	0.584	13000	F
ALT 460) 58 Airline Blvd	City of Portsmouth	Greenwood Dr 0.20 <b>12000</b>	<b>F</b> 97%	2%	1% 0%	1%	0%	F	0.084	0.52	13000	F
ALT 460) 58 Airline Blvd	City of Portsmouth	Elmhurst Lane 1.30 10000	<b>F</b> 97%	2%	1% 0%	1%	0%	F	0.086	0.543	11000	F
ALT 460 (58) Airline Blvd	City of Portsmouth	VICTORY BLVD 0.28 <b>13000</b>	<b>F</b> 97%	2%	1% 0%	1%	0%	F	0.082	0.545	14000	F
ALT 460 337 Portsmouth Blvd	City of Portsmouth	US 58, SR 337 0.10 <b>14000</b>	F 99%	0%	1% 0%	0%	0%	F	0.082	0.582	14000	F
ALT 460 337 Portsmouth Blvd	City of Portsmouth		Rd 99%	0%	1% 0%	0%	0%	F	0.086	0.646	12000	F
ALT 460 337 Portsmouth Blvd	City of Portsmouth	I-264  0.29 11000  RT 337 & I-264	N 99%	0%	1% 0%	0%	0%	N	0.086	0.646	12000	N
ALT 460 337 Ramp	City of Portsmouth (Maint: 64)	SR 337 TO RT 264 0.57 I-264-E FROM RT 3		• VA 33	7 for direction	al traffic	volume	estima	ates for th	is segment.		

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

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From	(Marianta O.4)		337 & I-26	64	0-	- 1.004	fam allow									
460 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,	0.50	46000	G	Se 96%	e 1-264 0%	for dire	ctional 1%	traffic vo	olume e: 0%	stimat =	es for thi	s seg	ment. 0.679	54000	G
	Combined Traine Estimates for 2.1 drailer					30 /6	0 76	1 /0	1 /0	2/0	0 /6	•	0.00	'	0.073	34000	u
ALT	From			7 Frederick	Biva												
460 (264)	City of Portsmouth Combined Traffic Estimates for 2 Parallel	'	0.99	C1000	_								es for th	_		66000	_
	Combined Traffic Estimates for 2 Parallel	Roadways on this			G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	66000	G
ALT	From	n:		ep Creek Bl	vd												
460 264	City of Portsmouth	,	0.67		_							stimat	es for th	_		00000	0
	Combined Traffic Estimates for 2 Parallel	Roadways on this			G	96%	0%	1% 	1%	2%	0%	F	0.09	F	0.577	62000	G
ALT	To From	n:	SR 14	41 Effingha	m St												
460 264 Elizabeth River D		` ,	0.87									stimat	es for th	3			
~ 0	Combined Traffic Estimates for 2 Parallel	I Roadways on this	s Route:	76000	G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	G
ALT	To From	n:	W	/CL Norfoll	C.												
460 264 Elizabeth River D	Downtown Tunnel City of Norfolk (N	Maint: 64)	0.55			Se	e I-264	for dire	ctional	traffic vo	olume e	stimat	es for th	s seg	ment.		
$\sim$	Combined Traffic Estimates for 2 Parallel	I Roadways on this	s Route:	76000	G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	G
ALT	To From	n:		I-464				$\Box$ $\vdash$									
460 264 337 Berkley Bri	idge City of Norfolk (N	,	0.41			Se	e I-264	for dire	ctional	traffic vo	olume e	stimat	es for th	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	I Roadways on this	s Route:	96000	G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	104000	G
ALT		n:	SR 3	337 Main St	reet												
460 264 337	City of Norfolk (N	Maint: 64)	0.65			Se	e I-264	for dire	ctional	traffic vo	olume e	stimat	es for th	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	l Roadways on this	s Route:	93000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.508	101000	G
ALT	To From	n:		I-264													
460 (337)	City of Norfolk (N	Maint: 64)	0.22	27000	N	98%	1%	1%	0%	0%	0%	Ν	0.084		0.782	29000	Ν
$\smile$			SR 337	7 Tidewater	Drive												
460 \	City of Norfolk (N	Maint: 64)	0.24	27000	G	98%	1%	1%	0%	0%	0%	F	0.084		0.782	29000	G
460)	Combined Traffic Estimates for 3 Parallel	,			G	00 /0	1 70	1 /0	0 70	0 70	0 / 0	•	NA		0.702	39000	G
	То	0:	S	t Pauls Blvc	i												
ALT 460 St Pauls Blvd	City of Norfolk (N	Maint: 64)		enchurch St		000/	1%	10/	00/	00/	0%	_	0.081		0.596	47000	G
460 St Pauls Bivu	City of Noriok (K	viairit. 64)	0.45	44000	G	98%	170	1%	0%	0%	0%	Г	0.081		0.596	47000	G
ALT ~~~	To From	n:		) Brambleto	n Ave												
460 460 St Pauls Blvd	City of Nor		0.24	22000	G	96%	2%	1%	0%	1%	0%	F	0.08		0.535	24000	G
	10			0 Par; Mon													
ALT 460 Ramp	City of Norfolk (N		5-00460(B)/ 0.17	TO CITY F	IALL A	VENUE							NA			NA	
460)	To	IS-00264-W			264 EAS	T VIA AI	LT 4						INA			INA	

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Truc	-		QC	_ K	QK	Dir	AAWDT	Q۷
ALT	From	I-20	64-W TO RT	337			2Axie	3+Axle	1 I raii	21rail		Factor		Factor		
160 264 Ramp	City of Portsmouth (		31 W 10 KI	331	Se	e I-264	for dire	ectional tr	affic vo	lume es	stimat	es for th	is sec	ment.		
190 (204)	To:		37 FROM R	T 264										,		
ALT	From:		37 Portsmout	h Blvd												
460 (264)	City of Portsmouth (	•			Se	e I-264	for dir	ectional tr	affic vo	lume es	stimat	es for th	is seg	gment.		
$\Rightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	46000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	54000	G
U.T.	To From:	US	17 Frederick	Blvd												
ALT 460 (264)	City of Portsmouth (	Maint: 64) 0.55			Se	e I-264	for dir	ectional tr	affic vo	lume es	stimat	es for th	is sec	ment.		
190 (204)	Combined Traffic Estimates for 2 Parallel F	•	61000	G	96%	0%	1%	1%	2%	0%		0.090	_	0.591	66000	(
	Tallo Zollinatoo for Z T aranor i				0070	0 70		1 70	270	0 70	•	0.000	•	0.001	00000	Ì
LT ~~~	From:		eep Creek B	lvd												
∮60 <u>264</u>	City of Portsmouth (	,			Se	e I-264	for dir	ectional tr	affic vo	lume es	stimat	es for th	is seg	gment.		
$\rightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	58000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	62000	(
U.T.	To: From:	SR	141 Effingha	m St			$\blacksquare$									
ALT	er Downtown Tunnel City of Portsmouth (	Maint: 64) 0.45			Se	e I-264	for dir	ectional tr	affic vo	lume es	stimat	es for th	is sec	ment		
Elizabeth Rive	Combined Traffic Estimates for 2 Parallel F	•	76000	G	96%	0%	1%	1%	2%	0%	F	0.099	.ο ου <u>ε</u> Α	0.502	83000	(
	- F				0070	0 70		1 /0	270	0 70	•	0.000	,,	0.002	00000	•
LT	From:		WCL Norfol	k												
Elizabeth Rive	er Downtown Tunnel City of Norfolk (Ma	•			Se	e I-264	for dir	ectional tr	affic vo	lume es	stimat	es for th	is seg	gment.		
	Combined Traffic Estimates for 2 Parallel F	•		G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	(
	To:		I-464, SR 33	7												
orth	From:		I-64													
164)	City of Chesapeake	•	28000	G	95%	0%	1%	1%	2%	0%	F	0.122			32000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	57000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	65000	(
orth	To From:	US	13 Military l	Hwy												
orth	City of Chesapeake	(Maint: 64) 1.06	26000	G	95%	0%	1%	1%	2%	0%	F	0.126			30000	(
104)	Combined Traffic Estimates for 2 Parallel F	•		G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	60000	
	тоГ							.,.	_,,				-			
lorth	From:		Freeman Ave	e												
164)	City of Chesapeake	•	25000	Α	95%	0%	1%	1%	2%	0%	С	0.157			29000	1
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	49000	В	95%	0%	1%	1%	2%	0%	С	0.113	Α	0.692	56000	I
- 41-	To: From:	SR	337 Poindext	er St			$\Box$ $\vdash$									
orth	City of Chesapeake	(Maint: 64) 0.76	26000	G	95%	0%	1%	1%	2%	0%	F	0.111			30000	(
04)	Combined Traffic Estimates for 2 Parallel F	•		G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	60000	(
	F					0 /0	- 70	1 /0	_ /0	0 /0		5.000	•	0.002	00000	•
orth	To: From:		SCL Norfolk	ζ												
164)	City of Norfolk (Ma	•	26000	G	95%	0%	1%	1%	2%	0%	F	0.111			30000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	52000	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	60000	(
	To:		Main Street		•											

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Ler	ngth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
lorth	From:		Main Stre													
64)	City of Norfolk (M	*	60 <b>24000</b>	G	95%	0%	1%	1%	2%	0%	F	0.112			28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>48000</b>	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	55000	G
orth	To: From:		SR 337													
337	City of Norfolk (M	laint: 64) 0.	16 <b>24000</b>	N	95%	0%	1%	1%	2%	0%	Ν	0.112			28000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>48000</b>	N	95%	0%	1%	1%	2%	0%	Ν	0.080	F	0.779	55000	Ν
	To:		I-264													
orth	From:		I-464 Nor													
64) (17) Ramp	City of Virginia Beach	n (Maint: 64) 0.	20 <b>9500</b>	G								0.120			9500	C
<i></i>	To:		I-64 East													
orth Pomp	From: City of Chesapeake	(Maint: 64)	I-464 Nor 18 <b>7100</b>	h G								0.09			7100	G
64 Ramp	Oity of Offesapeake		JS 13 Military I									0.09			7100	
orth	From:		I-464 Nor													
Ramp	City of Chesapeake	(Maint: 64) 0.	10 <b>4300</b>	G								0.082			4300	
04) **	To:	( 11 1 1 )	Freeman A													
orth	From:		I-464 Nor	:h												
Ramp	City of Chesapeake	(Maint: 64) 0.	23 <b>2100</b>	G								0.111			2100	(
<i></i>	To:		SR 337 Poinde	xter St												
orth_	From:		I-464 Nor													
Ramp	City of Chesapeake	(Maint: 64) 0.	10 <b>720</b>	G								0.184			720	C
	10.		SR 337 Poinde				_									
orth 64)Ramp	City of Norfolk (M	laint: 64) 0	I-464 Nor 12 <b>2000</b>	G G	93%	1%	1%	2%	4%	0%	F	0.143			2200	C
64 Hallip	City of Norion (IVI	(aiiit. 64) 0.	SR 337	<u> </u>	90 /0	1 /0	1 /0	2/0	4 /0	0 /6	•	0.143			2200	
orth	Fron:	I-464-N TO R	OUTE 264 WE	ST & BF	RKIFYS	T.										
Ramp	City of Norfolk (M		13 <b>NA</b>	51 cc 51								NA			NA	
• • • • • • • • • • • • • • • • • • • •	To:		25A STATE S	Γ@ ROU	JTE 337											
orth	From:	I-464-N0061	3 INSPECTION	STATIO	ON ROAD	)										
Ramp	City of Norfolk (M	laint: 64) 0.	07 <b>NA</b>									NA			NA	
<u> </u>	To:		STATE STR	EET												
outh 64)	From:		I-64													
<u>64)</u>	City of Chesapeake	•	32 <b>29000</b>	G	95%	0%	1%	1%	2%	0%	F	0.118			33000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>57000</b>	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	65000	(
outh	To: From:		US 13 Military	Hwy												
64)	City of Chesapeake	(Maint: 64) 0.	84 <b>26000</b>	G	95%	0%	1%	1%	2%	0%	F	0.129			31000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>53000</b>	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	60000	(
	To:		Freeman Ave	enue												

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

Б.,	1					4			Tru	ıck			K	014	Dir	4 4 14/DT	- 014
Route	Jurisdiction	1	Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:			eeman Aver								_					
464	City of Chesapeake (	,	2.01	24000	В	95%	0%	1%	1%	2%	0%	С	0.157			28000	В
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this	Route:	49000	В	95%	0%	1%	1%	2%	0%	С	0.113	Α	0.692	56000	В
South	To: From:		C	Collector Ro	ad												
464)	City of Chesapeake (	(Maint: 64)	0.43	25000	G	95%	0%	1%	1%	2%	0%	F	0.127			29000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this	Route:	52000	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	60000	G
0	To:		;	SCL Norfoli	k			_									
South 464	City of Norfolk (Ma	aint: 64)	0.36	25000	G	95%	0%	1%	1%	2%	0%	F	0.127			29000	G
464	Combined Traffic Estimates for 2 Parallel F	,			G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	60000	G
	Tool	- Todawayo on time				0070	070		1 70	270	070	·	0.000	•	0.002	00000	Ğ
South	From:			Main Street		.=-/					221						
464	City of Norfolk (Ma	,	0.87	24000	G	95%	0%	1%	1%	2%	0%	F _	0.105	_		27000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this	Route:	48000 I-264	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	55000	G
0 "	From		CD 10		WECE												
South 464 Ramp	City of Chesapeake (	(Maint: 64)	0.22	04 TO I-64 V <b>8200</b>	G G								0.095			8200	G
464)	To:			FROM RT		UTH							0.000			0200	<b>.</b>
South	From:		I-464	-S TO I-64	EAST												
Ramp	City of Chesapeake (	(Maint: 64)	0.36	4300	G								0.177			4300	G
$\overline{}$	То:		I-64-E FR	ROM RT 46	4 SOUT	Н											
South	From:			I-464 South													
Ramp	City of Chesapeake (	(Maint: 64)	0.14	5400	G								0.113			5400	G
	103			Military Hi													
South	From:L City of Chesapeake (	(Maint: 64)	I-464-S	TO FREEM <b>3000</b>	1AN Ave <b>G</b>	;							0.117			3000	G
A64 Ramp	To:			-8598- A TC		ROM I							0.117			3000	G
South	From:			T 337 EAST			D										
A64 Ramp	City of Chesapeake (		0.11	NA	100-101	NDEATE	ах						NA			NA	
1	To:		337 FRO	M ROUTE	464 SO	UTH											
South	From:			I-464 South	1												
(464)Ramp	City of Chesapeake (	(Maint: 64)	0.16	4900	G								0.088			4900	G
$\overline{}$	To	SR 337-W0	23A FRO	M ROUTE	337 WES	ST00- POI	IND	$\neg$ $\vdash$									
South 464 Ramp	City of Chesapeake (		0.14	NA									NA			NA	
464/1141119	only of offesapeane (				<b></b>		-						INA			INA	
South	To: From:			T 337 EAST	1'00- POI	NDEXTE	K										
464 Ramp	City of Chesapeake (	(Maint: 64)	0.09	NA									NA			NA	
South	To: From:	SR 337-E0	23A FRO	M RT 337 E	EAST00-	POINDE	XT										
(464)Ramp	City of Chesapeake (	(Maint: 64)	0.14	NA									NA			NA	
404)	To:			ECTOR RI	D00- RT	337 POIN	ID .										

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

Route	Jurisdictio	on.	I enath	AADT	ΩΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
North	From	:		64-Westbou				2Axle	3+Axle	1Trail	2Trail		Factor	Q, (	Factor	,,,,,,	
564 Ramp	City of Norfolk (M	Maint: 64)	0.29	NA	iiiu								NA			NA	
North			Ramps from	US 460 an	nd I-564	Rev											
Ramp	City of Norfolk (M	//aint: 64)	0.16	NA									NA			NA	
Nowth	To: From:			om I-64 Ea JS 460 Gra													
North 564	City of Norfolk (N	/aint: 64)	0.51	32000	G G	98%	0%	0%	2%	0%	0%	F	0.127			38000	G
304)	Combined Traffic Estimates for 2 Parallel	,			G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	63000	G
	To:	·	SR 406 Inte				0 70		. , 0	0,0	0,0	•	0.00.	•	0.07	00000	О.
North	From:		SR 406 Inte														
564)	City of Norfolk (N	,	1.81	12000	G	98%	0%	0%	2%	0%	0%	С	0.216			NA	
	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	32000	G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	To:	c	SR 337 A	Admiral Tau	issig Blv	d											
Rev	From:	E		I-64 Rev													
Reversible Ramp	City of Norfolk (N	Maint: 64)	0.31	NA									NA			NA	
$\overline{}$	To:	:	Ramps to I-56	4 NB and I	From I-50	64 SB											
Rev	From:			I-564 Rev													
Ramp	City of Norfolk (N	/laint: 64)	0.08	4500	G								0.292			4500	G
	To:		I-5	64 Northbo	und												
South	From:		I-	64 Eastbou	nd												
564)Ramp	City of Norfolk (M	/aint: 64)	0.16	23000	G								0.140			23000	G
	To:		Ramp to S	R 165 Little	e Creek I	Rd											
South	From:			JS 460 Gra	_												
564)	City of Norfolk (M	,	0.64	20000	G	98%	0%	0%	0%	1%	0%	F	0.153			25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways			G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	63000	G
·	To:			6 Terminia		S1 1											
South	City of Norfolk (N	Agint: 64)	SR 406 Inte	20000	rminial I	98%	0%	0%	0%	1%	0%	C	0.212			23000	G
564	· · · · · · · · · · · · · · · · · · ·	,	_		-							0		ь	0.005		G
	Combined Traffic Estimates for 2 Parallel	- Roadways (		Admiral Tau	G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
						0											
South	From:	4		64 Southbo									0.400			0000	_
Ramp	City of Norfolk (M	/laint: 64)	0.16	2300	G			i					0.136			2300	G
<u> </u>	10:	1	,	East Little		i											
South	From:			64 Southbo	und												
Ramp	City of Norfolk (M		0.35	NA									NA			NA	
Youth .	To:	Ram	ps from SR 406 a	nd to I-64 V 001A FRO			460										
South 564)Ramp	City of Norfolk (N	laint: 64)	0.12	001A FRO. <b>NA</b>	IVIKI40	Ю							NA			NA	
204/1/41119	Tro:			OC TO RT	64 WES	Т							14/7			INA	
South	From:	Ram	np from I-564 Sout				Blvd										
564)Ramp	City of Norfolk (N		0.25	NA				•					NA			NA	
	To:		ZII	460 Granb	v St												

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

Route	Jurisdictio	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 564)Ramp	City of Norfolk (N		from I-564 Sc <b>6800</b>	uthboun <b>G</b>	d							0.107			6800	G
564 Hamp	City of Norion (IV	,	I-64 Westbou				_					0.107			0000	G
South	From:		-564 Southbo				i									_
564)Ramp	City of Norfolk (N			G								0.294			7400	G
	To:		I-564 Rev													
East	From:		WCL Suffol													
664 Hampton Roads Beltway		,		G	94%	0%	1%	1%	4%	0%	F	0.095			41000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
		East I-664	is signed a	s Sout	h I-664											
ast	To: From:	64	-659 Pughsvil	le Rd												
664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.02	43000	G	94%	0%	1%	1%	4%	0%	F	0.107			42000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>89000</b>	G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.542	90000	G
		East I-664	is signed a	s Sout	h I-664											
·	To: From:	SR :	337 Portsmou	th Blvd			$\Box$ $\vdash$									
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.10	48000	G	94%	0%	1%	1%	4%	0%	F	0.103			49000	c
004)	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	99000	
		East I-664		s Sout	h I-664											
	To:	64-66	3 Dock Landi	ng Road			$\neg$									
East 664 Hampton Roads Beltway	City of Chesapeake			G	94%	0%	1%	1%	4%	0%	_	0.088			45000	G
164 Hampton Hoads Beilway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	'		G	94%	0%	1%	1%	4% 4%	0%	, F	0.083	F	0.505	95000	(
	Combined Traine Estimates for 21 araner	East I-664				0 /6	1 /0	1 /0	4 /0	0 /6	'	0.003	'	0.505	33000	
	To:		8, US 460 M													
ast	From:					00/	40/	40/	40/	00/	_	0.00			00000	
Hampton Roads Beltway		,		G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.554	63000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	126000	G
	_	East I-664														
East	To: From:	US 13, US	460 Military I	Highway	South											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.27	59000	G	94%	0%	1%	1%	4%	0%	F	0.099			62000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	-			94%	0%	1%	1%	4%	0%	F	NA			125000	G
	T	East I-664			h I-664											
ast	10: From:	I-664	I-64; I-264 EB; Ramp to		<u> </u>		_									
Ramp	City of Chesapeake			G								0.088			32000	G
· ·	To:	,	I-64 WB													
East	From:		I-664 East													
Ramp	City of Chesapeake	(Maint: 64) 0.35	6200	G								0.282			6200	G
$\smile$	To:		Pughsville R	d												

