2018

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	

- 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
(220)	,,

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Military I limburgu	From:		ECL Suffolk		010/	00/	10/	10/	C 0/	00/		0.005	^	0.500	00000	^
13 58 460 Military Highway	City of Chesapeake (Maint: 64)	2.94	76000	Α	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.589	80000	Α
	City of Chesapeake (Maint: 64)	0.11	I-664 10000	F	91%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	F
13) (58) (460)	Trail Trail		Bus US 13		J1/0	0 /6	1 /0	1 /0	0 /0	0 /6	'	0.11	'	0.52	11000	'
	From:		S 58; SR 19	1												
(13) (460) (191)	City of Chesapeake	0.18	7700	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8100	G
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 	To- From:	SR 19	1, S Military	Hwy												
13) (460) Military Highway	City of Chesapeake	0.45	6400	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	6800	G
Combine	ed Traffic Estimates for 2 Parallel Roadways of	n this Route:	6400	G								NA			NA	
~~~~~	To: From:		n I-664; Sha													
13) (460) Military Highway	City of Chesapeake	2.44	10000	G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From:		I-64													
13 (460) Military Highway	City of Chesapeake	1.37	19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	G
<del>~</del> <del>~</del> <del>~</del>	To: From:	US 17 Geo	orge Washin													
13) (460) Military Highway	City of Chesapeake	1.01	18000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	20000	G
~ ~~	To: From:		196 Canal I	Dr												
13) (460) Military Highway	City of Chesapeake	2.20	35000	Α	97%	0%	1%	1%	1%	0%	С	0.117	Α	0.536	39000	Α
<del>~</del>	To- From:	SR 166	6 Bainbridge	Blvd												
13 Military Highway	City of Chesapeake	0.31	36000	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.565	39000	G
<del></del>	To- From:		I-464													
13 Military Highway	City of Chesapeake	0.78	25000	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.565	27000	G
	To- From:	Ca	mpostella R	2d												
13 Military Highway	City of Chesapeake	0.65	25000	G	97%	1%	1%	0%	1%	0%	F	0.111	F	0.657	26000	G
	To: From:	SR 16	8 Battlefield													
13 Military Highway	City of Chesapeake	0.72	24000	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.523	25000	G
	To: From:		Allison Dr													
13 Military Highway	City of Chesapeake	0.41	28000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.603	30000	G
<u> </u>	To: From:	Gre	eenbrier Pkw	vy			<u> </u>									
13 Military Highway	City of Chesapeake	1.67	31000	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.500	33000	G
<del>~</del>	To:		Virginia Be													
13 Military Highway	City of Norfolk	0.85	Virginia Be 47000	each <b>F</b>	98%	1%	1%	1%	1%	0%	F	0.101	F	0.779	50000	F
13)	Tree			•		. 70		. 70	. 70	J / U	•	0	•	,	22000	•
13 Military Highway	City of Norfolk	0.95	I-264 <b>55000</b>	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.656	59000	F
13) Military Fingrittay	and the state of t				01/0	1 /0	1 /0	0 /0	1 /0	0 /0	•	0.007	•	0.000	55000	'
13 Military Highway	City of Norfolk	US 58 V 1.23	7irginia Beac <b>43000</b>	ch Blvd <b>G</b>	97%	1%	1%	0%	1%	0%	С	0.077	F	0.555	46000	G
13 Military Highway	City of Norioik	SR 165, SR				1 70	1 70	U 70	1 70	U 70	U	0.077	Г	0.555	40000	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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 165; SR 16	66												
(13) (165) (166) Northampton Blvd	City of Norfolk	0.26 <b>26000</b>	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	28000	F
<del>\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</del>	To: From:	SR 165 Kempsvil	le Rd												
(13) (166) Northampton Blvd	City of Norfolk	0.62 <b>37000</b>	G	96%	0%	1%	0%	2%	0%	F	0.092	F	0.602	38000	G
$\bigcirc$	To From:	I-64													
13 (166) Northampton Blvd	City of Norfolk	0.20 86000	G	96%	0%	1%	0%	2%	0%	F	0.081	F	0.557	89000	G
	To:	WCL Virginia B	each												
~~~	From:	US 13 Military Hig	ghway												
(13) Ramp	City of Chesapeake (Maint: 64		F								0.125	F		4600	F
<u> </u>	Τα:	I-64 West													
~~~ <u>-</u>	From:	US 13 Military Hig										_			_
(13) Ramp	City of Chesapeake (Maint: 64		F								0.089	F		6200	F
	10.	I-64 East													
Pamp	City of Chesapeake (Maint: 64	US 13 TO AND FROM 0.29 <b>6400</b>		54							0.124	F		6400	G
(13) Ramp	To:	1-464-S FROM R	T 13								0.124	Г		6400	G
	From:	US 13 I-464-N002A TO AI		MDT											
13 Ramp	City of Chesapeake (Maint: 64		G G	DM K1							0.099	F		3500	G
(13) Hamp	To:	I-464-N FROM R									0.000	•		0000	ď
	From:	US 13 North Ra	mn												
13 Ramp	City of Norfolk (Maint: 64)	0.12 <b>25000</b>	G			U					0.095	F		25000	G
	To:	I-64 East													
North	From:	US 13 N, Northampt	on Blvd												
13 Ramp	City of Norfolk (Maint: 64)	0.22 <b>NA</b>									NA			NA	
<u> </u>	To:	US 13 South Ra	mp												
North	From:	US 13 N, Military H													
(13) Ramp	City of Norfolk (Maint: 64)	0.19 <b>9200</b>	G								0.114	F		9200	G
<u> </u>	To:	I-264 East Collect													
North	From:	US 13 N, Military H									0.400	_		0000	0
13) Ramp	City of Norfolk (Maint: 64)	0.10 <b>2900</b> I-264 West Collect	G for Pd								0.128	F		2900	G
0 11	From														
South 13 Ramp	City of Norfolk (Maint: 64)	US 13 S, Northampt 0.08 <b>30000</b>	on Blvd <b>G</b>								0.086	F		30000	G
(13) Hamp	To:	Ramp to I-64 E									0.000	'		30000	u
South	From:	US 13 South Ra													
(13) Ramp	City of Norfolk (Maint: 64)	0.35 <b>NA</b>									NA			NA	
<u></u>	Tα	US 13 North Ra	mp												
South	From:	US 13 South Ra	mp												
(13) Ramp	City of Norfolk (Maint: 64)	0.19 <b>NA</b>									NA			NA	
~	To:	I-64 West													

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

Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
	From					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	City of Norfolk (Maint: 64)	US 13 S, Milit 0.11 <b>980</b>									0.086	F		9800	G
13 Ramp	Tr:	I-264 East C									0.000	'		3000	G
South	Other of Niertelle (Mariate Od)	US 13 S, Milit									0.000	_		7700	_
(13) Ramp	City of Norfolk (Maint: 64)	0.19 770									0.096	F		7700	G
	10:	I-264 West C													
~~~	From:	North Carolin								_					
(17) George Washington Hwy	City of Chesapeake	3.58 140	00 A	94%	0%	1%	1%	5%	0%	С	0.103	Α	0.719	14000	Α
<u> </u>	To:	131-8796 Ba	allahack Rd			\neg \vdash									
17 George Washington Hwy	City of Chesapeake	6.71 140	00 G	94%	0%	1%	1%	5%	0%	F	0.089	F	0.709	14000	G
\smile	Tox	Bus US 17 George	Washington	Hwy											
17 Dominion Blvd	City of Chesapeake	3.86 990		95%	0%	1%	1%	3%	0%	F	0.092	F	0.637	10000	G
					- / -					-					-
C Deminion Dlud	City of Changes 1	SR 165 C		OE0/	00/		10/	20/	00/	С	0.005	^	0.501	20002	G
17 Dominion Blvd	City of Chesapeake	0.94 270	00 G	95%	0%	1%	1%	3%	0%	C	0.085	Α	0.581	28000	G
	To: From:	SR 166 Bainl	bridge Blvd												
17 Dominion Blvd	City of Chesapeake	1.60 270	00 G	95%	0%	1%	1%	3%	0%	F	0.095	F	0.772	28000	G
<u> </u>	Tec	SR 190 Great	Bridge Blyd			<u> </u>									
17 Dominion Blvd	City of Chesapeake	0.28 390		95%	0%	1%	1%	3%	0%	F	0.097	F	0.771	41000	G
	To:	SR 168 Oak Gro	ove Connecto												
	From:	US 17 (1													
17 (17) Ramp	City of Chesapeake (Maint: 64)	0.30		Se	e US 17	7 for dire	ectional	traffic v	olume e	estima	tes for th	is seç	gment.		
\bigcirc	To:	I-464 (F				-									
~~~	From:	I-6	4												
(17) (464) Ramp	City of Virginia Beach (Maint: 64)					for dire	ctional	traffic vo	olume e	stimat	tes for thi	s seg	ment.		
<u> </u>	To: IS-0	0064-E(B)/IS-00464-N(		M RT 46	4 N										
C F Hammelon Books Baltons	Oite of Ole and a lee (Mainte Od)	I-46	64		1.04	f = l'		(('		41	(				
(17) (64) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	4.31									es for this	_	nent.		_
Combined T	raffic Estimates for 2 Parallel Roadways of			92%	1%	1%	1%	5%	0%	F	0.072	F		98000	F
	From: IC C	I-6 0064-E(B)/IS-00064-E2		OT 17 NO	DT										
Ramp	City of Chesapeake (Maint: 64)	0.23	290A(R)/10 I			for dire	ctional t	raffic vo	luma as	timat	es for this	coar	mont		
(17) (64) Ramp	The state of the s	-00017-P(U)/IS-00064-I	E206 A (D )/ED			ioi direc	Juonaru	iailic vo	iuille es	ouman	55 IOI IIIIS	segi	nent.		
	From:	I-6		OWIKI	14 L										
17 George Washington Hwy	City of Chesapeake	0.90 230		97%	0%	1%	1%	1%	0%	F	0.088	F	0.583	24000	G
(1)	7, 1														
17 George Washington Hwy	City of Chesapeake	US 13; US 460 1.00 <b>130</b>		97%	0%	1%	1%	1%	0%	С	0.085	F	0.61	13000	G
(17) George Washington Hwy	Oily of Offesapeake	1.00 130	- G	31/0	U /0	1 /0	1 /0	1 /0	U /o	U	0.003	'	0.01	13000	G
~~	To: From:	SR 196 C				}									
17 George Washington Hwy	City of Chesapeake	0.63 <b>300</b>		97%	0%	1%	1%	1%	0%	F	0.079	F	0.577	32000	G
<u> </u>	To:	SCL Port													
~ 0	From:	NCL Che		070/	00/		40/	40/	00/	_	0.000	_	0.055	0.4000	_
17 George Washington Hwy	City of Portsmouth	0.15 330		97%	0%	1%	1%	1%	0%	F	0.092	F	0.655	34000	G
~	To:	SR 239 Vic	ctory Blvd												

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							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	r QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:	SR 239 Victo													
(17) George Washington Hwy	City of Portsmouth	0.42 <b>2500</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.592	27000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Derby F		.=-/						_		_			
George Washington Hwy	City of Portsmouth	0.52 2400	0 G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.598	26000	G
~~~	To: From:	124-8540 Green		.=./											
George Washington Hwy	City of Portsmouth	0.31 <b>2800</b> 0 SR 141, Freder	-	97%	0%	1%	1%	1%	0%	F	0.082	F	0.630	29000	G
	From:	SR 141, Freder		wy											
Frederick Blvd	City of Portsmouth	0.70 <b>1500</b>		97%	0%	1%	1%	1%	0%	F	0.087	F	0.608	16000	G
$\bigcirc$	To	SR 337 Portsm	outh Blvd			$\neg$ $\vdash$									
17 Frederick Blvd	City of Portsmouth	0.09 1700		97%	0%	1%	1%	1%	0%	F	0.108	F	0.616	18000	G
$\bigcirc$	To	124-8547 Deep (	Creek Blvd												
17 Frederick Blvd	City of Portsmouth	0.53 2300		97%	0%	1%	1%	1%	0%	F	0.095	F	0.639	24000	G
$\bigcirc$	To:	I-264													
Frederick Blvd	City of Portsmouth	0.35 <b>3600</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.51	37000	G
$\bigcirc$	To:	ALT SR 337 Tu	rnnike Rd												
Frederick Blvd	City of Portsmouth	0.51 <b>2600</b>		99%	0%	1%	0%	0%	0%	F	0.082	F	0.508	28000	G
	Tar	US 58 Airlin	e Blvd			<u> </u>									
17 Frederick Blvd	City of Portsmouth	0.16 1600		99%	0%	1%	0%	0%	0%	F	0.078	F	0.576	17000	G
	To:	124-8758 H													
C High Ct	From:	124-8758, Fred		000/	00/	10/	00/	00/	00/	_	0.070	_	0.04	00000	_
17 High St	City of Portsmouth	0.29 <b>2100</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.64	22000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Rodman		000/	201		00/	00/	201		0.000		0.505	00000	
High St	City of Portsmouth	2.13 2500 0	0 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.585	26000	G
~~	Too From:	124-8525 Cec				<u> </u>				_		_			
High St	City of Portsmouth	0.93 2000	0 G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.547	21000	G
~	To: From:	124-8528 Churc													
17 High St	City of Portsmouth	0.21 1500	0 G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.553	15000	G
~	To: From:	124-8532 Tyre													
(17) Western Branch Blvd	City of Portsmouth	0.22 1700		99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	18000	G
~	ron:	ECL Chesa WCL Ports				-									
17 Western Branch Blvd	City of Chesapeake	0.69 1700		99%	0%	1%	0%	0%	0%	F	0.085	F	0.568	18000	G
	To	131-8524 Churc	bland Blvd												
<u> </u>	City of Chesapeake	0.56 2200		99%	0%	1%	0%	0%	0%	С	0.098	Α	0.536	23000	Α
<u></u>	To:	ECL Suff					- / -	- / -							
North	From:	US 17 No	orth											_	
17 Ramp	City of Chesapeake (Maint: 64)	0.17 6400									0.127	F		6900	F
\searrow	Tα	I-64 We	est												