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

Route	Jurisdictio	n Le	ength <b>AADT</b>	QA	4Tire	211c		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 664 Ramp	City of Chesapeake	(Maint: 64)	3 TO PUGHSVIL 0.08 NA FROM ROUTE									NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	A TO PUGHSVII 0.03 NA 31-8529 TO & FR									NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64) C	I-664 Eas 0.36 <b>2700</b> SR 337 Portsmoo	t <b>G</b>								0.093			2700	G
East 664 Ramp	From: City of Chesapeake To:	` '	I-664-E TO R' 0.22 <b>5400</b> R 337-W014A TO	G	ROM I-6							0.101			5400	G
East 664 Ramp	City of Chesapeake		I-664 Eas 0.06 <b>NA</b> I-664 East Exit 12									NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64) C	O DOCK LAND 0.08 <b>NA</b> 31-8527 TO & FR									NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64) C	I-664 Eas 0.47 <b>9900</b> US 58 Military F	G								0.096			9900	G
East Ramp	City of Chesapeake	(Maint: 64)	E TO ROUTE 58, 0.25 <b>1900</b> ROM ROUTE 66	G								0.110			1900	G
East 664 Ramp	City of Chesapeake	(Maint: 64) C	I-664 Eas 0.12 <b>2600</b> US 13; 1US 13-	G	92%	0%	1%	1%	6%	0%	F	0.122			2700	G
East Ramp	City of Chesapeake		664-EB; Ramp to 0.56 <b>19000</b> I-264-EB	G								0.077			24000	G
West 664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	WCL Suffo 0.62 <b>39000</b> oute: <b>77000</b> 664 is signed	G G	94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.083 0.089	F	0.589	42000 83000	G G
West 664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	64-659 Pughsvil 2.10 <b>47000</b> oute: <b>89000</b> 664 is signed	G G	94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.089 0.085	F	0.542	47000 90000	G G

			Mannena					Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	SR 3	37 Portsmou	th Blvd			ZAXIC	OTANIC	THAI	ZIIdii		1 actor		1 40101		
(664) Hampton Roads Beltway	City of Chesapeake		50000	G	94%	0%	1%	1%	4%	0%	F	0.083			50000	G
,	Combined Traffic Estimates for 2 Parallel	` '	98000	G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	99000	G
		West I-664 i			h I-664											
	To:		ck Landing I													
West	From:															
664 Hampton Roads Beltway		,	47000	G	94%	0%	1%	1%	4%	0%	F	0.083	_		51000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	95000	G
		West I-664 i	s signed a	as Nort	h I-664											
West	To: From:	US 13, US 58	, US 460 M	ilitary Hi	ghway											
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.21	59000	G	94%	0%	1%	1%	4%	0%	F	0.088			63000	G
004)	Combined Traffic Estimates for 2 Parallel				94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	126000	G
		West I-664 i					.,.	.,.	.,.	- , -	-		-			-
	To:	1100(1001)	I-64; I-264													
West	From:		I-664 West	1												
Ramp	City of Chesapeake	(Maint: 64) 0.19	8200	G								0.097			8200	G
	To:	I-664	West Exit 10	B Ramp												
West	From:	I-664-W010A	TO PUGHS	VILLE S	SOUTH											
664 Ramp	City of Chesapeake	(Maint: 64) 0.05	NA									NA			NA	
	To:	131-8529 FROM	1 ROUTE 66	64 WES	INORTH											
West	From:		64-W TO RT	Γ 337												
664)Ramp	City of Chesapeake	(Maint: 64) 0.22	3600	G								0.096			3600	G
$\overline{}$	То:	SR 337 SR 33	7-E014B TO	I-664 A	ND FR											
West	From:		I-664 West													
664 Ramp	City of Chesapeake	· · · · · · · · · · · · · · · · · · ·	6600	G								0.094			6600	G
	To:	SR 3:	37 Portsmou	th Blvd												
West	From:		I-664 West													
664 Ramp	City of Chesapeake		3000	G								0.108			3000	G
	10.		West Exit 12													
West	From:	I-664-W012A TO D		OING RO	DAD-SOU	TH						N.1.0			NIA	
664 Ramp	City of Chesapeake		7 TO & FR	OM DO	~							NA			NA	
		131-832														
West	City of Chesapeake	(Maint: 64) 0.06	I-664 West	G								0.100			25000	G
664 Ramp	Oity of Griesapeake											0.100			23000	G
West	To: From:	I-664-W01	3B TO 58,13	8&460 E	AST											
664 Ramp	City of Chesapeake	(Maint: 64) 0.53	23000	G								0.108			23000	G
$\overline{}$	To:	US 58	TO ROUTE	664 EA												
West	From:		I-664 West	t												
(664)Ramp	City of Chesapeake	(Maint: 64) 0.10	2200	G								0.174			2200	G
$\smile$	Tor	US 5	8 Military H	ighway	•											

0.25 0.55	4700 To	QA G	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	4700	G	98%		_, ,,,,,	0 17 15.10						. 40.0.			
	4700	G	98%							-					
0.55	From		0070	1%	1%	A1US 460 0% St Pauls Bl	0%	0%	F	0.091		0.579	5100	G	2016
0.55	From														-
	370 <sub>To</sub>	R		134		ead End	ersity Dr			0.144		0.520	NA		04/16/201
				- 10	· ooor reg	gent emire	iony Di								
0.10	2000 To	R								NA			NA		04/16/201
0.06	From <b>890</b>	L R								0.148		0.598	NA		04/16/201
0.00	То	Ü			De	ad End									
0.10	From <b>46</b>	R					DI I			0.161		0.5	NA		04/14/201
0.24	From						BIVO			0.112		0.609	NΛ		04/16/201
0.34	1200 To	n.			SR 166 B	ainbridge I	Blvd			0.112		0.000	INA		04/10/2013
0.17	From <b>49</b>	R								0.233		0.511	NA		04/14/201
	To	1													
1.67	600	G	92%	2%	2%	0%	4%	0%	С	0.106		0.548	650	G	2016
0.69	600 From	N	92%	2%	2%	0%	4%	0%	N	0.106		0.548	650	N	2016
0.40	20 To	R								0.22		0.556	NA		04/16/201
					1 az	cwen st				II					
0.12	70	R								0.246		0.516	NA		04/14/201
	10				De	ad End									
0.29	2600	G								0.107		0.522	2600	G	2016
	10	1			US 13 N	Military Hv	wy								
0.19	From	R					d			0.222		0.583	NA		04/14/201
		1													
0.47	<b>70</b>	R					d			0.128		0.5	NA		04/14/201
0.32	950	R		Ş						0.092		0.614	NA		04/14/201
	To				De	ad End									
0.13	710	R		5			Blvd			0.253		0.563	NA		04/14/201
0.06	From									0.247		0.524	NΙΛ		04/22/201
0.06	420 To				US 5	8; FR-923				0.247		0.524	INA		04/22/2015
	0.10 0.06 0.10 0.34 0.17 1.67 0.69 0.40 0.12 0.29 0.19 0.47	0.10 2000 To	0.10	0.10	Tell   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.   13.	134-8661 Reginate   134-	134-8661 Regent University   134-8661 Regent University   154-8661 Regen	Tree	134-8661 Regent University Dr   134-8661 Regent University D	134-8661 Regent University Dr	134-8661 Regient University Dr	134-8661 Regent University Dr			

					No	rfolk Maintenand	e Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			D 1E 1									
(F000)	0.65	930	R			Dead End				0.168		0.571	NA		04/22/2015
(F809)	0.00	То	Ü			US 58 Military H	wy			0.100		0.57 1	INA		04/22/2013
		From	1			US 13 Military H	wv			i					
(F812) Ridgeway Ave	0.46	80	R			05 15 1/1111411 / 11				0.179		0.519	NA		04/22/2015
		То				Dead End									
		From				US 58 Military H	wy								
(F923) Snowden St	0.58	600	R							0.381		0.625	NA		04/22/2015
$\bigcirc$		To				Dead End									
City of Norfolk		From													
1 Corporate Blvd	0.47	2400	G	99%	0%	Curlew Dr 1% 0%	0%	0%	F	0.144		0.577	2700	G	2016
1 Corporate Bivd	0.47	<b>2400</b> To	<u> </u>	33 /6	0 70	US 13 Military H		0 70	'	0.144		0.577	2700	ч	2010
		From				SR 247 Norview A				1					
3 Sewells Point Rd	1.96	7500	G	97%	1%	2% 0%	0%	0%	С	0.088		0.533	8200	G	2016
Sewells Point Rd		To				SR 165 Little Creek	. Rd								
		From	1			Duke St									
4 Tazewell St	0.06	1900	G							0.158		0.64	1900	G	2016
(122)		То				Alt SR 337 Boush	St								
		From				Tazewell St									
5 Duke St	0.29	1900	G	97%	1%	1% 0%	0%	0%	С	0.11		0.622	2100	G	2016
Combi	ned Traffic:	43000	G	97%	1%	1% 0%	0%	0%	F	NA_			47000	G	
		To	1			Brambleton Ave	2								
O 01 1 01		From				7 State St; 122-8592				<u> </u>				_	
6 State St	0.40	840 To	F	92%	2%	4% 1%	1%	0%	С	0.137		0.872	890	F	2016
		From	<u> </u>		~	End State Maintena				+					
6 Ramp	0.07	3500	G		I-464-N	1006A STATE ST @	ROUTE	337		0.127			3500	G	2016
(6) Ramp	0.07	<b>3300</b> To			I-46	64-N006B FROM ST	ATE ST	1		0.127			3300	ч	2010
		From			1 10	City Hall Ave	TIL 51			1					
Monticello Ave	0.47	2700	G	98%	1%	1% 0%	0%	0%	С	0.09		0.576	3000	G	2016
Monticello Ave		To								_					
7 Monticello Ave	0.25	4700 From	G	98%	1%	SR 337 Brambleton	Ave 0%	0%	F	0.091		0.579	5100	G	2016
Monticello Ave	0.20	To	Ť	0070	1 70	US 460 St Pauls B		070				0.070	0.00	Ğ	2010
		From				Alt US 460 Overp									
8 City Hall Ave WB	0.13	NA				111 CB 100 G (CIP	400			NA			NA		
192)		To				Ramp From I-64 V	VB								
		From	1			122-8623 TO I-64 E	AST			1					
8023 Ramp	0.14	5800	G							0.205			5800	G	2016
(122)		To	1		I-6	64-E FROM BAY A	VENUE								
		From				Powhatan Ave									
8560 49th St	0.56	4800	G	97%	1%	2% 0%	0%	0%	С	0.075		0.509	5200	G	2016
		To From				SR 337 Hampton E Hampton Blvd	Blvd			_					
(8560) 49th St	0.42	4000	G	97%	1%	2% 0%	0%	0%	F	0.089		0.562	4400	G	2016
(8560) 49th St	****	То	Ť			Colley Ave								-	
	•	From	4			Powhatan Ave				i					
8561 Bolling Ave	0.48	2100	G	97%	1%	2% 0%	0%	0%	F	0.103		0.66	2300	G	2016
122/		To	-			SR 337 Hampton E	Blvd								
8561) Bolling Ave	0.48	2300 From	G	97%	1%	2% 0%	0%	0%	F	0.123		0.589	2500	G	2016
8561 Bolling Ave		То				Jamestown Cresco									
		From	1			Powhatan Ave									
8562 43rd St	0.98	11000	G	97%	1%	2% 0%	0%	0%	F	0.078		0.572	12000	G	2016
122		То				Colley Ave									
		From				US 58 Brambleton	Ave								
8563 Colley Ave	0.21	14000	G	99%	0%	1% 0%	0%	0%	F	0.084		0.669	16000	G	2016
122		To				Olney Rd									

					No	rtolk Maintena	ance Area	l						
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
8563) Colley Ave	0.40	12000	L	99%	0%	Olney Ro 1% 0%		0%	F	0.08	0.651	13000	G	2016
(8563) Colley Ave	0.40	12000		99%	076			0%	Г	0.08	0.051	13000	G	2016
O. H A	0.07	From	ᆫ	000/	00/	Princess Ann		00/			0.505	4.4000	_	0040
8563 Colley Ave	0.37	13000	G	99%	0%	1% 0%	0%	0%	F	0.082	0.565	14000	G	2016
<u> </u>		From				21st Stree								
8563 Colley Ave	0.30	15000	G	99%	0%	1% 0%		0%	F	0.085	0.563	16000	G	2016
<u> </u>		From				27th Stree	et							
8563 Colley Ave	1.04	14000	G	99%	0%	1% 0%	0%	0%	С	0.092	0.561	15000	G	2016
Jamestown Crescent	0.74	6900	G	99%	0%	52rd Stree 1% 0%		0%	F	0.095	0.558	7600	G	2016
122/		To				SR 337 Hampto	n Blvd							
		From	4			Dead End	1							
Powhatan Ave	0.75	1600	G	99%	0%	1% 0%	0%	0%	F	0.09	0.668	1800	G	2016
172/		To	_			Bolling Av	ie.							
Powhatan Ave	0.81	6600 From	G	99%	0%	1% 0%		0%	F	0.088	0.522	7100	G	2016
Powhatan Ave	3.51	To	Ť	20 /0	3 /0	38th St	. 0/0	0,0	•	7.000	0.022	7.00	~	_010
		From				Powhatan A	ve							
38th St	0.57	5100	G	99%	0%	1% 0%		0%	F	0.084	0.616	5600	G	2016
122/		To	-			SR 337 Hampto	n Rlvd							
8564) 38th St	0.41	6500 From	G	99%	0%	1% 0%		0%	F	0.107	0.644	7100	G	2016
8564 38th St	0.71	0000		0070	0 /0			0 /0		<u></u>	0.074	, 100	J	2010
0011 01	0.70	From		0051	0-1	Colley Av		051	-					001-
8564 38th St	0.53	9800	G	99%	0%	1% 0%	0%	0%	С	0.095	0.576	11000	G	2016
<u> </u>		To From				Llewellyn A	Ave							
8564 122 38th St	0.17	4700	G	99%	0%	1% 0%	0%	0%	F	0.092	0.771	5100	G	2016
122/		To				US 460 Gran	by St							
<u> </u>		From				US 460							_	
La Vallette Ave	0.48	1800	G	99%	0%	1% 0%	0%	0%	F	0.100	0.521	1900	G	2016
		То	1			Columbus A	Ave							
_		From				Olney Ro	l							
8565 Colonial Ave	1.08	5800	G	99%	0%	1% 0%	0%	0%	F	0.087	0.544	6400	G	2016
122/		To				27th St								
S565 Colonial Ave	1.07	2000 From	G	99%	0%	27th St 1% 0%	0%	0%	F	0.097	0.615	2200	G	2016
6565 Colonial Ave	1.07	<b>2000</b> To	<u> </u>	33 /6	0 70	New Hampshir		0 70	-	0.007	0.013	2200	ч	2010
		From				Gasnold A								
New Hampshire Ave	0.24	140	G	99%	0%	1% 0%		0%	F	0.177	0.519	160	G	2016
1227		То				Colonial A								
		From	4			Colley Av								
8566) 41st St	0.05	850	G	99%	0%	0% 0%		0%	F	0.1	0.587	930	G	2016
8566) 41st St	3.00	To	Ť	20 /0	3 /0	Mayflower		0,0	•	—ĭ¨	0.007	000	~	_5.5
		From				Carolina A								
8566 Mayflower Ave	0.22	1600	G	99%	0%	0% 0%		0%	F	0.1	0.587	1800	G	2016
122/		То				Delaware A	ve							
<u> </u>		From				Mayflower								
8566 Delaware Ave	0.55	4300	G	99%	0%	0% 0%	0%	0%	F	0.084	0.543	4600	G	2016
		To	_			Llewellyn A	Ave			¬—				
8566 Delaware Ave		7300 From	G	99%	0%	0% 0%		0%	С	0.102	0.762	7900	G	2016
	0.12					US 460 Gran					<del>-</del>			
122	0.12	To												
270	0.12	To				Bramblatan								
		From		9 <b>0</b> °/-	Nº/-	Brambleton		Nº/-	F	0 100	0 622	aenn	G	2016
8566) Delaware Ave	0.12	From <b>8800</b>	G	99%	0%	Brambleton 0% 0%		0%	F	0.109	0.622	9600	G	2016
8567 Boush St	0.21	8800				0% 0% Va Beach B	0%			_				
8567 Boush St		8800	G	99%	0%	0% 0%	0%	0%	F	0.109	0.622	9600 8700	G G	
8567 Boush St	0.21	8800 From 8000				0% 0% Va Beach B 1% 0%	0% lvd 0%			_				
8567 Boush St	0.21	8800				0% 0% Va Beach B	0% lvd 0% e Rd			_				2016 2016 2016

					INO	rioik iviai	ntenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•	2Trail	QC	K Factor	QK Di Fac	AAWDI	QW	Year
City of Norfolk															
	0.70	From	<u> </u>	000/	00/		st Street	00/	00/			0.50	7500	0	0040
(8567) Llewellyn Ave	0.72	6900	G	99%	0%	1%	0%	0%	0%	F	0.099	0.58	33 7500	G	2016
		From					h Street								
(8567) Llewellyn Ave	0.14	6100	G	99%	0%	1%	0%	0%	0%	С	0.094	0.5	19 6600	G	2016
		To					h Street								
8567 Llewellyn Ave	0.20	11000	G	99%	0%	1%	8th St 0%	0%	0%	F	0.084	0.60	9 12000	G	2016
(8567) Liewellyn Ave	0.20	11000		33 /6	0 /6	1 /0	0 76	0 /6	0 /6	'	0.004	0.00	12000	ч	2010
<u> </u>		From					ware Ave				_				
8567 Llewellyn Ave	0.28	7700	G	99%	0%	1%	0%	0%	0%	F	0.088		8300	G	2016
9		To				US 460	Granby S	t							
		From					lley Ave								
8568 Olney Rd	0.50	9500	G	98%	0%	1%	0%	0%	0%	С	0.097	0.67	75 10000	G	2016
		To			US 5	8 Virginia 1	Beach Blve	1. Duke S	St						
8568) Olney Rd	0.31	1500 From	G	98%	0%	1%	0%	0%	0%	F	0.133	0.60	1600	G	2016
Olney Rd		To					icello Ave								
		From					85 Main S	+							
8569 Granby St	0.36	4800	G	98%	0%	1%	0%	0%	0%	F	0.089	0.5	15 5100	G	2016
8569 Granby St	0.00	To		0070	0 70		ambleton A		0 70	-	0.000	0.0	10 0100	ď	2010
		From					bleton Ave								
8569 Granby St	1.27	7200	G	98%	0%	1%	0%	0%	0%	F	0.083	0.53	35 7800	G	2016
122		To				Ch	urch St								
		From				Rale	eigh Ave								
8572) Claremont Ave	0.51	830	G	99%	0%	0%	0%	0%	0%	F	0.13		900	G	2016
8572 Claremont Ave		T-													
Otat Ct	0.00	From	ᄂ	000/	00/		Hampton B		00/		0.000	0.51	7000		2016
8572 21st St	0.29	6400	G	99%	0%	0%	0%	0%	0%	С	0.092	0.5	59 7000	G	2016
		From					lley Ave								
8572) 21st St	0.48	12000	G	99%	0%	0%	0%	0%	0%	F	0.086	0.56	13000	G	2016
122)		To				Llev	wellyn St								
8572) 21st St	0.25	9000	G	99%	0%	0%	0%	0%	0%	F	0.08	0.59	9800	G	2016
21st St		To					icello Ave								
		From	1				a Beach B	lvd			i				
8573 Ballentine Blvd	0.50	12000	G	94%	1%	2%	3%	1%	0%	С	0.084	0.5	56 13000	G	2016
Ballentine Blvd	0.00	12000		0 4 70	1 /0	270	070	1 /0	0 70		<del></del>	0.00	70000	ď	2010
O 5 11 11 51 1		From		2.424		SR 166 Pri									
8573 Ballentine Blvd	0.54	9500	G	94%	1%	2%	3%	1%	0%	F	0.086	0.5	14 10000	G	2016
		To From					Terrace								
8573) Ballentine Blvd	0.49	8200	G	94%	1%	2%	34 Tait Te 3%	1%	0%	F	0.086	0.53	34 8900	G	2016
Ballentine Blvd	0.43	0200 To	<u> </u>	J+ /0		22-8613 C			0 70	<u>'</u>	0.000	0.50	54 0500	G	2010
		From													
8574) Willow Wood Dr	1 10		G	99%	0%	1%	Granby S		0%	С	0.087	0.62	10000	G	2016
(8574) Willow Wood Dr	1.10	9600 <sub>To</sub>		99%	076		0%	0%	0%	U	0.067	0.02	21 10000	G	2010
			1				Tidewater								
O 0 D + 5' '	22:	From	Ļ	0001		ALT SR 33			001				20 4000-	_	00:5
8575 St Pauls Blvd	0.31	9400	G	99%	0%	1%	0%	0%	0%	F	0.129	0.62	20 10000	G	2016
		To From				Alt US 4	60; Marke	t St							
8575 Fenchurch St	0.41	5700	G	99%	0%	1%	0%	0%	0%	F	0.091	0.54	42 6200	G	2016
122/		To				US 460 B	rambleton	Ave			<u> </u>				
	0.23	16000	G	97%	1%	1%	1%	1%	0%	F	0.086	0.57	72 17000	G	2016
Church St				0.70					- 70	•		0.01	_ 17000	<b>~</b>	_0.0
8575 Church St	0.23						1 1. D 1.	Rlvd			<u> </u>				
(122)		From	<u> </u>	0751		JS 58 Virg			061		0.00-			_	
(122)	0.13	17000	G	97%	1%	JS 58 Virg 1%	1%	1%	0%	F	0.087	0.56	18000	G	2016
122		17000	G	97%		1%		1%	0%	F	0.087	0.56	18000	G	2016
8575 Church St		17000 From To From 20000	G G	97%		1%	1%	1%	0%	F C	0.087	0.56		G G	
8575 Church St	0.13	20000 To			1%	1% Prince 1%	1% ss Anne Ro 1%	1% 1 1%	0%		_				
8575 Church St	0.13	To From			1%	1% Princes	1% ss Anne Ro 1%	1% 1 1%	0%		_		19 22000		2016

					INO	rtoik ivia	ıntenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
8575 Church St	0.21	11000	G	97%	1%	1%	27th St 1%	1%	0%	F	0.091		0.670	12000	G	2016
<u> </u>		To			US 4		y St; Mont	icello Av	e							
8576 Princess Anne Rd	0.62	1200	G	97%	1%	1%	ead End 0%	0%	0%	С	0.102		0.593	1300	G	2016
8576 Princess Anne Rd	0.08	5500 From:	G	98%	1%	SR 337	Hampton I 0%	3lvd 0%	0%	F	0.076		0.52	6000	G	2016
8576) Princess Anne Rd	0.32	7700	G	98%	1%	1%	0%	0%	0%	F	0.079		0.568	8400	G	2016
8576 Princess Anne Rd	0.18	From:	G	98%	1%		onial Ave 5 Colonial 0%	Ave 0%	0%	F	0.080		0.54	11000	G	2016
8576 Princess Anne Rd	0.28	9200	G	98%	1%	Llev 1%	vellyn Ave 0%	0%	0%	F	0.076		0.513	10000	G	2016
8576 Princess Anne Rd	0.49	7800	G	98%	1%	1%	0%	0%	0%	С	0.08		0.587	8500	G	2016
8576 Princess Anne Rd	0.29	11000 To:	G	98%	1%	1%	0%	0%	0%	F	0.08		0.549	12000	G	2016
		10.					ewater Dr									
Charlotte St	0.17	3400 To:	G				Bus Wood				0.109		0.653	3700	G	2016
8580 Wood St	0.13	860	G				s US 460	100			0.087			930	G	2016
8580 Charlotte St	0.32	2100 To:	G	97%	1%	1%	1% ewater Dr	1%	0%	F	0.09		0.501	2300	G	2016
		From:					peake Blv	A			<u> </u>					
Fishermans Rd	0.44	3600 <sub>To:</sub>	G	98%	1%	1%	0% urgis Rd	0%	0%	С	0.092		0.684	3900	G	2016
		From:					ermans Rd									
Sturgis Rd	0.11	610	G	98%	1%	1%	0% View Blvd	0%	0%	F	0.177		0.607	660	G	2016
Sturgis St	0.64	1200 To:	G	98%	1%	1%	0% n View Av	0%	0%	F	0.105		0.543	1400	G	2016
		From:				Alt SR	337 Bouch	St								
City Hall Ave	0.14	6600	F								0.099		0.614	7000	F	2016
S582) City Hall Ave	0.45	8600 From:	G			Mon	ticello Ave	<u> </u>			0.112		0.704	9300	G	2016
100 /	ed Traffic:		G								NA		0.704	39000	G	2010
S582) City Hall Ave	0.18	NA From	<u> </u>			Al	US 460				NA			NA		
122	0.16	To		122-858			ET STREE			'A				IVA		
East <sub>8582</sub> Ramp	0.10	NA					TO RTE 2				NA			NA		
		To:	<u> </u>				264-W(B)/			R						
East <sub>8582</sub> Ramp	0.45	NA To	<u> </u>	122-8			REET CC				NA			NA		
		To	<u> </u>		1-264-1		CITY HAL	L AVEN	UE		_					
8585 Main St	0.25	4900 To:	G	97%	1%	1%	1%	1%	0%	F	0.108		0.515	5300	G	2016
8585) Bank St	0.16	From:	G	97%	1%	1%	Bank St Main St 1%	1%	0%	F	0.129		0.82	2600	G	2016
		To:				A1US 460	-P City Ha	ll Ave								

					140	TIOIN Maintonan	.00 / 11 Ca							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
R586) Plume St	0.42	2600	G	97%	1%	Boush St 1% 1%	1%	0%	F	0.142	0.747	2800	G	2016
3586) Plume St	0.42	<b>2000</b>		31 /6	1 /0	St Pauls Blvd		0 76	'	0.142	0.747	2000	u	2010
		From	一			Park Ave				i				
S588) Corprew Ave	0.77	4500	G	97%	1%	1% 1%	1%	0%	F	0.086	0.586	4900	G	2016
Corprew Ave	_	То				Merrimac Ave								
		From				SR 337 State S	St							
Indian River Rd	0.23	1100	G	97%	1%	1% 1%	1%	0%	F	0.137	0.844	1200	G	2016
122)		To From	_			Main Street				<b>—</b>				
Indian River Rd	0.66	2200	G	97%	1%	1% 1%	1%	0%	С	0.124	0.707	2300	G	2016
122/		To				Marsh St								
Indian River Rd	0.53	From	<u> </u>	97%	1%	Berkley Ave	1%	00/	F	0.106	0.539	15000	C	2016
Indian River Rd	0.53	14000 <sub>To</sub>	G	97%	1 %	1% 1% US 460 Wilson		0%	Г	0.106	0.539	15000	G	2010
_		From	<del></del>							1				
Liberty St	0.57	4500	G	93%	1%	SR 337 Main 3	<u>s</u> 1%	0%	F	0.095	0.515	4900	G	2016
591 Liberty St	0.07	<b>4300</b> To	г <u> </u>	- 30 /0	1 70	WCL Chesapea			•	0.000	0.010	4000	ď	2010
		From	一			State St				i				
Berkley Ave	0.11	12000	G	95%	1%	2% 1%	2%	0%	С	0.088	0.552	13000	G	2016
Berkley Ave						Main St								
Berkley Ave	0.21	12000	G	96%	0%	2% 1%	1%	0%	F	0.101	0.547	14000	G	2016
Berkley Ave	0.2.						. , ,		•		0.0		<u>.</u>	
592) Berkley Ave Ext	0.80	3700	G	96%	0%	Fauquier St 2% 1%	1%	0%	С	0.091	0.534	4000	G	2016
Berkley Ave Ext	0.00	3700		30 /6	0 76			0 76	U	0.031	0.554	4000	u	2010
Darklan Ana Ent	0.45	From	<u> </u>	000/	00/	US 460 Wilson		00/		0.005	0.500	0000		0010
Berkley Ave Ext	0.45	3600	G	96%	0%	2% 1%	1%	0%	F	0.085	0.538	3900	G	2016
	0.07	From	Ļ		20/	Campostella R					0.500	0500		
Berkley Ave Ext	0.27	3200 To	G	96%	0%	2% 1% WCL Chesapea	1%	0%	F	0.086	0.569	3500	G	2016
		From			10D C			X7						
Ramp	0.09	1500	G	-	1SR 3	337-P; 122-8592 BE	KKLEY A	. <u>V</u>		0.228		1500	G	2016
Ramp 122	0.00	То	Ť		I-464-	-S FROM BERKLE	Y AVENU	JE				1000	ŭ	
		From	_			Campostella R				1				
Springfield Ave	0.52	170	G	96%	1%	2% 1%	0%	0%	С	0.113	0.65	180	G	2016
Springfield Ave		To				Sycamore St								
		From				Military Hwy	7							
Spring Meadow Blvd	0.55	760	G	99%	0%	1% 0%	0%	0%	С	0.091	0.613	830	G	2016
122/		То				Hunt Rd								
		From				Liberty St								
8595 S Main St	0.27	1700	G	95%	1%	2% 1%	1%	0%	С	0.120	0.692	1800	G	2016
		To	<u> </u>			Indian River R	.d							
		From				Ingleside Rd								
Village Ave/Sewells Po	oint <b>19.0</b> 17	3600	G	88%	2%	1% 3%	6%	0%	С	0.11	0.534	3900	G	2016
		То	<u> </u>			Princess Anne I	Rd							
North Oleans D.	0.53	From	<u> </u>	0701	101	Cloncurry Rd		00/	_	0.000	0.505	000	^	001
North Shore Rd	0.57	580	G	97%	1%	1% 1%	0%	0%	F	0.092	0.525	630	G	2016
		From				Hampton Blvo				$\exists$				
North Shore Rd	0.73	1300	G	96%	0%	2% 1%	1%	0%	F	0.092	0.669	1500	G	2016
<u> </u>		To From				Diven St North Shore R	d							
Diven St	0.60	1400	G	97%	1%	1% 1%	0%	0%	С	0.084	0.555	1600	G	2016
9609 Diven St	2.00	То	ŕ	/0		International Termin		- / 0			3.330		<b>→</b>	_0.0
		From	_			SR 337 Hampton				Ī				
Beechwood Ave	0.49	270	G	99%	0%	1% 0%	0%	0%	F	0.112	0.576	300	G	2016

					INO	rfolk Mainter	iance Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	K Factor	QK Dii Fact	AAWDT	QW	Year
City of Norfolk														
	0.05	From	<u> </u>	070/	40/	Granby		00/			0.00	4500	•	0010
Kinglsey Lane	0.25	4100	G	97%	1%	1% 09		0%	F	0.09	0.69	99 4500	G	2016
		From				Newport A Kingsley I								
8611 Newport Ave	1.16	2600	G	97%	1%	1% 09		0%	С	0.1	0.56	61 2800	G	2016
122		To				Little Cree	k Rd							
		From				Princess An	ne Rd							
8613) Maltby Ave	0.27	2700	G	96%	0%	2% 19		0%	F	0.098	0.54	47 2900	G	2016
(8613) Maitby Ave		To	_			Comi C								
8613 Maltby Ave	0.15	3300 From	G	96%	0%	2% 19		0%	F	0.092	0.50	07 3500	G	2016
(8613) Maltby Ave	0.10	3300		0070	0 70	270 17	70 170	070		0.002	0.00	0000	ď	2010
		From		2221		St Julian								
8613 Maltby Ave	0.20	950	G	96%	0%	2% 19		0%	F	0.092	0.53	37 1000	G	2016
<u> </u>		From	1			Rugby 3 122-8837 Rug								
8613 Maltby Ave	0.12	70	G	96%	0%	2% 19		0%	F	0.123	0.63	32 70	G	2016
(8613) Maltby Ave	0.12	To	<u> </u>	30 /6	0 70	Dead E		0 70	-	-0.120	0.00	70	G	2010
		From				Tait Terr								
(8613) Chesapeake Blvd	0.62	1100	F	96%	0%	2% 19		0%	F	0.091	0.55	58 1200	F	2016
(8613) Chesapeake Blvd		To												
8613 Chesapeake Blvd	0.14	1300	<u>.</u>	96%	0%	Kitchener 2% 19		0%	F	0.085	0.50	06 1400	F	2016
(8613) Chesapeake Blvd	0.14	1300 To	É	JU /0		122-8573 Baller		U /0	- 1	0.003	0.50	70 1400	'	2010
		From				Military F								
8613) Norview Ave	0.51	13000	G	99%	0%	0% 09		0%	С	0.068	0.57	71 14000	G	2016
(8613) Norview Ave		т-												
Noncious Asso	0.01	12000	<u> </u>	000/	00/	Azalea Gard		00/		0.070	0.60	26 14000		2016
Norview Ave	0.21	13000	G	99%	0%	0% 09		0%	F	0.070	0.62	26 14000	G	2016
		10	1		N	orfolk Internation	onal Airport							
<u> </u>		From	<u> </u>			Granby							_	
8618 Bay View Blvd	0.61	7400	G	99%	0%	1% 09	% 0%	0%	F	0.089	0.5	3 8100	G	2016
<u> </u>		To From				Tidewater	r Dr							
8618 Bay View Blvd	0.52	11000	G	99%	0%	1% 09	% 0%	0%	С	0.087	0.60	08 12000	G	2016
122		To	_			Chacamaalra	Dlvd							
8618 Bay View Blvd	1.10	5700 From	G	99%	0%	Chesapeake		0%	F	0.086	0.59	95 6200	G	2016
Bay View Blvd	1.10	3700 To		33 /6	0 /6	Cape View		0 /6		0.000	0.50	0200	ч	2010
		From				Bay View								
(8618) Cape View Ave	0.41	3400	G	98%	1%	1% 09		0%	С	0.095	0.54	14 3700	G	2016
(8618) Cape View Ave	-	To	Ť			US 60 Ocean V								
		From												
8619 Beach View St	0.71	980	G	99%	0%	Chesapeake		0%	F	0.115	0.57	76 1100	G	2016
8619 Beach View St	0.71	To		33 /6	0 /6	Ocean Vie		0 /6		0.113	0.57	70 1100	ч	2010
Changerd Acce	0.54	From	<u> </u>	000/	007	Tidewater		001			0.50	24 4400	^	0010
8620 Shepard Ave	0.54	1000	G	99%	0%	0% 19	% 0%	0%	С	0.112	0.50	04 1100	G	2016
		To From				Chesapeake	Blvd							
8620 Shepard Ave	0.49	1200	G	99%	0%	0% 19		0%	F	0.101	0.62	22 1300	G	2016
		To				Cape View								
0	0.15	From	<u> </u>	0001	001	Sheppard		201				20 2:5	^	0045
8620 Cape View Ave	0.19	290	G	99%	0%	0% 19	% 0%	0%	F	0.125	0.63	310	G	2016
<u>~</u>		To From				Tallwood	l St			$\Box$				
8620 Cape View Ave	0.04	290	N	99%	0%	0% 19	% 0%	0%	N	0.125	0.63	32 310	N	2016
(8620) Cape View Ave		To				Dead End;	Gap							
		From				Sunset Di								
^			_					00/	F	0.104	0.55	E E10	G	2016
(8620) Cape View Ave	0.46	470	G	98%	1%	1% 09	% 0%	0%		0.104	0.00	55 510	ч	2010
(8620) Cape View Ave	0.46	470	G	98%	1%	1% 09 Bay View		0%		0.104	0.00	55 510	<u> </u>	2010
R620 Cape View Ave	0.46	470	G	98%	1%		Blvd	0%	-	1	0.00	510	<u>u</u>	2010
	0.46	To	G G	98%	1%	Bay View	Blvd k Rd	0%	F	0.094	0.69		G	2016
122)		From 2100	1			Little Cree	Blvd k Rd % 0%							
		From	1			Bay View Little Cree	Blvd k Rd % 0% Ave					98 2200		

					INO	HOIK IVIAI	пенапс	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Norfolk		From					r 51 1									
Old Ocean View Rd	0.76	810	-	98%	10/		View Blvd	00/	00/	F	0.000		0.558	990	C	2016
Old Ocean View Rd	0.76	O I U	G	90%	1%	1%	0% water Dr	0%	0%	Г	0.099		0.556	880	G	2010
	0.00	From:	_	000/	40/		Granby S		00/					4000	_	0046
Bay Ave	0.33	1800	G	98%	1%	1%	0%	0%	0%	F	0.184			1900	G	2016
<u> </u>		From:					I-64				$\Box$					
8623 Bay Ave	0.30	13000	G	99%	0%	0%	0%	0%	0%	С	0.114		0.842	14000	G	2016
<u></u>		To:					View St									
C 5: 11/1 0:	0.00	From:		000/	00/		ay Ave	201	00/				0.074	7000	•	001
First View St	0.36	7200	G	99%	0%	0%	0%	0%	0%	F	0.107		0.671	7900	G	2016
		To: From:				Bear	rdon Ave									
First View St	0.47	5800	G	99%	0%	0%	0%	0%	0%	F	0.098		0.815	6300	G	2016
122/		To				Cl	nerry St									
First View St	0.44	5800	G	99%	0%	0%	0%	0%	0%	F	0.091		0.631	6300	G	2016
B623 First View St	<b>0</b>	To:		0070	0 70	US 60 Oc			0,0				0.00	0000	<b>O</b> .	_0.,
		From:									_					
Maple Ave	0.35	610	G	99%	0%	0%	View St 0%	0%	0%	F	0.132		0.593	660	G	2016
Maple Ave	0.33	O I U	G	99%	076			0%	0%	Г	0.132		0.595	000	G	2010
		10.					ad End									
O 0 1 1 5:	•	From:		0000			anby St	6-1					:		_	
Suburban Pkwy	0.87	1200	G	98%	1%	1%	0%	0%	0%	F	0.095		0.554	1400	G	201
		To:				T	hole St									
_		From:				Gr	anby St									
3626 Thole St	0.39	8100	G	98%	1%	1%	0%	0%	0%	F	0.080		0.506	8800	G	2016
122)		To				Par	kdale Dr									
3626) Thole St	0.72	8000 From:	G	98%	1%	1%	0%	0%	0%	С	0.088		0.541	8700	G	2016
3626) Thole St	0.72	To-		0070	1 70		Tidewater		0 70	Ŭ	-0.000		0.011	0,00	ŭ	2010
		From:						ы								
Meadow Creek Rd	0.49	2200	G	98%	1%	1%	Creek Rd	0%	0%	F	0.092		0.603	2400	G	2016
Meadow Creek Rd	0.49	2200 To-	G	90 /6	1 /0			0 /6	0 /6	- 1	0.032		0.003	2400	G	2010
						De	ad End									
<u> </u>		From:					Garden R				<b>_</b>				_	
Heutte Dr	1.20	2300	G	98%	1%	1%	0%	0%	0%	F	0.110		0.502	2500	G	2016
<u> </u>		To:				Sł	nore Dr									
_		From:				122-3 Sew	ells Point	Road								
Johnstons Rd	0.21	6100	G	97%	1%	1%	1%	0%	0%	С	0.087		0.561	6600	G	2016
<u>(22)</u>		To				Chesa	peake Blv	1			$\neg$ —					
Johnstons Rd	0.58	10000	G	97%	1%	1%	1%	0%	0%	F	0.088		0.615	11000	G	2016
Johnstons Rd	0.50	. 5556		/0	. ,0			3,3	3,3	•			2.2.0		-	_5.0
C Internation D.I.	0.00	From:		0001	401		tary Hwy	001	061				0.540	7400		004
Johnstons Rd	0.93	6800	G	98%	1%	1%	0%	0%	0%	С	0.095		0.512	7400	G	2016
		To:				Little	Creek Rd									
Halprin Dr	1.05	3800	G	98%	1%	1%	0%	0%	0%	F	0.121		0.724	4100	G	2016
122/		To				D <sub>2</sub>	ad End									
5th Bay St	0.16	460 From:	G	98%	1%	1%	0%	0%	0%	F	0.116		0.545	500	G	2016
3631) 5th Bay St	0.10	To:	<u> </u>	JJ /6	1 /0		sant Ave	0 /0	0 /0	•	J. 110		0.0-10	500	J	2011
											_					
						Tide 1%	water Dr	00/	00/				0.000	0000	_	004
Nonday Ava	0.00	From	_	000/		1 4/2	0%	0%	0%	F	0.106		0.686	6300	G	2016
Norview Ave	0.29	5800	G	98%	1%	1 /0	0 /0									
Norview Ave	0.29		G	98%	1%		gefield Dr									
122)	0.29	5800	G	98% 98%	1%			0%	0%	С	0.105		0.628	5800	G	2016
122)		5800				Sedg 1%	gefield Dr	0%		С	0.105		0.628	5800	G	201
122)		5800 From 5400				Sedg 1% Chesa	gefield Dr 0% peake Blv	0%		С	0.105		0.628	5800	G	2010
Norview Ave	0.79	5800  To	G	98%	1%	Sedg 1% Chesa	gefield Dr 0% peake Blv eutte Dr	0%	0%							
Norview Ave		5800 5400 To:				Sedg 1% Chesa He	gefield Dr 0% peake Blv eutte Dr 0%	0%		C	0.105 0.106		0.628	5800	G G	
Norview Ave  122  123  Norview Ave	0.79	5800 Front 5400 To: 420	G	98%	1%	Sedg 1% Chesa He 1% Little	gefield Dr 0% peake Blv eutte Dr 0% Creek Rd	0% d	0%	F	0.106		0.653	460	G	2016
Norview Ave	0.79	5800 5400 To:	G	98%	1%	Sedg 1% Chesa He 1% Little	gefield Dr 0% peake Blv eutte Dr 0%	0%	0%							2016