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

Route	Jurisdiction	Length AADT (QA 47	Tire Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	US 17 North			27 (XI	OTTAKE	TTTUI	211411		1 40101		1 dotor		
17 Ramp	City of Chesapeake (Maint: 64		F							0.122	F		6500	F
17)	To:	I-64 East	-							•	-			-
	From		TITTI											
North	City of Changapaka (Mainty 64	US 17 TO RT 168 SO	UIH							NIA			NIA	
17 Ramp	City of Chesapeake (Maint: 64									NA			NA	
~	10:	I-64-W291B FROM RT 17	NORTH											
North	From:	US 17 TO RT 464 NO	RTH											
17 Ramp	City of Chesapeake (Maint: 64) 0.26 6000	G							0.139	F		6400	G
\searrow	To: Si	R 168-N015B FROM RT 17 NOR	RTH TO 4	64 NOR										
North	From:	US 17 N, Dominion E	Blvd											
17 Ramp	City of Chesapeake (Maint: 64		511 G							NA			NA	
17)	only of officeapoune (Marin: of													
North	To- From:	SR 168 North Exit 15A	Ramp											
17 Ramp	City of Chesapeake (Maint: 64	0.54 24000	F							0.09	F		26000	F
17)	To:	I-64 West Exit 291 Collection												
	F				-									
North	City of Change also (Mainty C4	US 17 Dominion Bl		F0/ 0 0/	10/	40/	00/	00/	_	0.105	_		00000	_
17) Ramp	City of Chesapeake (Maint: 64		G 9	5% 0%	1%	1%	3%	0%	г	0.125	F		22000	G
~	10:	I-464 North												
North	From:	US 17 N, Frederick B	Blvd											
17 Ramp	City of Portsmouth (Maint: 64)	0.07 NA								NA			NA	
\searrow	To:	I-264 East												
North	From:	US 17 N, Frederick B	Rlvd											
17 Ramp	City of Portsmouth (Maint: 64)		G							0.112	F		1200	G
17) Hamp	Troil	I-264 West	<u> </u>							0.112	•		1200	ч
	<u>_</u>													
South	From:	US 17 South	_								_			_
17 Ramp	City of Chesapeake (Maint: 64		F							0.110	F		4600	F
<u> </u>	To:	I-64 West												
South	From:	US 17 South												
17 Ramp	City of Chesapeake (Maint: 64		F 9	5% 0%	1%	1%	3%	0%	F	0.082	F		1300	F
.,,	To:	I-64 East												
2db	From		11											
South	City of Doutenouth (Maint C4)	US 17 S, Frederick B	siva							NA			NIA	
17) Ramp	City of Portsmouth (Maint: 64)									INA			NA	
~	10.	I-264 East												
South	From:	US 17 South												
17 Ramp	City of Portsmouth (Maint: 64)	0.14 5700	G							0.091	F		5700	G
<i>~</i>	To:	I-264 West												
Bus	From:	US 17 Dominion Bl	vd					•						
	City of Chesapeake			4% 0%	1%	1%	5%	0%	F	0.093	F	0.763	6000	G
(17) George Washington Hwy	Oily of Offesapeake	4.07 3000	<u> </u>	+ /0 U //0	1 /0	1 /0	J /0	U /o	'	0.093	'	0.703	0000	G
Rue	To: From:	SR 165 Cedar Rd												
Bus 17 George Washington Hwy	City of Chesapeake	1.19 33000	G 9	4% 0%	1%	1%	5%	0%	F	0.075	F	0.592	34000	G
(17) George Washington Hwy	Trail		G 9	+ /0 U //0	1 /0	1 /0	J /0	U /o	'	0.073	'	0.552	34000	G
•		I-64												