					No	rtolk Main	itenance Area	1							
Route	Length	AADT	QA	4Tire	Bus		Truck B+Axle 1Trai		QC	K Factor	QK Fac	)ir ctor	AAWDT	QW	Year
City of Norfolk															
<u> </u>	0.40	From	<u> </u>	000/	40/		ry Hwy	001				204	0.4.0	_	0010
Meadow Lake Dr	0.43	740	G	98%	1%	1%	0% 0%	0%	F	0.109	0.6	501	810	G	2016
		From	<u> </u>				ow Dr								
8636) Robin Hood Rd	0.99	5900	G	97%	1%	1%	eake Blvd 0% 1%	0%	F	0.096	0.5	515	6400	G	2016
Robin Hood Rd	0.99	3900 To		31 /6	1 /0		Point Rd	0 /6	-	0.090	0.5	,13	0400	G	2010
_		From					ls Pt Rd								
8636 Robin Hood Rd	0.36	4600	G	97%	1%	1%	0% 1%	0%	F	0.099	0.6	607	5000	G	2016
		To				Azalea (	Garden Rd			$\neg$ $\vdash$					
Robin Hood Rd	0.40	8900	G	97%	1%	1%	0% 1%	0%	С	0.116	0.5	579	9700	G	2016
122)		То	_			Ellsm	ere Ave			$\neg$ —					
8636) Robin Hood Rd	0.33	12000	G	97%	1%	1%	0% 1%	0%	F	0.094	0.5	533	13000	G	2016
8636) RODIN HOOD RD		To			S	R 165 Nortl	h Military Hwy								
		From	1			122-8639 Ki	imball Terrace								
8637 Ballentine Blvd	0.23	4200	G	98%	1%	1%	0% 0%	0%	С	0.103	0.6	304	4600	G	2016
122		To			I-264	4; SR 405 Ba	allentine Blvd; G	ар							
<u> </u>		From					Beach Blvd; Gar								
(8637) Merrimac Ave	0.36	1100	G	98%	1%	1%	0% 0%	0%	F	0.107	0.9	51	1200	G	2016
<u> </u>		To	<u> </u>			SR 166 Prin	cess Anne Rd								
$\sim$		From				Northan	npton Blvd								
Wesleyan Dr	0.36	20000	G	97%	1%	1%	0% 1%	0%	F	0.093	0.6	583	22000	G	2016
		To	4			WCL Vir	ginia Beach								
		From				Brambl	eton Ave								
Kimball Terrace	0.99	4200	G	96%	1%	1%	1% 1%	0%	F	0.103	0.6	647	4500	G	2016
		From	1				tine Blvd								
8639) Westminister Ave	0.50	2900	G	96%	1%	1%	ick St 1% 1%	0%	F	0.089	0.5	503	3200	G	2016
8639 Westminister Ave	0.50	<b>2300</b>		30 /6	1 /0		ton Ave	0 /6	-	0.003	0.5	,00	3200	u	2010
		From	1				d End								
Westminister Ave	0.33	100	G	96%	1%	1%	1% 1%	0%	F	0.149	0.7	73	110	G	2016
122/		To				Inglesi	ide Road								
O la ala alala Bal	4.00	From	ب	000/	40/		nister Ave	00/			0.5		0.400	_	0040
lngleside Rd	1.00	3100	G	96%	1%	1%	1% 1%	0%	F	0.090	0.5	577	3400	G	2016
		From				Va Be	ach Blvd								
8639 Ingleside Rd	0.65	13000	G	96%	1%	1%	1% 1%	0%	F	0.096	0.5	546	14000	G	2016
		To From	_			Princess	Anne Rd			$\neg$ —					
8639 Ingleside Rd	0.46	15000	G	96%	1%	1%	1% 1%	0%	С	0.089	0.5	509	16000	G	2016
122		To	_			Toit '	Terrace								
8639 Cromwell Rd	0.58	15000	G	96%	1%	1%	1% 1%	0%	F	0.092	0.5	514	16000	G	2016
(8639) Cromwell Rd		-						- , -	-						
8639) Cromwell Rd	0.85	12000	<u> </u>	96%	1%	Chesape 1%	eake Blvd 1% 1%	0%	F	0.089	0.5	524	13000	G	2016
(8639) Cromwell Rd	0.83	1 <b>∠UUU</b> Ta	G	JO %	1 70		vater Dr	U-/o	r	0.089	0.5	<i>1</i> 24	13000	G	2016
		n													
Azaloa Gardan Ed	0.79	9600	G			Va Be	ach Blvd			0.102	0.5	524	10000	G	2016
Azalea Garden Rd	0.79	2000	<u> </u>							0.102	0.5	<i>1</i> 24	10000	G	2016
<u> </u>		From				Princess	Anne Rd			_					
Azalea Garden Rd	0.31	16000	G							0.111	0.5	593	17000	G	2016
_		To From				Sewel	ls Pt Rd								
8641 Azalea Garden Rd	0.64	8400	G	96%	1%	1%	1% 1%	0%	F	0.105	0.5	537	9100	G	2016
122)		To	-			Robin	Hood Rd								
8641) Azalea Garden Rd	0.39	8400 From	G			ROUII				0.097	0.5	587	9200	G	2016
Azalea Garden Rd	3.00	00	_								0.0		0_00	~	_0.0
Azoloo Courter Dri	0.40	From	<u> </u>			Elmhı	arst Ave			0.004	^ -	-70	0400		0010
Azalea Garden Rd	0.42	8600 To	G			N ACITY	1 1,,,,,			0.094	0.5	579	9400	G	2016
							ry Hwy								
O Dahu Dal	0.05	From	<u> </u>	0.407	001		Beach Blvd	001				24.4	10000	_	0015
8642 Raby Rd	0.25	12000	G	94%	2%	3%	1% 1%	0%	С	0.085	0.6	511	13000	G	2016
<u> </u>		To	1			Harm	ony Rd								

							intenance Ar	Ju							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
Oakaa Dalii aaaa Dal	0.45	From	Ļ	0.40/	00/		aby Rd	00/				0.540	44000	_	0040
Sabre Rd/Lowery Rd	0.45	10000	G	94%	2%	3%	1% 1%	0%	F	0.080		0.512	11000	G	2016
<u> </u>	2.40	From	Ļ	0.40/	00/		Military Hwy	00/				0.500			0010
8642 Lowery Rd	0.43	7500	G	94%	2%	3%	1% 1%	0%	F	0.098		0.539	8200	G	2016
		From	<u> </u>				Kempsville Rd			_					
8644) Poplar Hall Dr	0.56	2100	G	98%	1%	1%	piper Lane 0% 0%	0%	F	0.091		0.572	2300	G	2016
Poplar Hall Dr	0.50	2100		30 70	1 /0			0 70	'	0.001		0.572	2000	ч	2010
Poplar Hall Dr	0.50	From	<u> </u>	98%	1%	US 13 1 1%	Military Hwy 0% 0%	0%	С	0.098		0 507	15000	G	2016
8644 Poplar Hall Dr	0.59	13000 <sub>To</sub>	G	90 /6	1 /0		nrock Rd	0 /0		0.098		0.507	15000	G	2016
		From					ar Hall Dr								
8644 Glenrock Rd	0.40	5100	G	98%	1%	1%	0% 0%	0%	F	0.108		0.536	5600	G	2016
122)		To				US 58 V	a Beach Blvd								
		From				Cı	ırlew Dr								
8646 S Military Hwy	0.19	2500	G	99%	0%	1%	0% 0%	0%	F	0.121		0.569	2700	G	2016
		To					llger Dr								
Sellger Dr	0.59	3600	G	99%	0%	1%	tary Hwy 0% 0%	0%	С	0.097		0.532	3900	G	2016
Sellger Dr	0.58	JOUU To:	<u> </u>	JJ /0	U /0		dd Blvd	070	U	0.097		0.002	3900	G	2010
		From					llger Dr								
Kidd Blvd	0.24	3200	G	99%	0%	1%	0% 0%	0%	F	0.116		0.6	3400	G	2016
122/		To				Cı	ırlew Dr								
		From				Susq	uehanna Dr								
Newtown Rd	0.57	5000	G	98%	0%	1%	0% 0%	0%	F	0.082		0.551	5400	G	2016
122)		To					rincess Anne Rd								
Naustaura Del	0.10	From	<u> </u>	000/	00/		a Beach Blvd	00/				0.50	40000	0	0010
Newtown Rd	0.16	37000 <sub>To</sub>	G	98%	0%	1%	0% 0% Va Beach	0%	F	0.083		0.53	40000	G	2016
		From								-					
Herbert St	0.42	460	G	97%	1%	1%	n Hood Rd 0% 0%	0%	С	0.112		0.590	500	G	2016
Herbert St	0.42	To	<u> </u>	01 70	1 /0		ermere Ave	0 70				0.000	000	u	2010
		From					erbert St								
Windermere Ave	0.23	360	G	97%	1%	1%	0% 0%	0%	F	0.103		0.562	390	G	2016
122		To				Sew	ells Pt Rd								
		From				Cu	l-de-Sac								
8763 Raleigh Ave	0.15	2000	G	90%	0%	1%	3% 6%	0%	С	0.103		0.594	2200	G	2016
		To				Cla	remont St								
$\widehat{}$		From					view Ave								
8765) Sedgefield Dr	0.54	980	G	94%	2%	3%	1% 1%	0%	F	0.097		0.538	1100	G	2016
<u> </u>		To	<u> </u>			Phi	lpotts Rd								
<u> </u>		From					h Bay St								
8766 Pleasant Ave	1.18	900	G	96%	2%	2%	1% 0%	0%	F	0.095		0.55	970	G	2016
<u> </u>		To: From:					hore Dr Shore Ave								
8766) Pleasant Ave	0.49	1400	G	96%	2%	2%	1% 0%	0%	С	0.086		0.618	1500	G	2016
Pleasant Ave			Ť	0070			Bay Street	0 70		7		0.010	1000	ŭ	
	00	To								-					
		To: From:				Vor	milles Ave								
Norway Place			G	98%	1%		ailles Ave	0%	F	0.147		0.603	1200	G	2016
8767 Norway Place	0.76	1100	G	98%	1%	1%	ailles Ave  0% 0% w Wood Dr	0%	F	0.147		0.603	1200	G	2016
8767) Norway Place		1100	G	98%	1%	1% Willo	0% 0% w Wood Dr	0%	F	0.147		0.603	1200	G	2016
(122)		1100 <sub>To</sub>	G G	98%	1%	1% Willo	0% 0%		F	0.147		0.603	1200	G G	
(122)	0.76	1100				1% Willo Meado 1%	0% 0% w Wood Dr ow Creek Rd								
(122)	0.76	1100				1% Willo Meado 1% Willo	0% 0% w Wood Dr  w Creek Rd 0% 0% alters Dr								
8768) Dominion Ave	0.76	1100 From: 1300				1% Willo Meado 1% Willo	0% 0% w Wood Dr ow Creek Rd 0% 0%	o 0%							2016
8768) Dominion Ave	0.76	1100 From 1300 From	G	98%	1%	1% Willo Meado 1% Willo Willo 1% Willo	0% 0% w Wood Dr w Creek Rd 0% 0% alters Dr ore Place	o 0%	F	0.097		0.537	1400	G	2016
8768) Dominion Ave	0.76	1100 To From 1300 To Prom 910	G	98%	1%	1% Willo Meado 1% Willo Tide	0% 0% w Wood Dr w Creek Rd 0% 0% alters Dr ore Place 0% 0% ewater Dr	o 0%	F	0.097		0.537	1400	G	2016
8768 Dominion Ave	0.76	1100 From 1300 To Prom 910 To	G	98%	1%	1% Willo Meado 1% Willo Tide	0% 0% w Wood Dr w Creek Rd 0% 0% alters Dr ore Place 0% 0%	0%	F	0.097		0.537	1400	G	2016 2016 2016

					110	noik Maintenance Area	l						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk		From											
Muskogee Ave	0.29	1500	G	95%	2%	Tappahannock Dr 3% 0% 0%	0%	F	0.106	0.663	1600	G	2016
Philpotts Rd	0.80	2000 From	G	95%	2%	Tidewater Dr 3% 0% 0% Sewells Point Rd	0%	С	0.096	0.634	2200	G	2016
		Fron	d d			Huntsman Rd			<u> </u>				
8784 Curlew Dr	1.61	<b>2900</b>	G	98%	1%	1% 0% 0%  Newtown Rd	0%	F	0.088	0.554	3100	G	2016
		Fron				Hampton Blvd							
35th St	0.22	1300	G	98%	1%	1% 0% 0%	0%	F	0.121	0.641	1400	G	2016
3791 35th St	0.18	1500 From	G	98%	1%	Killam Ave           1%         0%         0%	0%	F	0.117	0.718	1700	G	2016
3791 35th St	0.47	3200 From	G	98%	1%	Colley Ave 1% 0% 0%	0%	С	0.099	0.54	3500	G	2016
3791 35th St	0.08	3300 Fron	G	98%	1%	Debree Ave 1% 0% 0%	0%	F	0.094	0.589	3600	G	2016
		Fron				Llewellyn Ave							
35th St	0.16	3300 <sub>To</sub>	G	98%	1%	1% 0% 0% Granby St	0%	F	0.106	0.684	3600	G	2016
_		Fron	r.			Olney Rd W							
Mowbray Arch	0.66	600	G	98%	1%	1% 0% 0%	0%	F	0.104	0.519	650	G	2016
		Tr	1			Olney Rd E							
Tait Terrace	0.09	2300	G	98%	1%	Ballentine Blvd 1% 0% 0%	0%	F	0.088	0.52	2500	G	2016
Tait Terrace	0.09	To		90%	1 70	Ingleside Rd	0%	F	0.000	0.52	2500	G	2010
Occan View Ave	0.44	990	G	98%	10/	21St Street	00/	F	0.098	0.714	260	G	2016
Ocean View Ave	0.44	330 Tr	, <u> </u>	90%	1%	1% 0% 0% 28Th Street	0%	Г	0.096	0.714	360	G	2010
		Fron				Tidewater Dr							
Rugby St	0.33	1000	G	98%	1%	1% 0% 0%	0%	F	0.099	0.566	1100	G	2016
122/		To	0			Maltby Ave							
<u> </u>		Fron				122-8644 Glenrock Rd						_	
Poplar Hall Dr	0.41	8300 <sub>то</sub>	G	99%	1%	1% 0% 0%	0%	С	0.109	0.642	9000	G	2016
		Fron				US 58 Va Beach Blvd							
Atlantic St	0.07	2400	G	96%	0%	A1SR 337 Waterside Dr 2% 1% 1%	0%	F	0.133	0.800	2600	G	2016
122		To	d			122-8585 Main Street							
		Fron	ii	I-	64-E272.	A BAYVILLE STREET FRO	M & T						
9001 Ramp	0.03	640	G						0.122		640	G	2016
		10	0		I-64-1	E FROM BAYVILLE STRE	ET						
Ramp	0.13	1200	G			New Gate Rd			0.152		1200	G	2016
9002 Ramp	0.10	. <b>200</b>				I-64 E			0.102		1200	G	2010
		Fron	1			SR 337							
9017)Ramp	0.10	1900	G	93%	1%	1% 2% 4%	0%	F	0.22		2000	G	2016
127/		Tr				I-464 South							
<u> </u>		Fron				ROBIN HOOD ROAD							
9026 Ramp	0.06	NA To	oc	SI	R 165-N	)34A FROM ROBIN HOOD	ROAD		NA T		NA		
City of Portsmouth		Fron	c			Mt Vornon Avo							
1 Bayview Blvd	0.21	400		99%	0%	Mt Vernon Ave 1% 0% 0%	0%	С	0.092	0.537	430	F	2016
124		To		70		Chautauqua Ave				J.007		· .	
		Fron				124-8525 River Shore Rd							
Cedar Lane	0.42	820	F						0.109	0.842	870	F	2016
		To	0			Dead End							

					No	rfolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth			ı								•					
8520 Towne Point Rd	0.71	9900	F	99%	0%	0%	2 Suffolk 0%	0%	0%	F	0.097		0.508	10000	F	2016
8520 Towne Point Rd	0.13	23000 From	F	99%	0%	Twir 0%	Pines Rd 0%	0%	0%	F	0.087		0.581	25000	F	2016
(8520) Towne Point Rd	0.31	20000 From	F	99%	0%	0%	Western F	0%	0%	С	0.086		0.533	22000	F	2016
		From	l				Chesapeak	e								
8522 Portsmouth Blvd	0.34	5600	F	99%	0%	1%	m Ave 0%	0%	0%	F	0.101		0.762	6000	F	2016
8522 Portsmouth Blvd	0.55	4100 From	F	99%	0%	1%	ngham St 0% enter Pkwy	0%	0%	С	0.125		0.708	4300	F	2016
		From					Point Rd									
8523 Twin Pines Rd	0.90	9200 <sub>To</sub>	F	98%	1%	1%	0%	0%	0%	С	0.086		0.587	9800	F	2016
8523 Twin Pines Rd	0.51	3500 From	F	98%	1%	1%	0%	0%	0%	F	0.108		0.564	3800	F	2016
8523 Twin Pines Rd	0.12	3500 From	N	98%	1%	1%	Pines Rd 0%	0%	0%	N	0.108		0.564	3800	N	2016
8523 Hedgerow Ln	0.28	1300 From	F	98%	1%	1%	0%	0%	0%	F	0.143		0.544	1400	F	2016
-		From	<u> </u>				Shore Rd									
8524 Churchland Blvd	0.09	13000 To	F	99%	1%	0%	O%  Norfolk Ro	0%	0%	F	0.089		0.535	14000	F	2016
8524 W Norfolk Rd	0.11	3200	F	99%	1%	Churc 0%	hland Blvd 0%	0%	0%	F	0.082		0.502	3400	F	2016
8524 W Norfolk Rd	1.05	5300 From	F	99%	1%	Tyre 0%	Neck Rd 0%	0%	0%	С	0.094		0.559	5700	F	2016
(8524) W Norfolk Rd	1.47	3800 From	F	99%	1%	0%	lar Lane 0%	0%	0%	F	0.085		0.553	4100	F	2016
O		From		2221			Western F		221		$\neg$					
(8524) W Norfolk Rd	0.46	250 To	F	99%	1%	0%	0% adway St	0%	0%	F	0.117		0.583	270	F	2016
(8525) Sterling Point Rd	0.38	From <b>1400</b>	F	98%	1%		dist Drive 0%	0%	0%	F	0.095		0.507	1500	F	2016
Sterling Point Rd		To	·	/-	. , •		ligh St		2,0	•					•	
(8525) Cedar Lane	1.18	10000	F	98%	1%	1%	0%	0%	0%	С	0.083		0.522	11000	F	2016
(8525) Cedar Lane		To				West 1	Norfolk Ro									
(8525) Cedar Ln	0.23	14000	F	98%	1%	1%	orfolk Rd 0%	0%	0%	F	0.084		0.541	15000	F	2016
8525 Cedar Ln	0.47	8800 From	F	98%	1%	SR 164 W	0%	eway 0%	0%	F	0.103		0.517	9400	F	2016
		From					Shore Rd lar Lane									
8525 River Shore Rd	0.11	7700	F	98%	1%	1%	0% thurst Rd	0%	0%	F	0.102		0.560	8200	F	2016
8525 River Shore Rd	0.85	3500 From	F	98%	1%	1%	0% erow Lane	0%	0%	F	0.089		0.534	3700	F	2016
		From					ıl-d-Sac									
8526 Chautauqua Ave	0.58	960	F	97%	0%	1%	1% veland St	1%	0%	F	0.103		0.527	1000	F	2016
(8526) Chautauqua Ave	0.12	1600 From	F	97%	0%	1%	1%	1%	0%	С	0.094		0.586	1700	F	2016
(8526) Chautauqua Ave	0.14	1100 From	F	97%	0%	1%	1% esley St	1%	0%	F	0.088		0.58	1200	F	2016
			ı			VV	concy of									

					110	HOIR WAITE	enance Area	•						
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				XX7 1	C.							
8526 Chaltauqua Ave	0.26	920	F	97%	0%	Wesle	1% 1%	0%	F	0.093	0.506	970	F	2016
(8526) Chaltauqua Ave	0.20	To	Ė	01 /0	0 70	Bayviev		070		0.000	0.000	070	•	2010
		From				West No								
(8528) Churchland Blvd	0.13	9900	F	98%	0%		0% 0%	0%	F	0.093	0.514	11000	F	2016
(8528) Churchland Blvd		To												
8528 Churchland Blvd	0.27	9300 From:	F	98%	0%	Tyre No	0% 0%	0%	С	0.095	0.507	9900	F	2016
(8528) Churchiand Bivd	0.27	To	Ė	0070	0 70	High St		070		0.000	0.007	0000	•	20.0
		From:				NCL Che				1				
7 Tyre Neck Rd	0.24	9600	F	99%	0%		0% 0%	0%	F	0.095	0.627	10000	F	2016
1 lyre Neck Rd		To								<del></del>				
8532) Tyre Neck Rd	0.18	4900 From:	F	99%	0%	High 0%	0% 0%	0%	С	0.092	0.53	5200	F	2016
134 Tyre Neck Ha	0.10	4300		33 76	0 70	0 70	070 070	0 70		0.002	0.55	3200	•	2010
O T No els Del	0.00	From	<u> </u>	000/	00/	Churchla		00/			0.540	0000		0040
8532 Tyre Neck Rd	0.09	3100	F	99%	0%		0% 0%	0%	F	0.102	0.542	3300	F	2016
		**	l			W Norf				<u> </u>				
Hatton Pt Rd	0.56	2500	F	99%	0%	Cedar 0%	1 Lane 0%	0%	F	0.089	0.599	2600	F	2016
Hatton Pt Rd	0.56	2500 To:		99%	076	Gof		076	Г	0.069	0.599	2000	Г	2010
_		From								<u> </u>				
8536) Western Branch Blvd	0.58	4600	F	97%	1%	High 1%	0% 0%	0%	F	0.097	0.576	4900	F	2016
Western Branch Blvd	0.56	4000		JI /0	1 /0			U /0	I,	0.097	0.576	4300	1	2010
	4.00	From		070/	40/	High		201			0.510			
8536 Hartford St	1.00	2800	_F_	97%	1%		0% 0%	0%	С	0.099	0.513	3000	F	2016
		10				Mt Vern								
<u> </u>		From	<u> </u>			Victory				<b>_</b>			_	
8537 Elmhurst Ln	1.41	3600	F	97%	1%	1%	0% 0%	0%	F	0.111	0.564	3900	F	2016
<u> </u>		To From				Garwoo								
Elmhurst Ln	0.18	3600	F	97%	1%	1%	0% 0%	0%	F	0.101	0.619	3800	F	2016
		To From				Airline	Blvd							
8537 Elmhurst Ln	0.71	6900	F	97%	1%	1%	0% 0%	0%	С	0.098	0.533	7400	F	2016
124/		To				Cherok	ree Rd							
8537 Elmhurst Ln	0.31	6700 From:	F	97%	1%		0% 0%	0%	F	0.096	0.556	7100	F	2016
(8537) Elmhurst Ln		To								_				
8537) Elmhurst Ln	0.89	5300 From:	F	97%	1%	Portsmou 1%	0% 0%	0%	F	0.097	0.559	5700	F	2016
Elmhurst Ln	0.00	To	Ė	31 /6	1 /0	Shore		0 70	- '	0.007	0.555	3700	•	2010
		From								<u> </u>				
8538) Cherokee Rd	0.67	3900	F	97%	1%	Hodges I	0% 0%	0%	F	0.109	0.650	4100	F	2016
124	0.07	To	Ė	0.70	. 70	City Pa		0 /0	-		0.000	.100	•	_010
		From				Constitut				i				
8539 County St	0.40	1500	F	97%	0%		2% 0%	0%	F	0.112	0.780	1600	F	2016
(8539) County St	5.70	.500	·	/0					•	<del></del> -	3.700	. 550	•	_5.0
County St	N 21	Prom	F	070/	Λο/	Peninsu		<b>N</b> 0/		0.103	0.660	2200		2016
(8539) County St	0.31	2200		97%	0%		2% 0%	0%	С	0.103	0.668	2300	F	2016
	0.00	From	L	0.454	451	Elm		000				4=00		0015
8539 County St	0.33	4200	F	94%	4%	2%	0% 0%	0%	F	0.094	0.573	4500	F	2016
		From				Effingh				<u> </u>				
8539 County St	0.34	2500	F	94%	4%	2%	0% 0%	0%	С	0.098	0.502	2700	F	2016
		To:				Cour	rt St							
8539 County St	0.16	2300 From	F	94%	4%		0% 0%	0%	F	0.108	0.532	2500	F	2016
8539 County St		To				Crawfe								
		From:				Portsmouth I								
														0040
8540) Hodges Ferry Rd	0.28		F	99%	0%		0% 0%	0%	F	0.090	0.510	7300	F	2016
Hodges Ferry Rd	0.28	6800		99%	0%	0%	0% 0%	0%	F	0.090	0.510	7300	F 	2016
(8540) Hodges Ferry Rd (8540) Hodges Ferry Rd	0.28			99%	0%	0% Loga	0% 0%	0%	F F	0.090	0.510	7300 6200	F 	2016