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

								Trı	uck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			1Trail		QC	Factor	QK	Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		ECL Suffoll													
58 (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94	76000	Α	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.589	80000	Α
~~~	To: From: (Addison Od)	0.11	I-664		0.10/	00/		40/	00/	00/		0.44	_	0.50	11000	
[58] [13] [460]	City of Chesapeake (Maint: 64)	0.11	10000	F	91%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	F
ALT	To: From:	SR 191 Jolliff R	d; US 13 M	Iilitary I	lighway											
(58) (460) Airline Blvd	City of Chesapeake	1.72	7000	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7500	G
ALT	To: From:		CL Portsmo													
(58) (460) Airline Blvd	City of Portsmouth	0.29	12000	G	96%	2%	1%	0%	2%	0%	F	0.082	F	0.529	14000	G
$\smile \smile$	Tæ	G	reenwood I)r												
ALT (58) (460) Airline Blvd	City of Portsmouth	0.20	12000	G	96%	2%	1%	0%	2%	0%	F	0.078	F	0.580	13000	G
(58) (460) Airline Blvd	Only of Fortismouth				30 /6	2 /0	1 /0	0 /6	2 /0	0 /6	'	0.076	'	0.500	13000	u
ALT	From:		lmhurst Lar													
58 460 Airline Blvd	City of Portsmouth	1.30	10000	G	96%	2%	1%	0%	2%	0%	F	0.079	F	0.571	11000	G
ALT	T _C . From:	SR 2	39 Victory	Blvd												
(58) (460) Airline Blvd	City of Portsmouth	0.28	13000	G	96%	2%	1%	0%	2%	0%	F	0.078	F	0.587	14000	G
	To: From:	SR 33	7 Portsmout	h Blvd												
58 Airline Blvd	City of Portsmouth	1.40	15000	G	96%	2%	1%	0%	2%	0%	F	0.110	F	0.511	16000	G
<u> </u>	To: From:	US 1	7 Frederick	Blvd												
(58) Airline Blvd	City of Portsmouth	0.19	23000	G	97%	1%	1%	0%	1%	0%	F	0.079	F	0.614	25000	G
	To: From:		High St													
(58) London Blvd	City of Portsmouth	0.72	18000	G	97%	1%	1%	0%	1%	0%	С	0.086	F	0.602	19000	G
	Tes From:		41 London													
(58) Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73	54000	F	97%	1%	1%	0%	1%	0%	F	0.084	F	0.557	58000	F
*	To: From:		64 Western													
(58) Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12	28000	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	34000	G
~	From:		River Midto Luther King													
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08	28000	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	34000	G
	Too	EC	CL Portsmo	uth												
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65	28000	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	34000	G
<u> </u>	To:	SR 33	7 Brambleto	on Ave												
(58) (337) Brambleton Ave	City of Norfolk	0.26	SR 337 26000	G	96%	0%	0%	1%	3%	0%	F	0.08	F	0.561	30000	G
357 25411210001740	Trel				0070	0 /0		. 70						0.501		
(58) (337) Brambleton Ave	City of Norfolk	0.83	Colley Ave 31000	F	96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	F
(30) (337) 5141115161617170	To:	0.00	E SR 337		0070	0 /0		. 70	3 /0	3 /0	•	0.007	•	J., J-	55000	•
~~ - · · -	From:		37 Bramble													
58 Duke St	City of Norfolk	0.17	8100	G	96%	1%	2%	1%	1%	0%	F	0.099	F	0.68	8800	G
~	To:		Olney Rd													

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

Б					4.7.			Tru	ck		0.0	K	01/	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	۵.
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:		Olney Rd													
Virginia Beach Blvd	City of Norfolk	0.07	5800	G	96%	1%	2%	1%	1%	0%	F	0.090	F	0.661	6300	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Boush Stree													
58) Virginia Beach Blvd	City of Norfolk	0.24	5500	F	96%	1%	2%	1%	1%	0%	F	0.092	F	0.558	5900	F
~	10: From:	US 460 Mon	ticello Ave; Ionticello Av		Blvd		_									
58 Virginia Beach Blvd	City of Norfolk	0.70	13000	F	96%	1%	2%	1%	1%	0%	F	0.094	F	0.634	14000	ı
~	To- From:	SR 1	68 Tidewate	er Dr			_									
58 Virginia Beach Blvd	City of Norfolk	0.53	14000	F	96%	1%	2%	1%	1%	0%	С	0.095	F	0.561	15000	ı
<i></i>	Τα		Park Ave				$\neg$ $\vdash$									
58 Virginia Beach Blvd	City of Norfolk	0.96	16000	F	96%	2%	2%	1%	1%	0%	С	0.088	F	0.525	17000	I
<i>→</i>	Tα	SR 40	05 Ballentine	e Blvd			$ \vdash$									
58 Virginia Beach Blvd	City of Norfolk	0.88	29000	F	96%	2%	2%	1%	1%	0%	F	0.098	F	0.617	31000	ı
<u> </u>	To	Az	alea Garden	Rd												
58 Virginia Beach Blvd	City of Norfolk	1.35	32000	F	96%	2%	2%	1%	1%	0%	F	0.091	F	0.666	34000	
<del>♡</del>	Τα	LIS	13 Military l	Hwv												
58 Virginia Beach Blvd	City of Norfolk	0.79	26000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.521	27000	
<del></del>	To	SR 1	65 Kempsvil	lle Rd			<u> </u>									
58 Virginia Beach Blvd	City of Norfolk	0.93	27000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.571	29000	(
<u> </u>	To:	WCL Va	Beach; Nev	vtown R	d											
East	From:	US 58 1	E, Military H	Highway												
58 Ramp	City of Chesapeake (Maint: 64)	0.53	27000	G								0.115	F		27000	(
<del>\</del>	To: From:	Ramps to an	d from US N	Military	Hwy		_									
East 58 Ramp	City of Chesapeake (Maint: 64)		26000	F								0.101	F		28000	
38) ramp	To:	) 0.24	I-664 East	•								0.101	•		20000	,
East	From:	US 58 1	E, Military H	Iiohway												
58 Ramp	City of Chesapeake (Maint: 64)		10000	F								0.077	F		11000	
<u> </u>	To:	•	I-664 West													
Vest	From:	US 58 V	V, Military I	Highway	,											
58 Ramp	City of Chesapeake (Maint: 64)	0.29	420	F								0.107	F		450	- 1
<u> </u>	To:		I-664 East													
Vest	From:		V, Military I		7											
58 Ramp	City of Chesapeake (Maint: 64)	) 0.22	3000	F								0.109	F		3200	ı
~	To:		I-664 West													
WD Down from Downhists A	From:		th River Mic			00/		00/	00/	00/	_	0.405	_		0000	
	lidtown Tunn <b>&amp;</b> ity of Norfolk (Maint: 64) Fraffic Estimates for 2 Parallel Roadways	0.26	5800	G	99%	0%	0%	0%	0% 3%	0% 0%	F N	0.105 NA	F		6200 40000	(
<u> </u>			34000	N	96%	0%	0%	1%								1

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

Б.						4	_		Trι	ıck		00	K	01/	Dir	AANAUDT	01/
Route	Juris	sdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
- Pama	City of North	From:	0.13	I-64 <b>6500</b>		96%	0%	0%	0%	2%	0%	F	0.124	F		6700	G
60 (60) Ramp	City of North	olk (Maint: 64)	I-64-E FROM RT		G			0%	0%	270	0%	Г	0.124	Г		6700	G
		From:		ECL Hampto		KS LAIND	,										
60 (64) Hampton Roads I	Bridge Tunnel City of Norfe	olk (Maint: 64)	0.09			S	ee I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segr	ment.		
30) (4)	Combined Traffic Estimates for 2 Pa		s on this Route:	89000	Α	97%	1%	1%	0%	2%	0%	С	0.077	_	0.505	92000	A
										_,-		_					-
	City of North	olk (Maint: 64)	1.74	Bayville St			00   64	for dire	otional tr	offic vo	luma aa	tim at	es for this		mant		
60 64 Hampton Roads I		, ,			_									-		0.1.000	,
~ ~	Combined Traffic Estimates for 2 Page 1	arallel Roadway			G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	91000	(
		From:		4th View S TO 4TH VI				_									
60 (64) Ramp	City of Norf	olk (Maint: 64)	0.17	10 41 n vi	EW 31	9,	99 I-64	for dire	octional tr	affic vo	luma as	timat	es for this	e e a a i	ment		
60 (64) Ramp	Oity of North	To:	0.17	I-64 W			00 1 0+	101 0110	otional ti	amo vo	101110 00	minat	20 101 1111	, ocg.	nont.		
		From:		I-64													
60 4th View St	City of Norfo	olk (Maint: 64)	0.25	12000	F	98%	1%	1%	0%	0%	0%	С	0.088	F	0.709	13000	F
	•	To:	Ocea	ın View Ave	e East												
		From:		4th View S	t												
60 Ocean View Ave East	City o	f Norfolk	0.95	14000	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	15000	I
~		To:	US	460 Granb	v St			$\neg$ $\vdash$									
60 Ocean View Ave East	City o	f Norfolk	0.47	18000	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.514	19000	F
00)	•	т	an 10		~			<u>_</u>									
Occasi View Ave Foot	City	From:		4 Chesapeal		000/	00/	10/	00/	00/	00/	_	0.005	_	0.001	10000	-
60 Ocean View Ave East	City o	f Norfolk	1.41	15000	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.631	16000	F
		To: From:	122-86	18 Cape Vi													
60 Ocean View Ave East	City o	f Norfolk	1.67	18000	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.583	19000	F
<u>~</u>		To:		21st Street				$\neg$ $\vdash$									
60 Shore Dr	City o	f Norfolk	0.88	25000	F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.555	27000	F
00)	, -	_										_		-			-
Chara Dr	City	From:		70 Little Cre		000/	00/		00/	00/	00/	F	0.000		0.510	00000	F
60 Shore Dr	City o	f Norfolk	0.97	28000	F	99%	0%	1%	0%	0%	0%	г	0.088	F	0.512	29000	r
		70.		L Virginia E													
~~~		From:		Settlers Lan													
60 Ramp	City of Norfo	olk (Maint: 64)	0.13	6500	G	96%	0%	0%	0%	2%	0%	F	0.124	F		6700	(
~		To:		I-64 East													
		From:	US	60 4th View	w St												
60 Ramp	City of Norfe	olk (Maint: 64)	0.17	2600	G								0.12	F		2600	(
~		To:		I-64 East													
		From:	US	60 4th View	w St												
60 Ramp	City of Norfe	olk (Maint: 64)	0.18	7000	G								0.136	F		7000	C
,	,	To:		I-64 West													
		From	I-64-W FROM OCE	AN VIEW	AVE60	PARALLE	₹1.	Ī									
60 (60 Ramp	City of Norfe	olk (Maint: 64)	0.03	1000	G	MALLI	-L-						0.124	F		1000	
60 } {60 } Ramp	City of North	5 (IVIGITIC 0 1)	0.00	I-64 W	<u> </u>								J. 124	•		1000	•

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	on Length	1 AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From		I-64 W													
60 Ocean View Ave	City of Nor	folk 1.96	5400	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.776	5800	F
	From	*	4th View S													
Ramp	City of Norfolk (N		0 Ocean Vie 1000	w Ave G								0.124	F		1000	G
Ramp	To	x 0.00	I-64 West									0.121	•		1000	ŭ
East	From	r.	ECL Hampto	n												
64) 60 Hampton Roads B	ridge Tunnel City of Norfolk (N		45000	Α	96%	1%	1%	0%	2%	0%	С	0.079	Α		47000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	89000	Α	97%	1%	1%	0%	2%	0%	С	0.077	Α	0.505	92000	Α
'ant	To From	v.	Bayville St													
$\overbrace{64}^{\text{fast}}$ $\overbrace{60}^{\text{hampton Roads B}}$	eltway City of Norfolk (N	Maint: 64) 1.74	45000	G	96%	1%	1%	0%	2%	0%	F	0.086	F		46000	G
04) (00)	Combined Traffic Estimates for 2 Parallel	,	91000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	91000	G
	To	·	4th View S	t												
ast 64) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.30	43000	G	96%	1%	1%	0%	2%	0%	E	0.083	F		43000	c
1 amplon Hoads Bellway	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	0.033	, F	0.556	86000	(
	To T				0070	1 /0		0 70	270	0 70	•	0.070	•	0.000	00000	Ì
ast	From		Bay Ave													
Hampton Roads Beltway		,	48000	G	96%	1%	1%	0%	2%	0%	F	0.085	F		49000	9
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 95000	G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	96000	G
ast	To From	x 1	New Gate R	d												
64) Hampton Roads Beltway	•	,	53000	G	96%	1%	1%	0%	2%	0%	F	0.088	F		55000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	91000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	94000	G
ast		I-564	, US 460 Gra	ınby St												
Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.38	58000	G	96%	0%	1%	1%	2%	0%	С	0.102	В		63000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route	137000	G	98%	0%	0%	0%	1%	0%	F	NA			150000	G
		SR	168 Tidewat	er Dr			\neg \vdash									
fast Hampton Roads Beltway	City of Norfolk (N		51000	G	97%	0%	1%	1%	1%	0%	F	0.1	F		56000	G
1 nampton rioddo Beitway	Combined Traffic Estimates for 3 Parallel	,		G	99%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	141000	G
	To To					0,0		0,0	. , 0	070	•	0.070		0.07.0		
ast	From		94 Chesapeal		070/	001	40/	061	00%	061		0.000			07000	
Hampton Roads Beltway		,	62000	A	97%	0%	1%	0%	2%	0%	С	0.090	Α		67000	Α
	Combined Traffic Estimates for 3 Parallel			Α	97%	0%	1%	0%	1%	0%	С	NA			160000	A
ast	To From		247 Norview	Ave												
64) Hampton Roads Beltway		,	68000	G	97%	0%	1%	1%	1%	0%	F	0.085	F		72000	G
\smile	Combined Traffic Estimates for 3 Parallel			G	97%	0%	0%	0%	1%	0%	F	0.081	F	0.661	162000	G
	To	SR	165 Military	Hwy												