					No	rfolk Ma	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				CI	1 D1				ı					
8540 Hodges Ferry Rd	0.76	6400	F	99%	0%	0%	0%	0%	0%	С	0.093		0.501	6800	F	2016
Greenwood Dr	0.57	16000	F	99%	0%		line Blvd 0%	00/	00/	F	0.084		0.605	10000	F	2016
Greenwood Dr	0.57	16000	<u> </u>	99%	0%	0%		0%	0%	Г	0.084		0.605	18000	Г	2016
8540 Greenwood Dr	0.80	14000	F	97%	1%	2%	I-264 0%	0%	0%	F	0.093		0.565	15000	F	2016
8540 124 Greenwood Dr	0.63	10000	F	97%	1%	Cav	alier Blvd 0%	0%	0%	F	0.095		0.551	11000	F	2016
8540) Greenwood Dr	1.05	4400 From	F	97%	1%	Vic 2%	tory Blvd 0%	0%	0%	С	0.103		0.541	4700	F	2016
124/		To				Inden	endence S	St								
8540 Greenwood Dr	0.36	4400 From	F	97%	1%	2%	0%	0%	0%	F	0.112		0.518	4700	F	2016
Greenwood Dr	0.50	From	F	97%	10/		Creek Blv 0%	0%	Nº/	F	0.099		0.522	2400	F	2016
Greenwood Dr	0.50	3200 To		31 70	1%	2% George W			0%	11	0.099		0.022	3400	1	2010
East		From	_								<del></del>					
East 8540 Ramp	0.19	3200	G			124-854	0 TO RT	∠U4			0.085			3200	G	2016
8540 Ramp	0.10	<b>5200</b>	Ĕ		I-264-W	FROM C	GREENW	OOD DRI	IVE		7			0200	u	2010
West		From					0 TO RT				<u> </u>					
<u> </u>	0.21	1900	G			124-034	OIOKI	204			0.112			1900	G	2016
Ramp	•	To			I-264-W	FROM C	GREENW	OOD DRI	VE						-	
		From					er Harper									
Snead Fairway	0.30	570	F	98%	1%	1%	0%	0%	0%	С	0.100		0.656	610	F	2016
Snead Fairway	0.00	To		0070	. , ,		es Ferry R		0,0				0.000	0.0	•	_0.0
		From					Airline Bl				1					
G543) City Park Ave	0.79	2000	F	98%	1%	1%	0%	0%	0%	F	0.147		0.720	2100	F	2016
8543 City Park Ave	0.70		<u> </u>	0070	1 /0				0 70				0.720	2100	'	2010
City Dark Ave	0.50	From	F	000/	10/		ortsmouth		00/	F	0 101		0 E10	4000	F	2016
S543 City Park Ave	0.58	4600 To	┌╌	98%	1%	1%	0%	0%	0%	Г	0.101		0.518	4900	Г	2016
		From					ifford St Park Ave				-					
8543 Clifford St	0.53	7400	F	98%	1%	1%	0%	0%	0%	С	0.100		0.56	7900	F	2016
(8543) Clifford St		To				Pow	hatan Ave	:								
$\sim$		From					ifford St									
Powhatan Ave	0.26	5800	F	98%	1%	1%	0%	0%	0%	F	0.101		0.590	6200	F	2016
<u> </u>		To From					King St									
8543) King St	0.79	6000	F	98%	1%	1%	hatan Ave 0%	0%	0%	F	0.097		0.601	6400	F	2016
8543) King St	0.70	To	Ė	55 /6	1 /0		lman Ave	0 /0	0 /0	-	0.007		0.001	0-100	•	2010
		From						Rlvd								
8544) Rodman Ave	0.58	7400		99%	0%	SR 337 P	0%	0%	0%	F	0.094		0.552	7900	F	2016
Rodman Ave	3.00	То	Ė	5570	370		oline Ave	<b>5</b> / <b>6</b>					J.JOL	. 500	•	_0.0
		From					lman Ave									
8544 Caroline Ave	0.19	370	F	99%	0%	0%	0%	0%	0%	F	0.091		0.684	390	F	2016
1/2		To .				US 58	Airline Bl	vd			$\neg$ —					
8544) Caroline Ave	1.05	2200	F	99%	0%	0%	0%	0%	0%	С	0.095		0.611	2400	F	2016
Saroline Ave		To				Shen	andoah St									
		From				US 58	Airline Bl	vd								
8545) Rodman Ave	0.61	6800	F								0.09		0.520	7200	F	2016
Rodman Ave		To				ŀ	ligh St									
		From				Mo	Lean St	· <u></u>								
8546) Elliott Ave	1.60	2500	F								0.129		0.547	2600	F	2016
(8546) Elliott Ave		To		_	_	Frederic	k Blvd US	S 17	_							
		From					Chesapeal									
8547) Deep Creek Blvd	0.21	5400	F	98%	1%	1%	0%	0%	0%	F	0.102		0.62	5700	F	2016
(8547) Deep Creek Blvd		To					litary Rd									
											-					

					INO	rfolk Maintenan	ice Area							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth														
<u> </u>		From	<u> </u>			Victory Blvd							_	
Deep Creek Blvd	0.91	6600	F	98%	1%	1% 0%	0%	0%	F	0.095	0.586	7000	F	2016
		To				Greenwood D	r							
8547) Deep Creek Blvd	0.27	7600	F	98%	1%	1% 0%	0%	0%	F	0.092	0.514	8100	F	2016
Deep Creek Blvd									-					
		Fron				Wright Ave								
8547 Deep Creek Blvd	0.46	7500	F	98%	1%	1% 0%	0%	0%	С	0.091	0.533	8000	F	2016
124		To				Portsmouth Blv	vd							
8547) Deep Creek Blvd	0.16	8700 From	F	98%	1%	1% 0%	0%	0%	F	0.088	0.540	9200	F	2016
Deep Creek Blvd	0.10	0700		JU 70	1 /0	170 070	0 70	0 70	'	0.000	0.540	3200	•	2010
		Te Fron				Frederick Blv	d							
Deep Creek Blvd	0.78	6200	F	98%	1%	1% 0%	0%	0%	F	0.098	0.579	6600	F	2016
124		To	к			Des Moines A	ve							
		From	4			M+ V A-								
Wasley Ct	0.01		ᄂ	000/	10/	Mt Vernon Av		00/		0.000	0.500	400	_	2016
Wesley St	0.21	460	F	89%	1%	2% 3%	4%	0%	F	0.093	0.509	490	F	2016
<u> </u>		To				Chautauqua A	ve							
8548) Wesley St	0.12	540 From	F	98%	1%	1% 0%	0%	0%	F	0.117	0.643	570	F	2016
8548) Wesley St	***=	To	Ť			Lee Ave		- / -	-					
										_				
<u> </u>		From				High St							_	
Mt Vernon Ave	0.14	3200	F	97%	1%	2% 1%	1%	0%	F	0.113	0.641	3400	F	2016
1/4/		Te				London Blvd	1							
Mt Vernen Ave	1.01	2600 From	F	070/	10/			00/		0.007	0.510	2000	F	2010
Mt Vernon Ave	1.21	2000		97%	1%	2% 1%	1%	0%	С	0.087	0.516	2800	Г	2016
<u> </u>		To	C.			Bay View Blv	ď							
		Fron	r			Mt Vernon Av	/e							
S550 Cleveland St	0.21	2000	F	96%	0%	1% 1%	1%	0%	F	0.085	0.541	2100	F	2016
Gleveland St	0.2.			0070	0 70	.,,.	. , 0	0,0			0.0		•	_0
		Fron	e I			Chautauqua A	ve							
S <sub>550</sub> Cleveland St	0.16	3900	F	96%	0%	1% 1%	1%	0%	С	0.087	0.516	4200	F	2016
124)		Tr				SR 168 ML King	Frwy							
		Fron				Effingham St								
S552 London St	0.49	6100	F	96%	0%	1% 1%	1%	0%	F	0.085	0.531	6500	F	2016
3552) London St	0.43	O I O O	╌	30 /6	0 /6			0 76		0.003	0.551	0300	'	2010
<u> </u>			Ĩ			Crawford St								
_		Fron	r.			County St								
Peninsula Ave	0.10	500	F	96%	0%	1% 1%	1%	0%	F	0.095	0.515	530	F	2016
124		-												
<u> </u>		Fron				High St								
Peninsula Ave	0.16	2500	F	96%	0%	1% 1%	1%	0%	F	0.091	0.585	2600	F	2016
124)		To				SR 141 London I	Rlvd			$\neg$				
8553) Peninsula Ave	0.33	2400 From		96%	0%	1% 1%	1%	0%	F	0.116	0.64	2500	F	2016
8553) Peninsula Ave	0.55	2400		90 /6	0 /0		1 /0	0 /0	- '	0.110	0.04	2300	•	2010
		To	1			Leckie St								
_		From				County St								
S554 Constitution Ave	0.10	1300	F	97%	1%	2% 0%	0%	0%	F	0.104	0.702	1400	F	2016
8554 Constitution Ave		-												
<u> </u>		Fron				High St								
S554 Constitution Ave	0.19	2200	F	97%	1%	2% 0%	0%	0%	F	0.151	0.781	2300	F	2016
124/		Te				SR 141 London I	Rlvd							
Constitution Ava	0.27	2100 From	F	079/	1%			00/		0.070	0.600	2200	F	201/
8554 Constitution Ave	0.37	2100		97%	I 70	2% 0%	0%	0%	F	0.078	0.623	2300	Г	2016
<u> </u>		From	1			Leckie St								
<u> </u>			Щ			Constitution A				<del>_</del>			_	
Leckie St	0.06	60	F	97%	1%	2% 0%	0%	0%	F	0.078	0.623	60	F	2016
<u> </u>		Te				Dead End				¬—				
Leckie St	0.74	530 From	F	97%	10/	2% 0%	0%	00/	F	0.098	0.600	570	F	2017
Leckie St	0.74	J3U	┌╴	J1 70	1%		U%	0%	٢	0.098	0.623	570	F	2016
		From				Fort Lane								
			<u> </u>	0==/	4-1	Leckie St	6-1	0.51				4.55	_	
		1100	F	97%	1%	2% 0%	0%	0%	F	0.195	0.841	1100	F	2016
Fort Lane	0.07	1100												
Fort Lane	0.07	To	c			Crawford Pkw	/y							
(124)		To From				Fort Lane								
8554 Fort Lane 8554 Crawford Pkwy	0.07	To	F	97%	1%		0%	0%	F	0.111	0.859	2400	F	2016

				_			e Area								
Length	AADT	QA	4Tire	Bus				2Trail	QC	K Factor	ΩK		AAWDT	QW	Year
0.28	3200	F	97%	1%	Effing 2%	gham St 0%	0%	0%	F	0.133	0	.78	3400	F	2016
0.35	2500 From	F	97%	1%	2%	urt St 0%	0%	0%	F	0.122	0.	.756	2700	F	2016
0.10	4900 From	F	97%	1%	Lond 2%	on Blvd 0%	0%	0%	F	0.104	0.	.634	5200	F	2016
0.11	5400 From	F	97%	1%	Hi 2%	gh St 0%	0%	0%	F	0.094	0.	.672	5700	F	2016
0.12	5200 From	F	97%	1%	2%	0%	0%	0%	С	0.097	0.	.642	5500	F	2016
	10														
0.57	980 To	F	97%	1%	2%	0%	0%	0%	F	0.088	0.	.699	1000	F	2016
	From														
0.09	17000	G	99%	0%	0%	0%	0%	0%	F	0.078	0.	.718	18000	G	2016
0.20	14000	F	99%	0%	0%	0%	0%	0%	С	0.078	0.	.722	15000	F	2016
0.09	14000 To	F	99%	0%	0%	0%	0% al	0%	F	0.089	0.	.856	15000	F	2016
	From									i					
0.76	7400	F	99%	0%	1%	0%	0%	0%	С	0.101	0.	.536	7800	F	2016
0.03	9800 From	G	99%	0%	1%	0%	0%	0%	F	0.101	0.	.536	11000	G	2016
0.19	9700	F	99%	0%	1%	0%	0%	0%	F	0.097	0	).51	10000	F	2016
0.10	11000	F	99%	0%	1%	0%	0%	0%	F	0.094	0.	.553	12000	F	2016
0.11	7800	F	99%	0%	1%	gh St 0%	0%	0%	F	0.087	0.	.528	8300	F	2016
0.38	4100 From	F	99%	0%	1%	0%	0%	0%	F	0.135	0.	.825	4300	F	2016
	From						1								
0.59	980	F	97%	1%	1%	0%	0%	0%	F	0.108	0.	.527	1000	F	2016
0.07	5100 From	F	97%	1%	1%	0%	0%	0%	С	0.099	0.	.533	5400	F	2016
0.05	5100 From	N	97%	1%	1%	0%	0%	0%	N	0.099	0.	.533	5400	N	2016
	From						e								
0.68	11000	F	98%	1%	1%	0%	0%	0%	С	0.102	0	.68	11000	F	2016
0.83	3000 From	F	98%	1%	1%	0%	0%	0%	F	0.104	0.	.917	3200	F	2016
	From				NCL C	hesapeak		20/			0	<b>510</b>	5500	F	2016
0.70	<b>5200</b>	F	98%	1%	1% Victo	0% ory Blvd	0%	0%	F	0.104	U.	.518	5500	Г	2010
0.70		F	98%			ory Blvd		0%	-	0.104	0.	.518	5500	Г	2016
	0.28 0.35 0.10 0.11 0.12 0.57 0.09 0.20 0.09 0.76 0.03 0.19 0.10 0.11 0.38 0.59 0.07 0.05	0.35 2500  0.10 4900  0.11 5400  0.12 5200  0.57 980  0.09 17000  0.09 14000  0.09 14000  0.10 1000  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800  0.11 7800	0.28 3200 F  0.35 2500 F  0.10 4900 F  0.11 5400 F  0.12 5200 F  0.12 5200 F  0.57 980 F  10 10 17000 G  0.20 14000 F  0.09 17000 F  0.09 17000 F  0.10 From From From From From From From From	0.28 3200 F 97%  0.35 2500 F 97%  0.10 4900 F 97%  0.11 5400 F 97%  0.12 5200 F 97%  0.12 5200 F 97%  0.57 980 F 97%  0.57 980 F 97%  0.09 17000 G 99%  0.20 14000 F 99%  0.10 From From From From From From From From	0.28 3200 F 97% 1%    0.35 2500 F 97% 1%   1%   1%   1%   1%   1%   1%   1%	Continue	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle	Care   Court St   Co	Care	County St	Carabridge   Car	County St	Care   Care	Care   Care	Care

					No	rtolk Mai	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
Aften Plans	0.51	1700		98%	1%	124-3; Gap 1%	Prospect 1	Pkwy 0%	0%	F	0.12		0.559	1800	F	2016
8606 Afton Pkwy	0.51	1700 Tr	Ė	30 /6	1 /0		y Blvd 239		0 /6		0.12		0.559	1000	'	2010
		From	d				Norfolk Rd				<u> </u>					
(8755) Coast Guard Blvd	0.97	3000	F	91%	1%	1%	1%	5%	1%	F	0.140		0.967	3200	F	2016
(8755) Coast Guard Blvd	0.07	To	Ė	0.70	. , 0		in Gate	0,70	. , ,	•			0.007	0200	•	_0.0
		From					nwood Dr									
8756 Garwood Ave	0.17	3100	G	91%	1%	1%	1%	5%	1%	С	0.113		0.788	3300	G	2016
(8756) Garwood Ave		To				Elmh	urst Lane									
		Fron	ı			US 17 Fı	rederick Bl	lvd								
8758 High St	0.12	14000	G	98%	1%	1%	0%	0%	0%	F	0.088		0.586	15000	G	2016
124		To	c			US 58 A	Airline Blv	ď								
O Ulark Or	0.00	From	<u> </u>	000/	40/		ine Blvd	00/	00/				0.550	10000	^	0010
8758 High St	0.22	11000	G	98%	1%	1%	0%	0%	0%	F	0.086		0.552	12000	G	2016
		Fron	i			Mt V	ernon Ave									
8758 High St	0.47	12000	G	98%	1%	1%	0%	0%	0%	F	0.087		0.509	13000	G	2016
		T <sub>c</sub>				ML k	King Frwy									
8758 High St	0.79	16000	G	98%	1%	1%	0%	0%	0%	С	0.097		0.682	17000	G	2016
124		Te				FI	m Ave									
8758 High St	0.32	11000	G	98%	1%	1%	0%	0%	0%	F	0.096		0.781	12000	G	2016
(8758) High St										•	_					
8758) High St	0.51	4900 From	<u>.</u> F	98%	1%	Effir 1%	ngham St 0%	0%	0%	F	0.091		0.716	5200	F	2016
(8758) High St	0.51	4 <b>300</b>	ır.	JO 70	1 70		wford St	U 70	U 70	Г	0.091		0.710	5200	ı.	2010
		From														
8759) McLean St	0.92	6900	`	98%	1%	Green 1%	nwood Dr 0%	0%	0%	F	0.085		0.557	7300	F	2016
McLean St	0.92	U9UU Ta	Ė	30 /6	1 /0		ine Blvd	0 /0	0 /6	- 1	0.063		0.557	7300	'	2010
		From									_					
8760 Lincoln St	0.83	1600	F	99%	0%	1%	Creek Blvd	0%	0%	F	0.081		0.579	1700	F	2016
(8760) Lincoln St	0.00	1000		33 /6	0 76			0 /6	0 76	'	0.001		0.573	1700	ı	2010
<u> </u>		From	<u> </u>				ngham St									
8760 Lincoln St	0.66	3900	F	99%	0%	1%	0%	0%	0%	F	0.146		0.839	4100	F	2016
		10	1			F	irst St									
O D . O . D	0.07	From		000/	00/		nouth Blvd		201	_			0.00	0000	_	0010
Port Centre Pkwy	0.67	6400	F	99%	0%	1%	0%	0%	0%	С	0.144		0.93	6800	F	2016
		From				Crawford	St Near I-	264								
8761 Court St	0.21	6400	F	98%	1%	1%	0%	0%	0%	F	0.107		0.553	6800	F	2016
		T <sub>c</sub>				Co	unty St									
8761 Court St	0.11	5400 From	F	98%	1%	1%	0%	0%	0%	С	0.105		0.504	5700	F	2016
124/		Te	-			TJ	ligh St				<b>—</b> —					
8761) Court St	0.11	2700 From	F	98%	1%	1%	0%	0%	0%	F	0.108		0.545	2900	F	2016
(8761) Court St	• • • • • • • • • • • • • • • • • • • •								• • • • • • • • • • • • • • • • • • • •						-	
8761) Court St	0.22	From	<u> </u>	000/	10/		ndon St	Λο/	09/		0.15		0.010	1000		2016
(8761) Court St	0.23	940 To	F	98%	1%	1% Crawt	0% ford Pkwy	0%	0%	F	0.15		0.812	1000	F	2016
		From														
8762) South St	0.10	680		97%	10/		bus Avenu		00/	F	0.118		0.605	720	F	2016
South St	0.10	JOU Tr	┌╴	J170	1%	1%	0% on Parkwa	0%	0%	۲	0.118		0.005	730	Г	2016
		From					son Pkwy	y								
8762) South St	0.09	990	F	97%	1%	1%	0%	0%	0%	F	0.121		0.595	1000	F	2016
124/		To				Dec M	Ioines Ave									
8762 South St	0.38	4800 From	F	97%	1%	1%	0%	0%	0%	С	0.1		0.512	5100	F	2016
(8762) South St	0.00	-000		J: /0	1 /0			J /0	3 /0		——————————————————————————————————————		5.512	3100	•	_010
0	6.64	From	<u> </u>	070/	401		m Ave	001	001				0.500	0000		0010
8762 124 South St	0.34	2700 <sub>To</sub>	F	97%	1%	1%	0%	0%	0%	F	0.084		0.533	2900	F	2016
		10	1				ngham St									
West	2.2.	From		CR	AWFOR	D STREET	N TO RO	OUTE 26	4 WEST						^	0015
99024 124 Ramp	0.21	3000	G								0.183			3000	G	2016
		To	9	I-264-	-W FRO	M CRAWF	ORD STR	REET N	& BART S	S						

AADT	QA	4Tire	Bus					QC	K Factor	$\cap$ k	Dir actor	AAWDT	QW	Year
Promo				GI I										
	G	97%	1%			0%	0%	F	0.092	0	508	23000	G	2016
To	<u> </u>	01 /0						•	7	0.	000	20000	ŭ	2010
From									i					
1700	G	99%	0%	0%	0%	0%	0%	С	0.123	0.	785	1800	G	2016
To				131-8796 I	Ballahack	Rd								
From			US	17 George	Washingto	on Hwy								
420	G	97%	1%	1%	1%	0%	0%	С	0.111	0.	568	440	G	2016
To				Bene	efit Rd									
	<u> </u>	000/					00/		0.100	0	<b>-</b> 00	0000	_	0010
2700 To:	<u> </u>	96%	1%				0%	C	0.109	0.	532	2900	G	2016
From						JII								
	G	99%	0%			0%	0%	С	0.094	0.	615	14000	G	2016
To	r <u> </u>	0070	0 70			0 70	0,0			0.	0.0		<u> </u>	_0.0
From:	- 													
22000	G	97%	1%	1%	0%	1%	0%	С	0.08	0.	765	23000	G	2016
To				Old Green	nbriar Pkw	vy								
From				Wood	llake Dr									
12000	G	98%	1%	1%	1%	0%	0%	С	0.087	0.	538	13000	G	2016
To: From:						у								
	G	98%	1%			0%	0%	F	0.093	Ω.	561	5000	G	2016
To													-	
From				Ballal	hack Rd									
1500	G	99%	0%	0%	0%	0%	0%	С	0.097	0.	537	1600	G	2016
To				Bene	efit Rd									
From				WCL V										
4000	G	98%	1%	1%			0%	С	0.103	0.	517	4200	G	2016
To				US 13 M	ilitary Hw	У								
	<u> </u>	000/	10/			00/	00/	-	0.004	0	CEO	2000	_	2016
3400 To:		96%					0%	C	0.094	0.	000	3600	G	2016
From	l								<u>l</u>					
	G	96%						F	0.088	0.	533	13000	G	2016
		-0/0	270				3,3	•					_	
12000	G	96%	0%				0%	F	0.092	n	558	13000	G	2016
To:		00/0					0 /0	•	0.002	0.	550	10000	J	2010
From									i					
6600	G	99%	1%	0%	0%	0%	0%	С	0.09	0.	562	7000	G	2016
To														
From				Dea	d End									
140	R								0.117	(	0.5	NA		08/10/20
To				Bus	US 17									
From														
6300	G	99%	0%	0%	0%	0%	0%	С	0.084	0.	543	6700	G	2016
To:									$\Box$					
12000	G	99%	0%	0%	0%	0%	0%	F	0.089	0.	535	13000	G	2016
To	<u> </u>													
From		0001	001				001		0.005			F000		6015
5400	G	99%	υ%	υ%	υ%	υ%	υ%	F	0.085	0.	509	5800	G	2016
From		0000				0.5.4			<u> </u>		F.C. =	C 15 -		
6000	G	99%	0%	0%	0%	0%	0%	С	0.101	0.	583	6400	G	2016
From														
5400	G	99%	0%	0%	0%	0%	0%	F	0.098	0.	567	5800	G	2016
To	1			Dev	on Dr				1					
	1700 To  420 To  From  2700 To  From  13000 To  From  12000 To  From  4700 To  From  12000 To  From  14000 To  From  12000 To	Prome	Promited   Promited	Promite   Prom	AADT	MADT	AADT	Part	AADT	Column	AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Trail   QC   Factor   QK   Factor   Q	Carry   Carr	Care   Care	Column

Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Dock Landing Rd	2.23	5900	G	98%	2%	1%	Devon Dr 0%	0%	0%	С	0.110		0.508	6300	G	2016
B527 Dock Landing Rd		To					Portsmouth									
		From			1	31-8527-	S000A FR	OM DO								
8527) Ramp	0.27	3200	G								0.141			3200	G	2016
		To	1		I-664-E	FROM I	OOCK LAN	NDING RO	DAD							
O B	0.00	From	<u> </u>		1	31-8527-	N000B FR	OM DO						0000	0	0040
8527 Ramp	0.28	2800 To	G		1 664 W	EDOM	DOCK LAI	NDING D	OAD		0.143			2800	G	2016
North		From	! :				OUTE 664									
$\sim$	0.06	NA			131-03.	27 TO K	JUIE 004	EASTSO	ın		NA			NA		
8527 Ramp		To			1	31-8527-	S000A FR	OM DO								
North		From			13	31-8527 7	O & FROM	M DOCK								
8527 Ramp	0.03	NA									NA			NA		
(31)		To			131-852	27-S000B	; 131-8527-	- B FROM	DO							
South		From			13	31-8527	O & FROM	M ROUT								
8527 Ramp	0.05	NA To			121 052	7 11000	. 121 0507	A EDOS	t DO		NA			NA		
		From					; 131-8527									
South B527 Ramp	0.05	NA Prom	<b></b>		131-852	z/TORC	OUTE 664 V	WESTNO	KTH		NA			NA		
Ramp	0.00	To			1	31-8527-	N000B FR	OM DO						1 1/3		
		From	d				sville Rd; E		lk							
Pughsville Rd	0.85	10000	G	92%	0%	0%	2%	5%	0%	С	0.094		0.606	11000	G	2016
131/		_ To					I-664									
Pughsville Rd	0.16	24000	G	98%	1%	1%	0%	1%	0%	С	0.095		0.575	26000	G	2016
131/		To					530; Taylor									
Taylor Rd	1.65	15000	L	98%	1%		ghsville Rd	1%	0%	F	0.088		0.559	16000	G	2016
13529 Taylor Rd	1.00	To	<u> </u>	30 /6			estern Bran		0 /6	'	0.000		0.559	10000	u	2010
		From	1				-S000A TO									
8529 Ramp	0.09	7000	G			002	50001110				0.11			7000	G	2016
(131)		To	9		I-664-	E FROM	PUGHSV.	ILLE ROA	AD							
North		From			131-85	29 TO R	OUTE 664	EASTSOU	JTH							
8529 Ramp	0.07	NA									NA NA			NA		
		To	1				-S000A TO									
North Pamp	0.10	From	<u> </u>		131-852	29 TO RC	OUTE 664 V	WESTNO	RTH		0.155			1100	C	2016
8529 Ramp	0.19	1100 To	G		J-664-	W FROM	1 PUGHSV	TLLERO	AD		0.155			1100	G	2016
South		From					O & FROM									
Ramp	0.05	NA			1.	1-0347	O & FROM	11 NOU I			NA			NA		
131		To			131-852	9-N000 <i>A</i>	x; 131-8529	- A TO R	OUT							
South		From				Pu	ghsville Rd	l								
8529 Ramp	0.29	NA			-						NA			NA		
<u> </u>		To	1				I-664 W									
Taulan Dd	4 70	Prom	<u> </u>	000/	00/		Portsmouth		00/		0.001		0 510	00000		0040
Taylor Rd	1.70	21000		99%	0%	0%	0%	0%	0%	С	0.091		0.516	23000	G	2016
Tayler Dd	0.00	From	Ļ	000/	00/		Bruce Rd	001	00/				0.505	05000		0010
Taylor Rd	0.29	23000 To	G	99%	0%	131-85	0% 29 Pughsvil	0% le Rd	0%	<u> </u>	0.094		0.585	25000	G	2016
		From						ic Nu			_					
8531) Dunedin Dr	0.99	1700	G	99%	0%	0%	Γaylor Rd 0%	0%	0%	С	0.095		0.659	1800	G	2016
Dunedin Dr		To	Ť				estern Bran							. 300		
		From	4				Γaylor Rd									
8532 Bruce Rd	1.54	11000	G	99%	0%	0%	0%	0%	0%	С	0.096		0.539	12000	G	2016

						TOTAL IVICALITIES	nance Area							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK Di Fac	$\Delta \Delta W DT$	QW	Year
City of Chesapeake														
8532) Tyre Neck Rd	1.26	9400	G	100%	0%	8ruce 0% 0	St 0%	0%	С	0.094	0.59	DE 10000	G	2016
131 Tyre Neck Hd	1.20	9400 To		100%	076	WCL Ports		0%	U	0.094	0.5	95 10000	G	2010
		From	l ]							<u>_</u>				
8547) Deep Creek Blvd	0.60	4500	G	98%	0%	Gust La 1% 0	% 0%	0%	С	0.099	0.60	31 4800	G	2016
Deep Creek Blvd	0.00	To		0070	0,0	SCL Ports		0,0			0.0		<u>.</u>	_0.0
		From				US 460 22	2nd St							
8591 Liberty St	0.40	4900	G	89%	1%		% 6%	0%	F	0.093	0.56	5200	G	2016
131		To				SCL No	folk							
		From				ECL No	rfolk							
8592 Berkley Ave	0.39	1800	G	98%	0%	1% 1	% 0%	0%	С	0.093	0.60	1900	G	2016
131)		To				Wingfield	l Ave							
		From				Bank St								
Rosemont Ave	0.13	790	G	85%	1%		% 11%	0%	F	0.127	0.8	77 840	G	2016
		To: From:				Hill Str Hill S								
Rosemont Ave	0.37	1400	G	85%	1%		% 11%	0%	С	0.105	0.8	12 1500	G	2016
Rosemont Ave	0.07	To	r -	0070	. , ,	US 460 Bainbi		0,0			0.0		<u>.</u>	_0.0
		From				US 460 Bainb								
Chesapeake Dr	0.45	2300	G	97%	1%		% 0%	0%	С	0.098	0.54	44 2400	G	2016
Chesapeake Dr		To				Chesapeak								
		From				Buell	St							
Freeman Ave	0.65	4500	G	61%	1%		% 28%	0%	С	0.083	0.6	55 4800	G	2016
131		To				I-464	1							
Freeman Ave	0.25	9800 From	G	61%	1%		% 28%	0%	F	0.080	0.60	04 10000	G	2016
Freeman Ave		To				US 460 Bainbi								
		From			131-8598	3 I-464-S003A	TO AND FRO	OM I-						
Ramp	0.13	4300	G							0.101		4300	G	2016
131/		To			I-46	64-S FROM FR	REEMAN Ave							
		From		1	31-8598	I-464-N003A l	FROM AND T	TO RT						
8598) Ramp	0.13	3700	G							0.12		3700	G	2016
(31)		To			I-46	4-N FROM FF	REEMAN Ave	:						
_		From			Ţ	JS 13 & 460 M	ilitary Hwy							
8599 Cavalier Blvd	1.24	11000	G	89%	1%		% 6%	0%	С	0.099	0.5	13 12000	G	2016
		To				SCL Ports	mouth							
$\sim$		From				JS 13 & 460 M								
B601 Deep Creek Blvd	0.94	3000	G	98%	1%		% 0%	0%	С	0.09	0.7	76 3200	G	2016
<u> </u>		From				Gust La Deep Cree								
Gust Lane	0.44	5500	G	99%	0%		% 0%	0%	С	0.086	0.52	21 5900	G	2016
Gust Lane	• • • • • • • • • • • • • • • • • • • •	To				SCL Ports					-		-	
		From				Sir Galah	ad Dr							
8602 Camelot Blvd	0.59	7200	G	99%	0%		% 0%	0%	С	0.088	0.5	59 7700	G	2016
131		To				Deep Cree	k Blud							
S602) Camelot Blvd	0.32	4400 From	G	89%	1%		% 6%	0%	F	0.085	0.59	96 4600	G	2016
Camelot Blvd		To				17 George Wa								
		From	1			13, US 460 Mi		1						
Galberry Rd	2.41	2000	G	98%	1%		% 0%	0%	С	0.168	0.69	92 2200	G	2016
Galberry Rd		To	_											
8604) Shell Rd	0.87	5300 From	G	99%	0%	US 17 George V 0% 0	% 0%	0%	F	0.091	0.5	3 5600	G	2016
Shell Rd	0.07	5500		J J / O	J /0			0 /0	•		0.0	5 5000	J	2010
Ohall Dd	0.01	From	<u> </u>	000/	10/	Firman		00/			0.0	10 4500		0010
8604 Shell Rd	0.81	4200	G	99%	1%	1% 0	% 0%	0%	С	0.106	0.6	13 4500	G	2016
_		To From				Canal				$\supset$				
Shell Rd	1.12	2500	G	99%	0%		% 0%	0%	F	0.115	0.6	59 2700	G	2016
		To			U	S 13, US460 N	Iilitary Hwy							

							o ruca							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Chesapeake		From												
8605 Canal Dr Ext	0.51	4600	G	99%	0%	Shell Rd 0% 0%	0%	0%	С	0.092	0.639	4800	G	2016
131/		Te	o-		Ţ	US 13 & 460 Military	/ Hwy							
		Fron			US	460, SR 166 Bainbri	dge Blvd							
8622 Portlock Rd	0.89	6800	G	97%	0%	2% 0%	0%	0%	С	0.104	0.651	7200	G	2016
131)		To	С			Campostella Rd								
		From	ı-			Providence Rd								
8635 Dunbarton Rd	0.06	3700	G	99%	0%	1% 0%	0%	0%	F	0.142	0.514	3900	G	2016
(131)		To From	-			Longdale Cresce	nt			<u> </u>				
8635 Dunbarton Rd	0.18	1400	G	99%	0%	1% 0%	0%	0%	С	0.087	0.646	1500	G	2016
131/		Te				Crown Crescent								
8635) Dunbarton Rd	0.16	650 From	G	99%	0%	1% 0%	0%	0%	F	0.093	0.64	690	G	2016
(8635) Dunbarton Rd	• • • • • • • • • • • • • • • • • • • •	To	<u> </u>			Longdale Cresce							-	
		From	ic c			Campostella Rd				Î				
8640 Providence Rd	1.55	14000	G	99%	0%	0% 0%	0%	0%	F	0.100	0.544	15000	G	2016
Providence Rd														
8640) Providence Rd	0.99	15000	G	99%	0%	Angora Dr 0% 0%	0%	0%	С	0.101	0.560	16000	G	2016
Providence Rd	0.55	To	<u> </u>	JJ /0	U /0	WCL Virginia Bea		0 /0		0.101	0.500	10000	u	2010
		Fron												
8645) Sparrow Rd	0.23	5100	G	98%	0%	Military Hwy 1% 0%	0%	0%	F	0.091	0.580	5500	G	2016
Sparrow Rd	0.23	5100		JU /0	U /0		0 /0	0 /0	'	0.031	0.560	5500	u	2010
		From		0000		Providence Rd	461		_			0=00		
Sparrow Rd	0.84	9200	G	98%	1%	0% 1%	1%	0%	F	0.087	0.535	9700	G	2016
		Te From				Indian River Rd								
Sparrow Rd	0.57	3500	G	98%	0%	1% 0%	0%	0%	F	0.108	0.606	3700	G	2016
(131)		T <sub>e</sub>				Little Beaver Ro	<u> </u>			$\neg$ —				
8645) Sparrow Rd	0.28	1600	G	98%	0%	1% 0%	0%	0%	F	0.108	0.575	1700	G	2016
131		Tr	r			Goldcrest Dr								
		From	i:			SR 168 Campostella	a Rd	-						
8647 Border Rd	0.47	4400	G	98%	1%	1% 0%	0%	0%	С	0.086	0.542	4700	G	2016
131		To	c			Wingfield Ave								
O 1411 17 11 14		From				Border Rd								
8647 Wingfield Ave	0.08	2300	G	98%	1%	1% 0%	0%	0%	F	0.092	0.522	2400	G	2010
		To From				131-8592 Berkley	Ave							
8647 Wingfield Ave	0.48	2500	G	98%	0%	1% 0%	0%	0%	С	0.094	0.527	2700	G	2016
131)		To				Tatemstown Rd								
Tatamataum Dd	0.04	Pron 2600		000/	00/	Wingfield Ave	00/	00/		0.00	0.571	2000	G	2014
8647 Tatemstown Rd	0.34	3600 <sub>To</sub>	G	99%	0%	0% 0% SR 407 Indian Rive	0%	0%	С	0.09	0.571	3900	G	2016
		-												
8648) Albemarle Dr	1 10	From	<u> </u>	000/		Bus SR 168 Battlefiel		00/		0.101	0.005	E400	G	2014
Albemarle Dr	1.19	5100	G	99%	0%	0% 0%	0%	0%	С	0.131	0.905	5400	G	201
						Cedar Rd				<u> </u>				
Mondford Dr	0.00	From		000/	10/	Mt Pleasant	00/	00/		0.105	0.5	1000	C	004
8649 Woodford Dr	0.28	930 Tr	G	98%	1%	1% 0% Royal Oak Dr	0%	0%	С	0.105	0.5	1000	G	201
		From												
Cornick Ava	0.14			000/	10/	Walnut Ave	Nº/	00/		0 115	0.607	760	G	2017
8650 Cornick Ave	0.14	710	G	99%	1%	0% 0%	0%	0%	С	0.115	0.627	760	G	2016
		Fron				Oleander Ave								
8650 Cornick Ave	0.60	990	G	99%	1%	0% 0%	0%	0%	С	0.118	0.581	1100	G	2016
		Tr	1			Sparrow Rd								
<u> </u>		From				Douglas Rd								
8653 West Rd	0.79	180	G	98%	1%	0% 1%	1%	0%	F	0.122	0.609	190	G	2016
···		Te	×			Benefit Rd								
		Eron												
8653 West Rd	5.27	980 From	G	98%	1%	0% 1%	1%	0%	С	0.110	0.573	1000	G	2016

					140	TION WIL	intenanc	c Alca							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Chesapeake		From					C. D.1								
(8655) Shillelagh Rd	6.96	740	G	97%	1%	1%	nefit Rd 1%	1%	0%	С	0.11	0.582	790	G	2016
8655 Shillelagh Rd	0.00	To	Ť	07.70	1 70		Oominion B		0 70		<u> </u>	0.002	700	Ğ	2010
		From			F	Sus US 168	Battlefield	l Blvd			i				
(8656) Benefit Rd	1.96	1400	G	97%	1%	2%	1%	0%	0%	С	0.111	0.524	1400	G	2016
8656 Benefit Rd		To					n Pine Rd								
Benefit Rd	1.92	2700 From	G	97%	1%	2%	1%	0%	0%	F	0.096	0.612	2900	G	2016
8656 Benefit Ha		To	_								_				
8656 Benefit Rd	3.16	1300 From	G	98%	0%	1%	1%	0%	0%	С	0.110	0.643	1300	G	2016
8656) Benefit Hd		То	Ť				uglas Rd							-	
		From					Atlantic A	ve							
8657 Old Atlantic Ave	0.07	8500	G	98%	0%	1%	1%	0%	0%	F	0.104	0.632	9100	G	2016
131		To				P:	ark Ave								
(8657) Old Atlantic Ave	0.24	4700 From	G	98%	0%	1%	1%	0%	0%	F	0.094	0.534	5000	G	2016
Old Atlantic Ave		To					6 Libouty C								
(8657) Cascade Blvd	0.41	1300 From	R			SK 24	6 Liberty S	ı			0.139	0.575	NA		07/20/2014
(8657) Cascade Blvd	• • • • • • • • • • • • • • • • • • • •	То	m			Spa	dina Ave								017-01-01
		From					ainbridge I	Blvd							
8658 131 Booker St	0.58	750	G	99%	0%	1%	0%	0%	0%	С	0.153	0.696	800	G	2016
131		То				SR 190 G1	eat Bridge	Blvd							
		From			F	Bus SR 168	Battlefield	l Blvd							
8661 Centerville Tpke	3.76	5800	G	98%	0%	1%	1%	0%	0%	С	0.096	0.54	6200	G	2016
(131)		То				Etheridg	e Manor B	lvd							
8661 Centerville Tpke	1.03	8800	G	98%	0%	1%	1%	0%	0%	F	0.099	0.651	9300	G	2016
131		To				Fer	ntress Rd								
(8661) Centerville Tpke	1.14	9100 From	G	98%	1%	1%	1%	0%	0%	С	0.104	0.566	9900	G	2016
(8661) Centerville Tpke		To				SD 165 N	Mt Pleasant	DA							
(8661) Centerville Tpke	1.25	17000	G	98%	0%	1%	1%	0%	0%	F	0.102	0.683	18000	G	2016
(8661) Centerville Tpke		To					Butts Statio								
		From					Station Rd								
(8661) Centerville Tpke	0.46	11000	G	98%	0%	1%	1%	0%	0%	С	0.101	0.669	11000	G	2016
		From					05 Elbow R bow Rd	Rd							
(8661) Centerville Tpke	1.76	7400	G	98%	0%	1%	1%	0%	0%	F	0.096	0.677	8000	G	2016
(8661) Centerville Tpke		To				ECL	Va Beach								
		From				SR 190 I	Kempsville	Rd							
(8662) Green Tree Rd	0.73	7400	G	98%	0%	1%	1%	0%	0%	F	0.103	0.611	7900	G	2016
131		To					Grove Rd								
(8662) Oak Grove Rd	0.00	From	Ļ	000/			Battlefield		00/			0.000	0700	0	2016
8662 Oak Grove Rd	0.86	9100 To	G	99%	0%	0%	0% en Tree Rd	0%	0%	С	0.091	0.606	9700	G	2016
		From									<u> </u>				
(8663) Johnstown Rd	5.94	3500	G	98%	0%	ве 1%	nefit Rd 1%	0%	0%	С	0.101	0.578	3700	G	2016
8663 Johnstown Rd	0.04	То	Ĕ	3070			Battlefield		070			0.070	0700	ď	2010
		From					stown Rd								
(8664) Woodbridge Dr	0.19	930	G	99%	0%	1%	0%	0%	0%	С	0.114	0.651	990	G	2016
Woodbridge Dr		To				Bria	arfield Dr								
O 5 1 11 11 5		From		24::			dbridge Dr								
8664 Briarfield Dr	0.68	2800	G	99%	0%	0%	0%	0%	0%	С	0.127	0.503	3000	G	2016
		To	<u> </u>				5 Cedar Rd								
Dunbartan Pd	0.65	From	<u></u>	98%	10/		idence Rd 0%	0%	<b>N</b> 0/	С	0.134	0 500	5800	C	2016
8665 Dunbarton Rd	0.00	5400	G	30%	1%	1%	U%	U%	0%	U	0.134	0.528	3600	G	2010
<u> </u>		From	َ	0000	0-1		Military Hv		061				00005		0010
(8665) Greenbrier Pkwy	0.28	31000 To	G	98%	0%	0%	0%	0%	0%	F	0.098	0.502	33000	G	2016
		10	l			Wo	odlake Dr								