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

		INOTIOIK	Maintenar	ice Ar	ea											
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	O
rioute	ourisalout.	Zongth	AADI	чл	71110	Das	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	7011101	ď
ast	From		165 Military													
Hampton Roads Beltway	,	,	60000	G	97%	0%	1%	1%	1%	0%	F	0.103	F		61000	C
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	142000	G	98%	0%	0%	0%	1%	0%	F	NA			152000	C
oot	To	US 13, SR	. 166 Northai	mpton B	lvd											
ast 64) Hampton Roads Beltway	City of Norfolk (M	Maint: 64) 1.74	80000	Α	97%	0%	1%	1%	1%	0%	F	0.079	Α		85000	,
· · /	Combined Traffic Estimates for 3 Parallel	,		A	97%	0%	0%	1%	1%	0%	F	NA			201000	,
	To Tallio Louinatoo for o raranor				07.70	0 70		1 70	1 /0	0,0	•				201000	
ast	From		I-264													
$\overline{4}$ Hampton Roads Beltway	,	,	73000	Α	97%	0%	1%	1%	1%	0%	С	0.098	Α		79000	
	Combined Traffic Estimates for 2 Parallel			Α	97%	0%	1%	1%	1%	0%	С	0.084	Α	0.551	155000	
<u> </u>	To		L Virginia B													
ast 4 Hampton Roads Beltway	City of Virginia Beac		ECL Norfoll 73000	Α	97%	0%	1%	1%	1%	0%	С	0.098	Α		79000	
,	Combined Traffic Estimates for 2 Parallel	,		A	97%	0%	1%	1%	1%	0%	С	0.098	A	0.551	155000	
	Combined Trainic Estimates for 2 Faraner	noadways on this noute.	144000	A	97%	076	1 70	170	1 70	0%	C	0.064	А	0.551	155000	
ast	To	I	ndian River F	Rd												
Hampton Roads Beltway	City of Virginia Beac	h (Maint: 64) 1.57	69000	F	97%	0%	1%	1%	1%	0%	F	0.079	F		74000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	134000	F	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	147000	
	То	E	CL Chesapea	ıke												
ıst	From:		L Virginia B	each							_		_			
Hampton Roads Beltway	· · · · · · · · · · · · · · · · · · ·		69000	F	97%	0%	1%	1%	1%	0%	F	0.079	F		74000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	134000	F	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	147000	
st	To From	Gre	enbrier Park	way												
$\frac{1}{4}$ Hampton Roads Beltway	City of Chesapeake	e (Maint: 64) 2.13	45000	F	97%	0%	1%	1%	1%	0%	F	0.083	F		49000	
7/ '	Combined Traffic Estimates for 2 Parallel	,	89000	F	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	96000	
	Te							.,.	.,.		-		-			
ıst	From		68 Battlefield	1 BIVO												
Hampton Roads Beltway		,	59000	F	97%	0%	1%	1%	1%	0%	F	0.074	F		65000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.55	118000	
_1	To		I-464													
$(\frac{1}{4})$ (17) Hampton Roads Be	eltway City of Chesapeake	(Maint: 64) 4.31	46000	F	92%	1%	1%	1%	5%	0%	F	0.075	F		49000	
/ / /	Combined Traffic Estimates for 2 Parallel	,		F	92%	1%	1%	1%	5%	0%	' F	0.073	F		98000	
	Combined Traine Estimates for 21 araner					1 /0	1 /6	1 /0	J /6	0 /6	•	0.072	•		30000	
		110 15 0	eorge Washir	ngton Hy	wy											
st	To From.	. US 17 Ge	orge washin													
	Ton: City of Chesapeake		43000	F	92%	1%	1%	1%	5%	0%	F	0.085	F		46000	
$\frac{1}{4}$ Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	e (Maint: 64) 1.46	43000	F F	92% 92%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	F F	0.085 0.076	F F	0.551	46000 90000	
Hampton Roads Beltway		e (Maint: 64) 1.46 Roadways on this Route:	43000 85000	F	92%						F F		F F	0.551		
Hampton Roads Beltway	Combined Traffic Estimates for 2 Parallel	(Maint: 64) 1.46 Roadways on this Route:	43000 85000 S 460 Militar	F y Highw	92% vay	1%	1%	1%	5%	0%	F F	0.076		0.551	90000	
ast (54) Hampton Roads Beltway	Combined Traffic Estimates for 2 Parallel	e (Maint: 64) 1.46 Roadways on this Route: US 13, US e (Maint: 64) 2.31	43000 85000 8 460 Militar 45000	F	92%						F F C		F F A A	0.551		

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

					Truck			K)ir	
Route	Jurisdiction	Length AADT QA 4Ti	re Bus	2Axle 3+A			QC	Factor	()K	ctor AAWDT	QW
East	From:	I-64 East									
(64) Ramp	City of Norfolk (Maint: 64)	0.03 1700 G 989	% 1%	<u>1</u> % 0%	0%	0%	F	0.133	F	1800	G
	Tα	Bayville St									
East	From:	I-64 East									
(64) (60) Ramp	City of Norfolk (Maint: 64)	0.17 5700 G						0.13	F	5700	G
	To:	US 60 4th View St									
East	From:	I-64 East									
(64) Ramp	City of Norfolk (Maint: 64)	0.14 14000 G						0.1	F	14000	G
	To: I	1-64 East Exit 276B to US 460 West, Granb	y St								
East (64) Ramp	City of Norfolk (Maint: 64)	I-64 East Exit 276B 0.15 8600 G						0.109	F	8600	G
(64) Hamp	To:	I-564 North						0.103	'	0000	a
	From I										
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GRANDBY ST 0.06 NA						NA		NA	
64 Ramp	Tr.	US 460 FROM I-64 EAST		_				INA		INA	
	From										
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 6600 G						0.282	F	6600	G
64) Hallip	City of Norion (Maint. 64)	I-64-R I-64-R000A FROM 64 EAST		_				0.202	1	0000	G
	Providence of the Control of the Con										
East	City of Norfolk (Maint: 64)	I-64 East 0.35 8300 G						0.117	F	8300	G
64 Ramp	City of Norion (Maint. 64)	SR 168 S, Tidewater Dr		 1				0.117	Г	6300	G
	Providence of the Control of the Con										
East (64) Ramp	City of Norfalls (Maints C4)	I-64 East 0.13 1800 G						0.000	F	1000	_
64) Ramp	City of Norfolk (Maint: 64)	0.13 1800 G SR 168 N, Tidewater Dr		 1				0.090	Г	1800	G
East	City of North II (Mainty CA)	I-64 East 0.18 3000 G						0.004	F	3000	_
Ramp	City of Norfolk (Maint: 64)	0.18 3000 G SR 194 S, Chesapeake Blvd		 1				0.094	Г	3000	G
East	City of North II (Mainty CA)	I-64 East 0.17 3600 G 98	v/ 00/		10/	00/	0	0.000	_	0000	0
64 Ramp	City of Norfolk (Maint: 64)		% 0%	1% 0%	1%	0%	С	0.082	F	3600	G
		SR 247 Norview Ave									
East	City of Norfalls (Maints C4)	I-64 East						0.115	F	2000	_
64 Ramp	City of Norfolk (Maint: 64)	0.16 2900 G Robin Hood Rd						0.115	F	2900	G
East	City of Novfolk (Marinty CA)	I-64 East 0.17 11000 G						0.101	_	11000	0
64 Ramp	City of Norfolk (Maint: 64)							0.121	F	11000	G
		SR 165 S, Military Hwy North									
East	City of Novfolk (Marinty CA)	I-64 East 0.19 11000 G						0.004	_	11000	0
64 Ramp	City of Norfolk (Maint: 64)							0.094	F	11000	G
		US 13 N, Northampton Blvd									
East	From:	I-64-E TO I-264						0.070	_	00000	_
64 Ramp	City of Norfolk (Maint: 64)	0.16 39000 G						0.073	F	39000	G
	10.	I-64-E284C TO RT 264 EAST264 WEST	K								

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

		TAOTION IVIC	antenance An	Ju										
Route	Jurisdiction	Length	ΔΑΠΤ ΩΔ	4Tire	Rus			ζ	QC	K	QK	Dir	AAWDT	OW
riodic	dansaiction	Longin	AADI QA	71110	Dus	2Axle	3+Axle 1	Trail 2Trai	QU	Factor	QIV	Factor	AAWDI	QVV
East	From:	I-64-E284C TO R	T 264 EAST264	WESTR										
(64) Ramp	City of Norfolk (Maint: 6	64) 0.14	4600 G							0.097	F		4600	G
	To:	I-264-W013X	FROM RT 64 EA	AST										
Foot	From:	I 64 E TO	O I-264 EAST44											
$\frac{\text{East}}{64}$ Ramp	City of Norfolk (Maint: 6		NA							NA			NA	
64) Hamp	To:	,	FROM I-64 EAS	er.		\neg				INA			INA	
East	From:	I-64-E284A TO F		WEST							_			_
64) Ramp	City of Norfolk (Maint: 6		27000 G							0.08	F		27000	G
$\overline{}$	To:	I-264-E F	From RT 64 East											
East	From:	Į.	-64 East											
64 Ramp	City of Virginia Beach (Mair	nt: 64) 0.21	6200 F							0.097	F		6600	F
	To:		Indian River Rd											
East	From:		-64 East											
Ramp	City of Virginia Beach (Mai		15000 F							0.096	F		16000	F
64) Hamp	To:	· · · · · · · · · · · · · · · · · · ·	Indian River Rd			\neg				0.000			10000	'
East (64) Ramp	From:		st Collector Rd								_			_
(64) Ramp	City of Chesapeake (Main		6300 F	95%	1%	1%	1%	2% 0%	С	0.117	F		6700	F
$\overline{}$	To:	131-8665 W	, Greenbrier Pkw	'y										
East	From:	I-64 Eas	st Collector Rd											
(64) Ramp	City of Chesapeake (Main	t: 64) 0.25	14000 F							0.094	F		15000	F
	To:	131-8665 E	, Greenbrier Pkw	y										
East	From:	I-64-E BEG. COLL R	OAD TO GREEN	JRRIER P	Δ									
(64) Ramp	City of Chesapeake (Main		26000 G	VDICILIC I	7.1					0.101	F		26000	G
64) Патр	Oity of Officsapeake (Waiti	0.14	20000 G							0.101	'		20000	u
Fast	To: From:	I-64-E289A TO GI	REENBRIER PAI	RKWAY										
East (64) Ramp	City of Chesapeake (Main	t: 64) 0.13	19000 G							0.092	F		19000	G
04)	ony or onecapount (main									0.002	•		.0000	<u> </u>
East	Te: From:	131-8665-W001A FROM	GREENBRIER 1	PARKWA	Y W									
(64) Ramp	City of Chesapeake (Main	t: 64) 0.23	30000 G							0.082	F		30000	G
04)	, i i i i i i i i i i i i i i i i i i i													
East	From:	I-64-E289B TO GF	REENBRIER PAI	RKWAY										
(64) Ramp	City of Chesapeake (Main	t: 64) 0.13	14000 G							0.087	F		14000	G
	To	131-8665-E001A FROM	CDEENIDDIED F	ADIZWAS	7.17.4									
East	From:	131-8003-EUU1A FRUM		AKKWA	I EA									
(64) Ramp	City of Chesapeake (Main	t: 64) 0.22	NA							NA			NA	
\smile	Та	CI ID D AMD TO	D EXIT 290 COL	I DD										
East	From:			L KD										
(64) Ramp	City of Chesapeake (Main	t: 64) 0.40	NA							NA			NA	
$\overline{}$	Tor	I-64-E END COLL RD	FROM GREEN	BRIER PA	AR .									
East	From:	I-64 Fas	st Collector Rd											
(64) Ramp	City of Chesapeake (Main		5300 F	94%	0%	1%	2%	3% 0%	С	0.137	F		5700	F
	To:		168 North						-	-				
-	<u> </u>	Sit												