					No	rtolk Ma	untenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
8665 Greenbrier Pkwy	0.22	56000	G	98%	0%	0%	odlake Dr 0%	0%	0%	F	0.082		0.572	60000	G	2016
8665 Greenbrier Pkwy	0.94	83000 From	G	98%	0%	0%	I-64 0%	0%	0%	F	0.085		0.518	88000	G	2016
8665 Greenbrier Pkwy	0.42	44000 From	G	98%	0%	0%	den Way 0%	0%	0%	F	0.083		0.525	47000	G	2016
(8665) Greenbrier Pkwy	1.78	28000 From:	G	98%	0%	0%	lvo Pkwy 0%	0%	0%	С	0.095		0.631	30000	G	2016
8665 Butts Station Rd	2.08	15000 To:	G	98%	0%	0% 131-8661	Kempsvill 0% Centervill	0%	0%	F	0.107		0.661	16000	G	2016
East 8665 131 Ramp	0.35	From: 6900	G	I-64-I		131-8665 ROM GR			WAY EAS	S	0.096			6900	G	2016
East 8665 131 Ramp	0.19	From: 4800	G		1	31-8665	ΓO RT 64				0.116			4800	G	2016
West 8665 131 Ramp	0.20	From:	G		]	131-8665	TO RT 64	EAST	VAY WES	S	0.08			10000	G	2016
West 8665 Ramp	0.38	From:	G		1	31-8665	ΓΟ RT 64	WEST	WAY WE		0.091			15000	G	2016
8667 Blackwater Rd	2.62	2700 To:	G	94%	0%	WCI 1%	L Va Beac 3%	h 2%	0%	C	0.095		0.756	2900	G	2016
8667 Fentress Airfield Rd	0.15	4100 To:	G	94%	1%	Blac 1%	kwater Re 2% Mt Pleasa	d 1%	0%	С	0.103		0.708	4500	G	2016
8668 Hickory Rd East	0.81	3400	G	98%	1%	3us SR 16 1%			0%	С	0.091		0.558	3600	G	2016
8668 Head Of River Rd	4.89	2100 From:	G	97%	0%	0%	erville Tpl 2% /irginia Be	0%	0%	С	0.114		0.686	2200	G	2016
8674 Ashley Rd	0.42	From: <b>3600</b>	G	99%	0%	3us SR 16 0% SR 165	8 Battlefie 0% Mt Pleasa	0%	0%	F	0.108		0.599	3800	G	2016
8695 Lindale Dr	0.67	3500 To	G	99%	0%	0%	postella R 0% Baun Ave	0%	0%	F	0.158		0.812	3800	G	2016
8695 DeBaun Ave	0.49	4100 To:	G	99%	0%	Li 0%	ndale Dr 0% Battlefield	0%	0%	С	0.134		0.718	4400	G	2016
8717) Volvo Pkwy	0.30	780	R			Crysta	lwood Cir				0.09		0.580	NA		07/08/2014
8717) Volvo Pkwy	0.26	9600 From	G	99%	0%	0%	Byron St 0%	0%	0%	С	0.114		0.924	10000	G	2016
8717) Volvo Pkwy	0.25	21000 From	G	99%	0%	0%	0%	0%	0%	F	0.09		0.774	22000	G	2016
8717 Volvo Pkwy	1.38	26000 To	G	98%	0%	1%	0%	1%	0%	С	0.089		0.513	27000	G	2016
8717 Volvo Pkwy	0.45	25000 To	G	98%	0%	1%	nbrier Pkv 0% den Way	1%	0%	F	0.103		0.633	26000	G	2016

					INC	rfolk Mainten	ance Area	l						
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Chesapeake														
		From	<u> </u>			806 Eden Way; 8'							_	
Volvo Pkwy	1.49	27000	G	98%	0%	1% 0%		0%	F	0.102	0.667	28000	G	2016
<u> </u>		Te	1			Dead En	d							
		Fron	i.			Docklandin	g Rd							
Coffman Blvd	0.70	1700	G	99%	1%	0% 0%	0%	0%	С	0.1	0.529	1800	G	2016
		To	c			SR 337 Portsmo	uth Blvd							
		From				SR 190 Great Br	idge Blvd							
Campostella Rd	1.34	6200	G	98%	0%	1% 0%	6 0%	0%	С	0.111	0.697	6600	G	2016
131		Te				LIC 12 Militar	11							
Campostella Rd	1.06	15000	G	98%	0%	US 13 Militar 1% 0%		0%	F	0.098	0.621	16000	G	2016
Campostella Rd	1.00	To	<u> </u>	30 /0	0 70	SR 168 Battlefi		0 70			0.021	10000	ч	2010
<u> </u>	0.50	From		000/	40/	US 460 Bainbri		00/			0.570	4000	_	0016
Virginia Ave	0.50	1200	G	99%	1%	0% 0%		0%	С	0.108	0.570	1300	G	2016
<u> </u>		Fron				Chesapeake								
Chesapeake Ave	1.12	2400	G	98%	1%	Virginia A 1% 0%		0%	С	0.111	0.632	2500	G	2016
Chesapeake Ave	1.12	2400	G	30 /6	1 /0	1/6 0/	0 0/6	0 /6	O	0.111	0.032	2300	G	2010
		Te Fron				Park Av	e							
Chesapeake Ave	0.41	2000	G	98%	1%	1% 0%	6 0%	0%	F	0.111	0.612	2100	G	2016
		To	С			SR 246 Poinde	exter St	-						
		From	r			US 460 Bainbri	ige Blvd							
Park Ave	0.37	1200	G	97%	1%	1% 1%		0%	С	0.111	0.677	1300	G	2016
131/														
Park Ave	0.35	3700 From	G	97%	1%	Chesapeake		00/	F	0.109	0.670	4000	G	2016
Park Ave	0.35	37UU T/		J1 70	I 7o			0%	Г	0.109	0.672	4000	G	2016
						Old Atlantic	Ave							
		From				Dead En								
Barnes Rd	0.45	1100	G	65%	0%	2% 1%		0%	С	0.140	0.699	1200	G	2016
		Tr	Y.			US 460 Bainbri	lge Blvd							
		From			US	S 17 George Was	nington Hwy	,						
Ballahack Rd	11.72	990	G	97%	1%	1% 1%	6 0%	0%	С	0.123	0.730	1100	G	2016
131/		Te				Old Battlefiel	d Blvd							
Ballahack Rd	0.10	5300 From	G	97%	1%	1% 1%		0%	F	0.123	0.730	5800	G	2016
Ballahack Rd	0.10	To	<u> </u>	31 /0	1 /0	SR 168 Battlefi		0 70		-0.120	0.750	3000	ч	2010
O Develop LIN Del	0.00	From		000/		US 17 Western B		00/			0.550	40000	0	0046
Poplar Hill Rd	0.23	12000	G	99%	0%	0% 0%		0%	С	0.095	0.550	12000	G	2016
		10	0			Churchland	Blvd							
		From	i.			SR 165 W, Ce	dar Rd							
Bells Mill Rd	2.38	1700	G	98%	0%	1% 1%	6 0%	0%	С	0.101	0.615	1800	G	2016
<u></u>		To	С			SR 165 E, Ce	dar Rd							
		From	r			Washington	n Dr							
8799) Waters Rd	0.36	8800	G	99%	0%	0% 0%		0%	С	0.091	0.531	9400	G	2016
Waters Rd		To	·			SR 165 Ced		-						
		From								<u> </u>				
8800) Millville Rd	0.69	1800	G	99%	0%	Cedar R 0% 19		0%	С	0.114	0.701	1900	G	2016
Millville Rd	0.08	1000		JJ /0	U /0	U/0 17	0 0/0	0 /0		0.114	0.701	1900	a	2010
		From				SR 165 Moses G								
Millville Rd	0.42	3000	G	99%	0%	0% 1%	0%	0%	F	0.09	0.659	3200	G	2016
<u> </u>		Т.				Burson I	)r			<b>—</b> —				
Millville Rd	0.65	1200 From	G	99%	0%	0% 1%		0%	F	0.098	0.668	1200	G	2016
Millville Rd	0.00	T.	Γ <u></u>	-070	- 70	Shipyard		0,0	•		2.000	00	<u>~</u>	_5.0
		From								<del></del>				
Shipyard Rd	0.00		<u></u>	96%	1%	SR 165 Ced		00/	С	0.163	0.717	1100	C	2016
Shipyard Rd	0.99	1100	G	<del>30</del> %	I 7o	1% 1%	ú 1%	0%		0.103	0.717	1100	G	2016
		To From				Burson I	)r							
Shipyard Rd	1.28	280	G	96%	1%	1% 1%	ú 1%	0%	F	0.121	0.606	300	G	2016
131/		To				Millville l	Rd							
		From		<u> </u>		Johnstown	Rd	<u> </u>						
Hanbury Rd	1.00	9400	G	99%	0%	0% 0%		0%	С	0.099	0.571	10000	G	2016
Hanbury Rd		To	Ţ.	/ •		Bus SR 168 Batt		•			2.0. 1			
						Duo DIN 100 Dall	iciiciu Ku							

					INC	ortolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Hanbury Rd	0.51	17000 To:	G	99%	0%	Bus SR 16 0%	8 Battlefie 0% lwell Rd	ld Rd 0%	0%	С	0.093		0.548	18000	G	2016
		From:	! 		1	Bus SR 168		d Blvd			+					
Hillwell Rd	2.36	<b>3200</b>	G	99%	0%	1%	0%  It Pleasant	0%	0%	С	0.095		0.579	3400	G	2016
		From					At Pleasant	Rd								
Fentress Rd	1.80	3100	G	99%	0%	0%	0%	0%	0%	С	0.102		0.552	3300	G	2016
		From:					rville Tpke									
Elbow Rd	0.87	4900	G	100%	0%	0%	Station Rd	0%	0%	F	0.119		0.606	5300	G	2016
<u> </u>	2.05	From:		1000/	00/		rville Tpke		00/				0.500	0.400		0010
Elbow Rd	3.05	8800 To:	G	100%	0%	0%	0% irginia Bea	0%	0%	С	0.113		0.506	9400	G	2016
		From:	l				vo Pkwy	icii								
Eden Way N	0.49	11000	G	99%	0%	0%	0%	0%	0%	F	0.099		0.555	12000	G	2016
131/		To:				White (	Dak Crossi	ng								
Eden Way N	0.68	13000	G	99%	0%	0%	0%	0%	0%	С	0.097		0.593	13000	G	2016
		To: From:					brier Pkwy									
Eden Way N	0.85	15000 <sub>To:</sub>	G	99%	0%	0% Cross	0% ways Blvd	0%	0%	F	0.099		0.625	16000	G	2016
ity of Norfolk		From	ı			0,000	ı View Ave									
16th Bay St		750	G			Ocean	I VIEW AV	<u> </u>			0.093		0.644	810	G	2016
,		To				Plea	sant Ave									
		From:				Llew	ellyn Ave									
24th St		700	G			Omal	nundro Ave				0.109		0.523	770	G	2016
		From:	l				lam Ave	-								
36th St		330	G			Kii	Idili Ave				0.085		0.516	360	G	2016
		To:				Co	lley Ave									
		From:				Co	lley Ave									
45th St		1800	G			**	. 101 1				0.089		0.544	2000	G	2016
		From:	l				pton Blvd									
Albert Ave		100	G			Gle	n Oak Dr				0.128		0.862	110	G	2016
		To:				P	ugh St									
		From:				Robii	1 Hood Rd									
Almeda Ave		3500	G								0.142		0.731	3800	G	2016
		From:	<u> </u>				neman Dr				+					
Arlington Ave		200	G			Camp	ostella Rd				0.111		0.64	220	G	2016
7 timigton 7 tvo		To:	٣			Oal	cwood St						0.01	220	Ğ	2010
		From:				Broo	okville Rd									
Berry Hill Rd		310	G								0.108		0.568	340	G	2016
		To	<u> </u>				ar Hall Dr									
Prophysical Dr		1100	<u> </u>			M	Ierrit St				0 11		0.610	1000	6	2010
Brentwood Dr		1100	G			G	lade Rd				0.11		0.612	1200	G	2016
		From:					Hollow Rd	l								
Brookville Rd		230	G			Dan	-10110 W IXU	=			0.097		0.633	250	G	2016
		To				Bay	berry Dr									
		From:				Old Oc	ean View I	Rd								
Burksdale Rd		670	G				1: 15				0.098		0.531	730	G	2016
		To	<u> </u>			С	olin Dr									

				INO	rtolk Mai	menanc	e Area								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From	1			Pida	efield Dr				1					
Camellia Rd	460	G			Kiug	eneid Di				0.104		0.529	500	G	2016
	To				Fa	ber Rd									
	From:				New	port Ave									
Carlisle Way	290	G	98%	0%	1%	0%	0%	0%	С	0.106		0.698	290	G	2016
	To					nial Ave									
Catharina Ct	From				Oak (	Grove Rd						0.000	100	_	0010
Catherine St	110	G			Sin	clair St				0.134		0.636	120	G	2016
	From:					lman St				_					
Chambers St	200	G			we.	iiiiaii St				0.101		0.571	220	G	201
	To:				Friz	zell Ave									
	From:				Swa	nson Rd									
Commodore Dr	280	G								0.109		0.536	310	G	201
	To:				Rod	man Rd									
	From:				Kemp	sville Rd									
Cornick Rd	190	G			_	,				0.132		0.643	210	G	201
	To				Ma	ry Ave									
Doon Dr	From:				Ве	atty St				0.101		0 501	400	_	001
Dean Dr	120	G			M	llard St				0.124		0.531	130	G	201
	From:														
Decker St	80	G			Spring	gfield Ave				0.12		0.5	80	G	201
Booker of	To:				Whee	eling Ave				Ť		0.0	00	ŭ	
	From					ston Blvd									
Dixie Dr	410	G								0.126		0.653	450	G	201
	To				G	en Rd									
	From:				Bea	mon Rd									
Dunway St	140	G								0.123		0.55	160	G	201
	To:				Kenne	beck Ave									
Floriboont Acce	From:				He	rbert St						0.000	700	_	004
Elmhurst Ave	650	G			The	omas St				0.106		0.698	700	G	201
	From:														
Evans St	680	G			на	ven Dr				0.18		0.655	740	G	201
274110 01	To:				Stra	tford St				<u> </u>		0.000	7.10	ŭ	
	From:				Whit	ney Blvd									
Faulk Rd	200	G			** 1110	nej biva				0.106		0.66	220	G	201
	To:				McC	Clure Rd									
	From:				Wei	lman St									
Finney St	110	G								0.134		0.516	120	G	201
	To:				De	ad End									
	From:				Pyth	ian Ave									
Frank St	170	G			0	: C4				0.14		0.549	180	G	201
	From:					incy St									
Gabriel Dr	150	G			River	Oaks Dr				0.132		0.556	170	G	201
Gabrier Di	To:	_			Ro	slyn Dr				0.102		0.000	170	ч	201
	From					eadow Bl	vd			i					
Gardner Dr	700	G	99%	0%	1%	0%	0%	0%	С	0.097		0.511	700	G	201
	Tor					ning Rd									
	From:					son Ave						-			
George St	840	G								0.093		0.609	910	G	201
	To:				Cal	oot Ave									
	From:				Ke	ene Rd									
Glen Rd	530	G								0.095		0.699	580	G	201
	To:				В	ee Pl									

				INOI	noik iviaimenand	e Area								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK F	Dir actor	AAWDT	QW	Yea
v of Norfolk	From	ı			Virginia Ave									
Gosnold Avenue	690	G	98%	0%	1% 0%	0%	0%	С	0.091		0.605	690	G	2016
additional / (Vertice	Tor	<u> </u>	30 70	0 70	Maryland Ave	0 70	0 70		0.001	·	0.000	000	u	2011
	From:				New St				1					
Hammet Ave	310	G			New St				0.165		0.583	340	G	201
	To:				Dune St								-	
	From:				Grandy Ave				Ī					
Hanbury St	560	G							0.115		0.521	610	G	201
•	To:				Ballentine Blvd									
	From:				Raby Rd									
Harmony Rd	1100	G			-				0.103	(	0.636	1200	G	201
	To:				Quail Rd									
	From:				Military Hwy									
Hilton St	1600	G							0.091		0.557	1800	G	201
	To:				Caribou Ave									
	From:				Gondola Rd									
Inventors Rd	380	G							0.148	(	0.614	410	G	201
	To:				Production Rd									
	From:				Thurston St									
Iowa Ave	550	G							0.127	(	0.745	600	G	201
	To:				Bessie St									
	From:				Nottoway St									
Jersey Ave	450	G							0.108		0.67	490	G	201
	To				Amherst St									
	From:				Sewells Point Ro	i								
Kennebec Avenue	1300	G	98%	0%	2% 0%	0%	0%	С	0.093	(	0.576	1300	G	201
	To				Humboldt St									
	From:				Village Ave									
Kingwood Ave	1400	G							0.087	(	0.519	1500	G	201
	To:				Va Beach Blvd									
	From:				Liberty St									
Lancaster St	700	G							0.097	(	0.526	760	G	201
	To:				Walker Ave									
	From:				Eagle Ave								_	
Lion Ave	310	G							0.103	(	0.528	340	G	201
	To:				Little Creek Rd									
	From:				Carlllo Ave							1600	_	
Magnolia Ave	1600	G			- ·				0.087	(	0.503	1800	G	201
	To:				Upper Brandon F	Ί.								
Marrie II A	From:	ـــــــــ			Olney Rd					_	0.040	4465	_	
Marshall Ave	1000 <sub>то</sub>	G			D 11 :				0.113	(	0.618	1100	G	201
					Brambleton Ave	!								
	From:				Whitney Blvd					_		-	_	
McGuinnis Cir	210	G			T 11 4				0.113	(	0.588	230	G	201
					Faulk Ave									
A4111 1 5 1	From:				Colony Pt Rd								_	
Millbrook Rd	140	G			B 4				0.126	(	0.539	150	G	201
					Ruthven Rd									
APII O: T	From	<u> </u>			Azalea Garden R	d			<u></u>		o o · =	225-	_	
Miller Store Rd	2100	G							0.118	(	0.817	2300	G	201
	To				Wise St									
	From:				Elaine Ave				٦				_	
Mona Avenue	2000	G	99%	0%	0% 0%	1%	0%	С	0.089		0.55	2000	G	201
	To:				Calvin Ave									
	From:				Tarpon Pl								_	
Murray Ave	From: <b>170</b> To:	G			Tarpon Pl  Azalea Garden R				0.129	(	0.553	180	G	201

					teriarioe 7 irea						
Route	Length AADT	QA 4Tire	Bus		Truck +Axle 1Trail	$\cap$	K actor	QK Dir Factor	AAWDT	QW	Yea
tv of Norfolk	Fron	1		Newn	ort Ave						
New York Ave	240	G				0.	097	0.5	260	G	2016
	Te			Colon	ial Ave						
	Fron			Tidew	ater Dr						
Norman Ave	640	G				0.	108	0.673	700	G	2016
	To			Old Ocean	n View Rd						
Outsud Ct	Fron			Coloni	ial Ave		101	0.007	1000	0	0010
Oxford St	1500 <sub>To</sub>	G		Стот	ıby St	0.	121 I	0.697	1600	G	2016
	Fron										
Patridge St	1000	G		Winwa	ard Rd	0	265	0.749	1100	G	2016
r amaga at	To			Pale	m Rd	0.	 	0.7 10	1100	<u> </u>	
	Fron				nee Pl						
Pinedale St	120	G		Dawa	ince I I	0.	122	0.515	140	G	2016
	To			E Che	ester St						
	Fron			Hatt	on St				<u> </u>		
Selden Ave	340	G				0	.11	0.530	370	G	201
	To			Cas	ss St						
	Fron			Woodh	oine Rd						
Shorewood Dr	310	G				0.	142	0.698	330	G	201
	Te				ne Ct						
0. 5	Fron			Dixi	ie Dr					_	
Simons Dr	1200 <sub>то</sub>	G		Manak	D.1	0.	099 I	0.664	1300	G	201
					ant Rd						
Summit Ave	From <b>120</b>	G		West	t Ave	0	124	0.594	130	G	201
Sullillit Ave	120 T/			Midd	le Ave	0.	124	0.594	130	G	201
	Fron				sas Ave						
Tait Terrace	2100	G		Arkans	sas Avc	0.	103	0.520	2300	G	201
	To			Wyom	ing Ave						
	Fron			Wakefi	eld Ave						
Tennessee Ave	140	G				0.	126	0.537	150	G	201
	To			Ingles	ide Rd						
	Fron			Workw	ood Rd						
Tifton Dr	170	G				0.	114	0.537	180	G	201
	To			Lass	er Dr						
	Fron			Geor	rge St						
Tuttle Ave	<b>70</b>	G			1.5.1	0.	206 I	0.529	80	G	201
					d End						
University Dr	Fron <b>270</b>	G		Tifto	on St	0	103	0.65	290	G	201
Offiversity Di	270 To			Workw	ood Rd	0.	103	0.05	290	G	201
	Fron										
Vero St	670	G		Old Ocean	II VICW KU	0.	096	0.647	720	G	201
	Te			Chesape	ake Blvd		L				
	Fron				nan Rd						
Welaka Rd	40	G			W-	0.	171	0.714	40	G	201
	To			Kimber	rly Lane						
	Fron			Texa	s Ave	 					
Wellington St	260	G				0.	113	0.586	280	G	201
	Te			Windern	nere Ave						
v of Portsmouth		•									
Ambarat D:	Fron	<u> </u>		Hig	h St		100	٥٢	70	_	004
Amherst Dr	70	F				0.	193	0.5	70	F	201