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

									Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
East	From:			I-64 East													
64) Ramp	City of Chesapeake	(Maint: 64)	0.23	12000	F	98%	0%	0%	0%	1%	0%	С	0.180	F		12000	F
<u> </u>	To:		S	R 168 South	h												
ast	From:			I-64 East													
64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.60	19000	F								0.107	F		21000	F
<u> </u>	To:			East Exit 29													
ast	From:	(14 : 1 : 0.4)		4 E Exit 290									0.000	_		45000	_
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.10	14000	F								0.099	F		15000	F
ast	To: From:		Ramp From Bus	s SR 168 Ba	ttlefield	Blvd N											
64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	23000	F								0.089	F		24000	F
64)	- I	(0.000	•			•
ast	To: From:		I-6	4 E Exit 290) B												
64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.12	11000	F								0.088	F		12000	F
\cup	To	ı	Ramp From Bus	s SR 168 Ba	uttlefield	Blvd S											
East	From:	(1.1 : 1.04)	•			Divu 5								_		10000	_
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	15000	F								0.082	F		16000	F
	10.			I-64 E													
East _	From:			I-64 East										_			_
Ramp	City of Chesapeake	(Maint: 64)	0.25	11000	F								0.075	F		12000	F
<u>~</u>	10.			I-464 North													
East 64) Ramp	From:			I-64 East													
64) Ramp	City of Chesapeake	(Maint: 64)	0.23	20000	F								0.082	F		22000	F
<u> </u>	To:			I-464 South													
East ~~~	From:			I-64 East													
64) (17) Ramp	City of Chesapeake	(Maint: 64)	0.23	4200	F								0.074	F		4500	F
	To:		US 17 N, G	eorge Wash	ington I	łwy											
East	From:			I-64 East													
Ramp	City of Chesapeake	(Maint: 64)	0.21	5600	F								0.096	F		5900	F
<u> </u>	To:	<u> </u>	1	US 17 South	1												
East	From:			I-64 East													
Ramp	City of Chesapeake	(Maint: 64)	0.31	4700	F								0.135	F		5000	F
<u> </u>	Τα		US 13	Military Hi	ghway												
Rev	From:			ersible Land													
64)	City of Norfolk (M		5.99	18000	Α	100%	0%	0%	0%	0%	0%	С	0.142	Α	0.559	22000	P
	Combined Traffic Estimates for 3 Parallel	Roadways o	n this Route:	151000	G	97%	0%	0%	0%	1%	0%	F	0.081	F	0.661	162000	C
	Too		Rai	mp To I-64	EB												
Rev	City of Name 11, (NA	lointi CA		*		1000/	00/	00/	00/	00/	00/	_	0.161	۸		00000	
64	City of Norfolk (M			19000	A	100%	0%	0%	0%	0%	0%	F	0.161	Α		22000	A
	Combined Traffic Estimates for 3 Parallel	Hoadways o			A	97%	0%	0%	1%	1%	0%	۲	NA			201000	Δ
	10.			nd Reversibl													
Rev	From:			eversible La			051		0-1	061	0.5.	_	0.65	_		0500	_
64 Ramp	City of Norfolk (M	iaint: 64)	0.24	3300	G	100%	0%	0%	0%	0%	0%	F	0.301	F		3500	G
\sim	To			I-64-W													

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

Б.:					4.7.			Tru	ck		0.0	K	014	Dir	A A14/5-	
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Rev	From		TO IS 64 1									0.400	_ ا		0000	0
64 Ramp	City of Norfolk (N		2200 ROM HOV	G								0.193	F		2200	G
Pov	From	:	I-64-R	LANE												
Rev 64 Ramp	City of Norfolk (N	Maint: 64) 0.12	6100	G	100%	0%	0%	0%	0%	0%	F	0.259	F		6500	G
	To		I-64-E													
West	From	E	CL Hampto	n												
(64) (60) Hampton Roads	•	,	44000	Α	97%	1%	1%	0%	1%	0%	С	0.077	Α		45000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	Α	97%	1%	1%	0%	2%	0%	С	0.077	Α	0.505	92000	Α
West	To From	US 60	Ocean View	w Ave												
64) 60 Hampton Roads	Beltway City of Norfolk (N	Maint: 64) 2.00	45000	G	96%	1%	1%	1%	3%	0%	F	0.081	F		45000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	91000	G
A/ +	To From		4th View St				<u> </u>									
West 64 Hampton Roads Beltw	ay City of Norfolk (N	Maint: 64) 0.80	43000	G	96%	1%	1%	1%	3%	0%	F	0.072	F		43000	G
04)	Combined Traffic Estimates for 2 Parallel	· · · · · · · · · · · · · · · · · · ·	86000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	86000	G
	To	4	Bay Ave													
West	ray City of Norfolk (N	Maint: 64) 0.90	47000	G	96%	1%	10/	1%	3%	00/	_	0.076	_		47000	G
64 Hampton Roads Beltw	Combined Traffic Estimates for 2 Parallel	,		G	96% 96%	1%	1% 1%	0%	3% 2%	0% 0%	F	0.076	F	0.567	47000 96000	G
	Combined Traine Estimates for 21 drailer	-			30 /6	1 /0	1 /0	0 /6	2 /0	0 /6	•	0.000	'	0.507	30000	u
West	From		lew Gate Ro													
64 Hampton Roads Beltw	•	,	38000	G	96%	1%	1%	1%	3%	0%	F	0.077	F	0.500	39000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	94000	G
West	To From	I-564,	US 460 Gra	nby St												
64) Hampton Roads Beltw	ay City of Norfolk (N	Maint: 64) 0.92	61000	G	100%	0%	0%	0%	0%	0%	F	0.103	F		65000	G
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	137000	G	98%	0%	0%	0%	1%	0%	F	NA			150000	G
West		SR 1	68 Tidewate	er Dr												
Hampton Roads Beltw	ay City of Norfolk (N	Maint: 64) 0.98	59000	Α	100%	0%	0%	0%	0%	0%	С	0.095	Α		63000	Α
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	129000	G	99%	0%	0%	0%	1%	0%	F	0	F	0.706	141000	G
	To	SR 194	Chesapeak	e Blvd												
$\underbrace{64}^{\text{West}}$ Hampton Roads Beltw	ay City of Norfolk (N		67000	Α	97%	0%	0%	0%	1%	0%	С	0.086	Α		71000	Α
04) Hampton Houds Bellw	Combined Traffic Estimates for 3 Parallel	,		Ā	97%	0%	1%	0%	1%	0%	С	NA	, ,		160000	
			47 Norview													
West	From				070/	00/	40/	40/	10/	00/	_	0.00	_		07000	
64 Hampton Roads Beltw		,	65000	G	97%	0% 0%	1%	1%	1%	0% 0%	F	0.09	F	0.661	67000	G
	Combined Traffic Estimates for 3 Parallel	noadways on this Route:	151000	G	97%	0%	0%	0%	1%	0%	г	0.081	г	0.661	162000	G

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

				ice Air				Tru	ok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2 A vla	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	SR 1	65 Military	Hwv			ZAXIC	OTANIC	THAI	ZIIdii		Tactor		1 actor		
(64) Hampton Roads Beltway	City of Norfolk (N		64000	G	97%	0%	1%	1%	1%	0%	F	0.091	F		68000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	142000	G	98%	0%	0%	0%	1%	0%	F	NA			152000	G
	To:	LIS 13 SR	166 Northai	nnton R	lvd											
West	From:			•		00/	10/	10/	10/	00/	_	0.000	٨		0.4000	^
64 Hampton Roads Beltway	,	,	88000	A	97%	0%	1%	1%	1%	0%		0.086	Α		94000	A
	Combined Traffic Estimates for 3 Parallel	Hoadways on this Houte:	186000	Α	97%	0%	0%	1%	1%	0%	F	NA			201000	Α
West	To: From:		I-264													
64 Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 0.83	71000	Α	97%	0%	1%	1%	1%	0%	С	0.099	Α		76000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	144000	Α	97%	0%	1%	1%	1%	0%	С	0.084	Α	0.551	155000	Α
	To:		L Virginia B													
West	City of Virginia Beac		ECL Norfolk		97%	0%	10/	10/	10/	00/	С	0.000	٨		76000	^
64 Hampton Roads Beltway	, ,	,	71000	A			1%	1%	1%	0%		0.099	A	0.554	76000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	144000	Α	97%	0%	1%	1%	1%	0%	С	0.084	Α	0.551	155000	Α
West	To:	In	dian River F	Rd												
64 Hampton Roads Beltway	City of Virginia Beach	h (Maint: 64) 1.17	65000	F	100%	0%	0%	0%	0%	0%	С	0.082	F		72000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	134000	F	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	147000	F
	To:		CL Chesapea													
West	From:		L Virginia B		1000/	00/	20/	00/	00/	00/	_	0.000	_		70000	_
64 Hampton Roads Beltway	· · · · · · · · · · · · · · · · · · ·	'	65000	F	100%	0%	0%	0%	0%	0%	С	0.082	-	0.554	72000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	134000	F	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	147000	F
West	To:	Gre	enbrier Park	way												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.10	44000	F	97%	0%	1%	1%	1%	0%	F	0.087	F		47000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	F	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	96000	F
	To:	SR 16	8 Battlefield	l Blvd												
West	From:				070/	00/	40/	40/	40/	00/		0.000	_		50000	
Hampton Roads B	, , , , , , , , , , , , , , , , , , , ,		49000	N	97%	0%	1%	1%	1%	0%	N	0.088	F		53000	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	US 17	N	97%	0%	1%	1%	1%	0%	N	NA			118000	N
West	From:	SR 16	68 Battlefield	l Blvd			-									
$\frac{64}{64}$ Hampton Roads Beltway	City of Chesapeake		49000	F	97%	0%	1%	1%	1%	0%	F	0.088	F		53000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	F	97%	0%	1%	1%	1%	0%	F	0.073	F	0.558	118000	F
	To		I-464				—									
West	From:	(Ma-lasta O.4)			0001	00′	401	461	F0/	001	_	0.070	_		47000	_
64 (17) Hampton Roads B		'	45000	F	93%	0%	1%	1%	5%	0%	-	0.076	F		47000	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	F	92%	1%	1%	1%	5%	0%	F	NA			97000	F
West	Too: From:	SR 190	Great Bridg	ge Blvd												
64) 17 Hampton Roads B	eltway City of Chesapeake	(Maint: 64) 3.86	47000	F	93%	0%	1%	1%	5%	0%	F	0.074	F		49000	F
	Combined Traffic Estimates for 2 Parallel	,		F	92%	1%	1%	1%	5%	0%	F	0.072	F		98000	F
	Tec		orge Washin				i -		- / -							

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

Route	Jurisdictio	n e	Longth	AADT	ΟΛ	4Tiro	Buc		Trι	ıck		QC	K	QK	Dir	AAWDT	OW/
	Junsaictic						Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	QW
West (64) Hampton Roads Beltway	City of Chesapeake		US 17 Ge 1.86	orge Washii 42000	ngton Hv F	yy 93%	0%	1%	1%	5%	0%	F	0.077	F		44000	F
64 Hampton Hoads Beltway	Combined Traffic Estimates for 2 Parallel	,			F	92%	1%	1%	1%	5%	0%	F	0.076	F	0.551	90000	· F
	To To	I Toddways on this		JS 460 Mili			1 /0	- 70	1 70	070	0 / 0	•	0.070	•	0.001	00000	•
West	From:	44															
64 Hampton Roads Beltway			1.65	42000	A	93%	0%	1%	1%	5%	0%	С	0.085	A	0.540	44000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this		87000 I-264, I-664	<u>В</u>	92%	1%	1%	1%	5%	0%	С	0.084	Α	0.513	92000	В
West	From			I-64 West													
Ramp	City of Norfolk (N	faint: 64)	0.03	510	G								0.102	F		510	G
	To:		US 60	Ocean Vie	w Ave												
West	From:			I-64 West													
64 Ramp	City of Norfolk (M	laint: 64)	0.18	1800	G								0.081	F		1800	G
<u> </u>	10		US	60 4th Viev	w St												
West 64 Ramp	City of Norfolk (N	laint: 64)	0.15	I-64 West 3800	G								0.187	F		3800	G
64) Hamp	To:	iaiii. 04)	0.10	Bay Ave									0.107	•		3000	a
West	From			I-64 West													
Ramp	City of Norfolk (M	Maint: 64)	0.11	4000	G								0.153	F		4000	G
$\overline{}$	To:		US 4	160 E, Gran	by St												
West	From:			I-64 West													
64 Ramp	City of Norfolk (M	faint: 64)	0.26	6800 65 Little Cre	G								0.129	F		6800	G
	From		5K 10		ек ка												
West 64 Ramp	City of Norfolk (N	l laint: 64)	0.11	I-64 West 4700	G								0.109	F		4700	G
04)	To:			8 S, Tidewa										-			-
West	From:			I-64 West													
64) Ramp	City of Norfolk (M	laint: 64)	0.21	4700	G								0.133	F		4700	G
$\overline{}$	To:		SR 16	8 N, Tidewa	ater Dr												
West	From:	1 - i - t - 0.4)	0.05	I-64 West									0.445	_		0400	0
64 Ramp	City of Norfolk (N	naint: 64)	0.25	9100 N, Chesape	G aka Blyd								0.115	F		9100	G
West	From		SK 174	I-64 West	ake bivu												
West 64 Ramp	City of Norfolk (N	Laint: 64)	0.18	3900	G	98%	0%	1%	0%	0%	0%	С	0.130	F		3900	G
	To	,		7 W, Norvie							- / -						
West	From			I-64 West													
(64) Ramp	City of Norfolk (N	laint: 64)	0.13	5100	G	99%	0%	0%	0%	0%	0%	С	0.087	F		5100	G
<u> </u>	To		SR 24	7 E, Norvie	w Ave												
West	From:	Animate CA)	0.00	I-64 West									0.007			0.400	
64 Ramp	City of Norfolk (N	riaint: 64)	0.20	9400 obin Hood I	G Rd								0.087	F		9400	G
	10.	i	K	oom nood I	NU												