							oc mica								
Route	Length AADT	QA	4Tire	Bus		Tru e 3+Axle			QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
of Portsmouth	Fron	1-		-	Willi	iamsburg Av	/e			T					
Bain St	120	F							0	.116		0.667	130	F	2016
	Te	1"			Per	ninsula Ave				<u> </u>					
Dalelude Acce	Fron	·			F	fulton Ave						0.005	170	_	001/
Baldwin Ave	160	F			Dee	p Creek Blv	d		U	).121 <b>7</b>		0.605	170	F	2016
	Fron	1.				leather Rd				<del>-</del>					
Brookmere Lane	120	F				- Tu			(	0.15		0.65	130	F	201
	To	):			Su	mmerset Dr									
	Fron	12			C	humley Rd								_	
Brunswick Rd	680 <sub>то</sub>	F				atem Ave			0	).114 7		0.629	720	F	201
	Fron	12				lasgow St				1					
Cambridge Avenue	160	F				iasgow St			0	.120		0.61	170	F	201
	To	):				North St				]					
	Fron	1:			Mi	dfield Pkwy									
Canterbury Dr	350	F							0	.112		0.511	370	F	201
	To					emplar Dr				<u> </u>					
Cardinal Lane	Fron <b>320</b>	<u> </u>			N	Inor Ave			0	 ).110		0.539	340	F	201
Jaramai Lane	<b>320</b>	): 			Th	ornwood St				7		5.553	0+0	ı	201
	Fron	1:				atton Pt Rd									
Courtney Rd	110	F							0	.108		0.615	120	F	201
	To	):			I	Dead End									
0 01	Fron	<u> </u>			Во	b White St							500		004
Cypress Rd	490 To	F				ypress Cir			Ü	).119 <b>7</b>		0.778	520	F	201
	Fron	12				lumbus Ave				1					
Dale Dr	1200	F				umbus Ave			0	.096		0.518	1300	F	201
	To	):			Na	shville Ave									
	Fron				F	Horne Ave									
Darren Dr	1800	F				- 15			0	.090		0.624	1900	F	201
	Fron	1:				eenwood Dr ardot Lane									
Darren Dr	890	G							0	.119		0.674	890	G	201
	To	):				valier Blvd									
Daminian Dd	Fron	ь			Sh	amrock Dr				]		0.0	100	_	001
Dominion Rd	110	F			F	airway Dr			Ü	).151 		0.6	120	F	201
	Fron	1:				chmond Ave				1					
Duke St	1100	G			KIC	miona Ave			0	.075		0.6	1200	G	201
	To	):			P	arker Ave									
_	Fron	1:			Me	rrifield Blvd	l								
Forrest Hills Dr	200	F			-	umlo 4 D 1			0	.102		0.630	210	F	201
	Fron					urrland Rd				<u> </u>					
Frailey PI	510	`L				Gills Rd			n	182		0.649	540	F	201
·	т.	-				Fiske St							<u> </u>	•	
	Fron	1:			George '	Washington	Hwy								
Gillis Rd	620	G	99%	0%	0%	0%	0%	0%	C 0	.101		0.547	620	G	201
	To	x				Aylwin Rd				<u> </u>					
Glasgow St	Fron 1600				Po	otomac Ave			0	0.091		0.508	1700	F	201
alasyow St	1 <b>000</b>				V	ermont Ave			U	7.091		0.500	1700	'	<b>2</b> 01
	Fron	12				Bolling Rd				Ī					
Greenland Blvd	1400	F							0	.098		0.563	1500	F	201
	To	):			Port	smouth Blv	d								

				INO	nok wamena	ice Area							
Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK Dir Facto	AAWDT r	QW	Year
tv of Portsmouth	From	ı			Columbia St								
Halifax Ave	460	F			Columbia Si				0.113	0.578	480	F	2016
	Te	·			County St					0.07.0		•	
	From				Twin Pines R	d							
Hawthorne Lane	160	F							0.124	0.565	170	F	2016
	To	0			Heather Rd								
	From				Kirby St								
Independence St	270	F							0.23	0.659	290	F	2016
	10				Appomattox A	ve							
Jefferson St	1400				Elm Ave				0.095	0.598	1400	F	2016
Jellerson St	1400 <sub>тс</sub>				Pearl St				0.095	0.590	1400	Г	2010
	From	c			Green Street								
Jefferson St	1000	G	99%	0%	0% 0%	0%	0%	С	0.11	0.575	1000	G	2016
	To	d			7th Street								
	From				Yorktown Av	re	•	•				_	
King St	200 <sub>тс</sub>	G			XX7:11: 4				0.148	0.82	210	G	2016
		1			Williamsburg A	Ave							
Languator Ava	From				Race St				0.105	0.546		_	2016
Lancaster Ave	80 To	F			Griffin St				0.125	0.546	80	F	2016
	From												
Magnolia St	390	F			Astor Ave				0.094	0.513	410	F	2016
Magnona ot	Tr	÷			Killian Ave				0.004	0.010	710	•	2010
	From				Florence Rd								
Mayflower Rd		F			1 iorence Ru				0.216	0.649	660	F	2016
,	To				Hodges Ferry	Rd							
	From	·			Lugar Ct								
McClean Sts	570	F							0.102	0.632	610	F	2016
	To	c			Vickers Ct								
	From				Broad St								
Meander Rd	220	F							0.126	0.633	230	F	2016
	To	C .			Chautauqua A	ve							
Manna Dhad	From	<u> </u>			Wycliff Rd					0.550	0.40	_	004
Morro Blvd	<b>230</b>	F			C D.1				0.106	0.556	240	F	2016
		1			Saxon Rd								
Nicholson St	590	`			Afton Pkwy				0.089	0.552	9 630	F	2016
Micholson St	390 To				Harris Rd				0.003	0.552	. 000	'	2010
	From	I			Snead Fairwa	V							
Nottingham Rd	200	F			Sucau Fairwa	y			0.121	0.623	210	F	2016
3	To	c			Yorkshire Ro	1							
	From	ı			Marshall Av	2							
Oak St	1100	F							0.094	0.564	1100	F	2016
	To	С			Wilcox Ave								
	From				Kenny Lane								
Old Farm Rd	190	F		-					0.134	0.571	200	F	2016
	Tr	1			Redbarn Rd								
	From				Jackson St							_	
Progress Ave	10	F							0.194		10	F	2016
		1			Monroe St								
Disser Ob Del	From				Hedgerow La	ne				0.500	0000	_	004
River Shore Rd	2100 <sub>тс</sub>	F			Rivermill Ci				0.092	0.538	2300	F	2016
	From	<u>.                                    </u>							_				
Robin Rd	190				Bob White S	t			0.124	0.632	200	F	2016
HUDIH HU	190 To				Portsmouth B1	vd			0.124	0.032	. 200	ı	2010
					1 OLISHIOUUI DI	vu							

				INO	HOIK IVI	amenand	e Alea								
Route	Length AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Portsmouth	From				Rad	echdale Rd									
Smithfield Rd	540	F			БС	eciidale Ku				0.112		0.705	570	F	2016
	To	r			Deep	p Creek Blv	ď			<u> </u>		0.7.00	0.0	•	
	From					Palmer St									
Staunton Ave	130	F			_					0.116		0.618	140	F	2016
	То				Jef	fferson St .									
	From	1			Eisen	nhower Circ	le								
Stratford St	1900	F								0.103		0.551	2100	F	2016
	То				Tru	ıman Circle									
	From				Au	gustine Cir									
Sugar Creek Cir	300	F								0.096		0.677	320	F	2016
	То				Ga	ateway Dr									
	From				Gre	eenwood Dr								_	
Tazewell St	560	F								0.117		0.687	590	F	2016
	10					eedom Ave									
Marra Arra	From	ᆫ			Br	ridges Ave				0.107		0.75	00	_	001
Verne Ave	<b>20</b>	F			C	arner Ave				0.167		0.75	20	F	201
	F	l													
Weyanoke Dr	120	F			Mer	rrifield Blvd				0.126		0.514	130	F	201
Weyanoke Di	1 <b>20</b>				Rı	urrland Rd				0.120		0.514	130	'	201
	From	l				er Edge Dr									
Whaley Rd	30	F			KIV	er Edge Dr				0.184		0.571	40	F	201
Wildley Ha	То	Ė			F	Edwin Rd				7		0.07 1	40	•	201
	From	·				West Rd									
Willett Dr	4200	F				west Ru				0.097		0.784	4500	F	201
	To				Syc	camore Rd								•	
	From				Ca	aroline Ave									
Winchester Dr	1100	G	98%	0%	1%	0%	0%	0%	С	0.098		0.635	1100	G	201
	То				Αυ	ugusta Ave									
	From				Moun	nt Vernon A	ve								
Woodrow St	500	G								0.077		0.539	500	G	201
	То				]	Broad St									
	From				C	apelle Rd									
Wright Rd	280	F								0.129		0.675	300	F	201
	То				N	lorfolk Rd									
v of Chesapeake															
Anne Ave	450	G			US 460	Bainbridge	Blvd			0.089		0.61	450	G	201
Affile Ave	<b>430</b>					Arlie St				0.069		0.61	430	G	201
	From														
Baywood Trail	370	G			(	Canal Dr				0.114		0.523	370	G	201
Daywood Trail	<b>370</b>				V	Meiggs Rd				0.114		0.525	070	a	201
	From	! !					ovelle								
Beaver Dam Rd	500	G	98%	0%	1%	ville Tpke So 0%	0%	0%	С	0.101		0.644	500	G	201
Boavor Bam ria	To	<u> </u>	0070	0 70		ng Ridge Rd		070				0.011	000	ŭ	
	From					low Oak Di				i					
Beckley Lane	230	G			VV 111	IOW OAK DI				0.114		0.623	240	G	201
	To				Gra	ıntham Lane	;			<u> </u>				_	_01
	From					er Cliff Cres				i					
Birchleaf Rd	240	G			Dife	. Cini Cles				0.121		0.864	260	G	201
	To	Ē			Mi	ill Pond Dr				<u> </u>			_00	-	
	From					nipyard Rd									
Burson Dr	800	G			, JII					0.105		0.714	800	G	201
	То				Orar	ngewood Ro	d							•	
					2141										

				INUI	noik iviaintenan	ce Area								
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK F	Dir actor	AAWDT	QW	Yea
tv of Chesapeake	From	r			Denver Ave									
Chattanooga St	440	G							0.106	(	0.552	460	G	2016
	To	r			Waters Rd									
	From			В	sus SR 168 Battlefie	eld Blvd								
Coastal Way	1500	G							0.087	(	0.753	1600	G	2016
	10	1			Sams Dr									
Conquest Dr	1200	G			SR 165 Cedar I	Rd			0.141		0.57	1300	G	2016
Conquest Di	1200 To				Shea Dr				0.141		0.57	1300	G	2010
	From			IIC	17 George Washin	oton Hwy								
Conrad Ave	1500	G		0.5	17 George Washin	gion mwy			0.107	(	0.776	1600	G	201
	To				Butler St									
	From	ic .			Gibson Dr									
Cottonwood Lane	150	G							0.138	(	0.535	160	G	201
	To	c			Lenore Trail									
	From				Wilson Rd									
Cypress St	840	G	97%	0%	2% 0%	0%	0%	С	0.132	(	0.513	840	G	201
	To	<u> </u>			Isaac St									
5	From				Vellen St								_	
Debbs Lane	210 To	G			D# ~				0.104	(	0.617	230	G	201
		1			Rellen St									
Davis Di	From				Warrick Rd					,	240	000	_	004
Dove Dr	<b>240</b>	G			Duttoufly Du				0.124	(	0.742	260	G	201
		1			Butterfly Dr									
Гором От	From	<u> </u>			Kalmar Dr				0.100	,	2 600	710	_	201
Essex Dr	670	G			Kings Way D				0.103	,	0.692	710	G	201
	From					1								
Etheridge Manor Blvd	14000	G			Jule Dr				0.095	(	0.616	15000	G	201
Ethonage Marior Biva	То	<u>~</u>			Shifford Lane	:			0.000	`	3.010	10000	u	201
	From				Edenbridge D									
Etheridge Rd	2500	G	99%	0%	1% 0%	0%	0%	С	0.097	(	0.633	2500	G	201
oagoa	То		0070	0 70	Fentress Rd	0,0	0,0			·	0.000		<u>.</u>	_0.
	From				Saul Dr				i					
Eva Blvd	620	G			Saul Di				0.086		0.67	660	G	201
	To				Marge Dr									
	From	r			Greenbrier Pkv	vv								
Fairway Dr	2000	G	99%	0%	0% 0%	0%	0%	С	0.122	(	0.716	2000	G	201
	То	00			Cranston Dr									
	From				Shell Rd									
Firman St	760	G							0.111	(	0.619	800	G	201
	To	ю			Tuttle St									
	From				Cecilia Terrac	e								
Fleming Circle	350	G							0.105	(	0.579	350	G	201
	To	r			SR 165 Cedar I	Rd								
	From	i.			Bramblewood	Ct								
Forest Cove Rd	320	G							0.109	(	0.649	320	G	201
	То	<u> </u>			Winslow Ave	<u> </u>								
	From				Johnstown Ro	1	-			· · · · · · · · · · · · · · · · · · ·				
Frank Dr	990	G							0.134	(	0.569	1100	G	201
	To	1		В	sus SR 168 Battlefie	eld Blvd			<u> </u>					
	From				Country Rd								_	
Franklin St	2400	G	99%	0%	1% 0%	0%	0%	С	0.085	(	0.517	2400	G	201
	То	1			US 460 Bainbridge	Blvd								
	From	ـــِــا			Albert Ave	-							_	
Gilmerton Rd	4900	G							0.107	(	0.582	5200	G	201
	To	9			Geneva Ave									

				110	noik iviaintenar	ice Area								
Route	Length AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From	1			Collins Blvd	l								
Greendell Rd	310	G							0.102		0.6	330	G	2016
	To	1			Ashland Dr									
Cuanavara Dr	From	_			Galahad Dr				0.000		0.505	0700	•	0010
Guenevere Dr	<b>2600</b>	G			Sean Dr				0.083		0.565	2700	G	2016
	From	1			Barksdale Ro	1								
Hawksley Dr	340	G			Burksdale Re				0.134		0.564	360	G	2016
	To				Glenview Ro	i								
	From				Pinecliff Dr								_	
Holly Gate Lane	330 <sub>то</sub>	G			D: 1D				0.109		0.622	350	G	201
	From	1			Briarwood D									
Hunningdon Woods E		G			Placid Way				0.106		0.58	1000	G	201
riammigaen weeds L	To	Ť			SR 190 Kempsvil	le Rd					0.00	1000	u	2011
	From	4			Canal Rd									
Iowa St	640	G							0.109		0.585	680	G	201
	To	9			Oklahoma D	r								
	From				Gregg St									
Joyner Rd	<b>320</b>	G			G G				0.147		0.531	340	G	201
	From				Grant St									
Keeling Dr	550	G			Parker Rd				0.111		0.508	550	G	201
recing bi	To	Ť			Lobdell Ct				<u> </u>		0.500	330	ч	201
	From	1			SR 407 Indian Riv	er Rd								
Kemp Lane	320	G			Sic 107 Indian ici	rer red			0.101		0.546	340	G	201
	To	1			Kemp Lane I	3								
	From				Cobb Ave									
Laurel Ave	530	G							0.106		0.535	570	G	201
	10	1			Rokeby Ave									
Lilac Ave	From <b>1300</b>	G	99%	0%	Cornick Ave	0%	0%	С	0.114		0.573	1400	G	201
LIIAC AVE	1300 To	<u> </u>	33 /6	0 78	Davis Ave	0 76	0 /6		0.114		0.575	1400	u	201
	From	4			Dunn St									
Lincoln Rd	170	G	92%	1%	2% 2%	3%	0%	С	0.155		0.667	170	G	201
	To	9			Outlaw St									
	From				Lindale Dr									
Lindsey Ave	240	G							0.120		0.627	240	G	201
	To	1			Waterfield Av									
Lofurno Rd	From				Baugher Ave	2			0.133		0.625	250	G	201
Lolullio na	<b>240</b>	G			Bounds Ave				0.133		0.625	230	G	201
	From	1		т	Bus SR 168 Battlefi									
Marion Dr	1200	G			bus SK 106 Battlette	eid bivd			0.101		0.759	1200	G	201
	To				Johnstown R	d								
	From	1			Culpeper Av	e								
Marlboro St	140	G							0.111		0.657	150	G	201
	To	4			Winslow Ave	e								
	From	Ļ			Baff Loop C	t	_	_	J				_	
Masters Row Ct	620	G			D . C				0.099		0.566	660	G	201
		<u> </u>			Brassie Ct									
McCosh Dr	From <b>1000</b>	G			Haledon Rd				0.097		0.692	1100	G	201
WICCOSTI DI	To	<u> </u>			Duffield Pl				0.037		0.032	1100	u	201
	From	4			Broadmoor A	ve			<del></del>					
Michael Dr	90	G			Dioaumooi A				0.129		0.522	100	G	201

				110	onoik Maintenance A	lea							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC	K Factor	QK Fac		AAWDT	QW	Yea
ty of Chesapeake	From	1			Clover Dr								
Millwood Ave	1100	G			Clovel Di			0.117	0.5	46	1200	G	2016
	Te				E Royce Dr								
	From				Parker Rd								
Natchez Terrace	540	G						0.114	0.6	43	540	G	2016
	To				Foxgate Quarter								
	From				Johnstown Rd							_	
Newberry Dr	690	G						0.112	0.5	88	740	G	201
	10				Horse Run Dr								
Oak Dr	From	<u> </u>			Woodcroft Lane			0.134	0	_	200	0	201
Oak Dr	300 <sub>тс</sub>	G			Tyre Neck Rd			0.134	0.	5	320	G	201
	From												
Old Dr	1400	G			Victoria Dr			0.131	0.6	35	1500	G	201
Old Bi	To	Ť			Barlett Dr			<u> </u>	0.0	00	1000	ŭ	
	From	1			Campostella Rd								
Omar St	520	G			posteria rea			0.124	0.6	36	560	G	201
	To				Faye St								
	From				English Ave								
Philadelphia St	60	G						0.186	0.8	18	60	G	201
	To				Miller Ave								
	From				Etheridge Rd								
Poplar Ridge Dr	270	G						0.123	0.7	75	270	G	201
	To	4			Sandlewood Lane								
	From				Erik Paul Dr							_	
Priscilla Lane	790	G			· · · · ·			0.094	0.5	99	790	G	201
					Loretta Lane								
Queenswood Terrace	120	L			Greenway Dr			0.142	0.7	11	130	G	201
Queenswood Terrace	1 <b>20</b>				Royal Grant Dr			0.142	0.7	14	130	G	201
	From				Campostella Rd			_					
River Creek Rd	530	G			Campostena Ku			0.111	0.5	21	530	G	201
	To	Ť			Booker St			<u> </u>	0.0.		000	<u> </u>	_0.
	From				SR 168 Battlefield Blvd								
Robert Hall Blvd	6300	G			SK 100 Battlefield Biva			0.161	0.8	18	6700	G	201
	To				US 13 Military Hwy								
	From	1			Shepherds Ct								
Shepherds Gate	270	G						0.132	0.6	62	280	G	201
	To				Logans Mill Trail								
	From				Sir Meliot Ct								
Sir Meliot Dr	260	G						0.135	0.6	43	280	G	201
	To From				Drawbridge Dr								
Sir Meliot Dr	870	G			Saxon Ct			0.099	0.5	17	870	G	201
G	To	Ť			Parapet Rd				0.0		0.0	<u>.</u>	_0.
	From	1			Cricket Ct								
Smokey Mountain Trail	1300	G						0.086	0.5	37	1300	G	201
	Te				Woodwind Way								
	From				Woodberry Dr								
Southfield Dr	90	G			•			0.171	0.	5	90	G	201
	To				Bartell Dr								
	From				Scarlett Dr								
Stadium Dr	1800	G						0.124	0.5	24	1900	G	201
	To				SR 165 Mt Pleasant Rd			1					
	From				Golden Hind Rd								
Strafford Dr	370	G						0.125	0.5	60	400	G	201
	To	1	·		Harding Dr								

					140	HOIK Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake													
Tanalausa at Tuail		From	G			Goldcrest Dr		0.137		0.505	400	G	201
Tanglewood Trail		370				Trilby Ct		0.137		0.535	400	G	201
		From	l			•		1					
Tatemstown Rd		2600	G			Fairview St		0.086		0.617	2700	G	201
ratemstown rid		<b>2000</b> To	r <u> </u>			Peter Rd		0.000		0.017	2700	ч	201
		From				Bruin Rd		1					
Terry Dr		2200	G			Bruin Ru		0.208		0.653	2400	G	201
•		To				Brittany Way							
		From				Bulldog Dr							
Tintern St		2800	G					0.088		0.612	3000	G	201
		To				Volvo Pkwy							
		From				Campostella Rd							
Wadena Rd		840	G					0.106		0.586	840	G	201
		To				Gratton St							
		From				SR 165 Cedar Rd							
Warrick Rd		880	G					0.088		0.572	930	G	201
		To				Butterfly Dr							
		From				Waters Rd						_	
Washington Dr		760	G					0.103		0.606	760	G	201
						E St							
Minolous Asso		From				Magnolia Ave		0.146		0.610	000	_	001
Winslow Ave		210 To	G			Marlboro St		0.146		0.619	230	G	201
		From			110								
Yadkin Rd		3200	L		US	17 George Washington Hwy		0.103		0.601	3500	G	201
i auniii nu		3200	G					0.103		0.001	3300	G	20 I