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

		Notion Maintenance Are	,u										
Route	Jurisdiction	Length AADT QA	4Tire Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
	From			2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
West Ramp	City of Norfolk (Maint: 64)	I-64 West 0.11 25000 G							0.091	F		25000	G
64 Ramp	To:	I-64 West Exit 282B							0.031	•		23000	ч
West	From:	I-64-W TO H.O.V. LANE											
(64) Ramp	City of Norfolk (Maint: 64)	0.09 3200 G							0.185	F		3200	G
(04) · · · · · · · · · ·	To:	I-64-R FROM I-64 WEST											-
West	From:	I-64-W TO I-264 WEST											
(64) Ramp	City of Norfolk (Maint: 64)	0.13 9000 G							0.097	F		9000	G
	To:	I-264-W013X FROM I-64 WES	ST										
West	From:	I-64-W TO I-264 EAST44											
(64) Ramp	City of Norfolk (Maint: 64)	0.23 27000 G							0.08	F		27000	G
$\overline{}$	To:	I-264-E013X FROM I-64 WES	ST										
West	From:	I-64-W TO H.O.V.LANEMEDL											
(64) Ramp	City of Norfolk (Maint: 64)		100% 0%	0%	0%	0%	0%	F	NA			4000	G
	To:	I-64-R I-64-R008A TO & FROM	IRT										
West	From:	I-64 West											
(64) Ramp	City of Virginia Beach (Maint: 64)	0.22 5700 F							0.120	F		6100	F
	10:	134-7 W, Indian River Rd											
West	From:	I-64 West								_			_
64 Ramp	City of Virginia Beach (Maint: 64)	0.20 12000 F 134-7 E, Indian River Rd							0.091	F		13000	F
	- 1												
West Ramp	City of Chesapeake (Maint: 64)	I-64 West Collector Rd 0.28 6200 F	95% 1%	1%	1%	2%	0%	С	0.114	F		6600	F
64 Ramp	Traint. 04)	131-8665 W, Greenbrier Pkwy		1 /0	1 /0	Z /0	0 /0	C	0.114	'		0000	'
West	From:	I-64 West Collector Rd	,										
(64) Ramp	City of Chesapeake (Maint: 64)	0.25 11000 F							0.088	F		12000	F
(04)	To:	131-8665 E, Greenbrier Pkwy	/						0.000	•		000	•
West	From:	I-64 West											
(64) Collector Rd	City of Chesapeake (Maint: 64)	0.66 19000 F							0.085	F		21000	F
	· · · · · · · · · · · · · · · · · · ·	4 West Exit 289B Ramp to Greenbrian	r Pkwy Fact										
West	11011.	•	I I Kwy East							_			_
64 Collector Rd	City of Chesapeake (Maint: 64)	0.10 7800 F							0.11	F		8300	F
West	To: From:	Ramp from Greenbriar Pkwy Ea	ast										
(64) Collector Rd	City of Chesapeake (Maint: 64)	0.23 13000 F							0.087	F	0.773	13000	F
		West Exit 289A Ramp to Greenbrian	· Pkwy West										
West	11011.	•	INNY 11 CSL						0.404	_	0.000	0000	_
64 Collector Rd	City of Chesapeake (Maint: 64)	0.16 6400 F							0.101	F	0.826	6800	F
West	To: From:	Ramp from Greenbriar Pkwy W	est	\Box									
(64) Collector Rd	City of Chesapeake (Maint: 64)	0.14 19000 F							0.092	F	0.944	21000	F
	To	I-64 West											
													

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

		NOTION	namenance <i>F</i>	iica							1.6				
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
						2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
West	From:		est Collector Rd							_		_			_
(64) (168) Ramp	City of Chesapeake (Ma		4000 F	86%	1%	1%	2%	9%	1%	С	0.078	F		4300	F
	10:	В	us SR 168 N												
West	From:		est Collector Rd												
(64) Ramp From I-64 W to SR 168 S	City of Chesapeake (Ma	<u>'</u>	9100 F	97%	0%	1%	0%	1%	0%	С	0.098	F		9700	F
<u> </u>	To:	Bus SR 10	68 Battlefield Bly	d S											
West	From:		I-64 West												
(64) (168) I-64 W Exit 290	City of Chesapeake (Ma	aint: 64) 0.10	15000 G								0.079	F		15000	G
\bigcirc	To:		West Exit 290 B												
West	From:		W Exit 290 B									_			_
(64) (168) I-64 W Exit 290	City of Chesapeake (Ma	aint: 64) 0.10	7600 F								0.082	F		8100	F
<u> </u>	To: From:	Ramp From Bus	SR 168 Battlefie	ld Blvd S		H									
West (64) (168) I-64 W Exit 290	City of Chesapeake (Ma	oint: 64) 0.20	12000 F								0.079	F	0.673	13000	F
64 168 I-64 W Exit 290	City of Chesapeake (Ma	unt. 04) 0.20	12000 F								0.079	'	0.073	13000	'
West	To: From:	I-64	W Exit 290 S												
(64) I-64 W Exit 290	City of Chesapeake (Ma	aint: 64) 0.12	7700 F								0.085	F	0.536	8300	F
04)															
West	From:	Ramp From Bus	SR 168 Battlefie	ld Blvd N											
64) I-64 W Exit 290	City of Chesapeake (Ma	aint: 64) 0.35	18000 F								0.082	F		19000	F
\bigcirc	To	Rampi	to I-64 E Exit 289	1											
West	From:			·								_			_
(64) I-64 W Exit 290	City of Chesapeake (Ma	aint: 64) 0.51	11000 F								0.087	F		11000	F
<u> </u>	10:		I-64 W												
West	From:		Exit 291 Collecto												
(64) Ramp	City of Chesapeake (Ma		4000 F	95%	0%	1%	1%	3%	0%	F	0.106	F		4200	F
<u> </u>	To:	Į-	-464; US 17												
West	From:		I-64 West												
(64) Ramp	City of Chesapeake (Ma	aint: 64) 0.49	8800 F			-					0.098	F		9400	F
\bigcirc	To:		from US 17 Nortl												
West	From:		FROM RT 17 N	ORTH											
(64) Ramp	City of Chesapeake (Ma		NA								NA			NA	
<u> </u>	To:	1SR 168-P FROM	RT 64 WEST &	17 NORTH	I										
West	From:	I-64-W BEGIN	COLL ROAD TO	ORT 464											
(64) Ramp	City of Chesapeake (Ma		NA								NA			NA	
$\overline{}$	To:	I-64-W	US 17-N017C G	ıp											
West	From:		I-64 West												
(64) Ramp	City of Chesapeake (Ma	aint: 64) 0.20	2400 F								0.090	F		2600	F
	То:	SR 190	Great Bridge Blv	d											
West	From:		I-64 West												
(64) Ramp	City of Chesapeake (Ma		5500 F	95%	0%	1%	1%	3%	0%	F	0.102	F		5800	F
04)	To:	,	US 17	3370		$\stackrel{\cdot}{\longrightarrow}$. , 3	0,0	0,0	•	552	•		5555	•

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-	-64 West				1									
(64) Ramp	City of Chesapeake (Maint: 64)	0.23	4900	F								0.076	F		5200	F
	To:	US 13 M	Military Hig	hway												
	From:	US 17	Frederick I	Blvd												
141 George Washington Hwy	City of Portsmouth	0.36	17000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.711	18000	G
	To: From:	SR 3	337 Elm Av	/e												
141 George Washington Hwy	City of Portsmouth	0.48	12000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.741	13000	G
	Toc From:		smouth Blv				<u> </u>									
141 Effingham St	City of Portsmouth	0.76	23000	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.681	24000	G
	To: From:		I-264													
141 Effingham St	City of Portsmouth	0.18	28000	G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.587	30000	G
	To: From:		South St													
141 Effingham St	City of Portsmouth	0.25	25000	G	98%	0%	1%	0%	0%	0%	F	0.07	F	0.568	26000	G
	To: From:		High St													
141) Effingham St	City of Portsmouth		19000	G	98%	0%	1%	0%	0%	0%	F	0.071	F	0.641	20000	G
<u> </u>	To: From:		ondon Blvd fingham St													
141 London Blvd	City of Portsmouth		18000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.64	19000	G
141) = 5.16					0070	0,0		0,0	0 / 0	0 / 0	•	0.000	•	0.0.	.0000	O .
Landar Dhad	From:		Elm Ave 24000		000/	00/	10/	00/	00/	00/		0.007	F	0.000	00000	
141 London Blvd	City of Portsmouth		Z4000 King Freew	G	98%	0%	1%	0%	0%	0%	С	0.087	Г	0.692	26000	G
	From															
Pamp	Norfolk Maintenance Area	0.15	1 Effinghan NA	n St								NA			NA	
141 Ramp	To:		-264 East									IVA			INA	
N	From			<u> </u>												
North 141)Ramp	City of Portsmouth (Maint: 64)		N, Effingha	am St G								0.233	F		2700	G
141 Hallip	Ta:		-264 West	<u>u</u>								0.233	'		2700	G
0 11	From			α.												
South 141)Ramp	City of Portsmouth (Maint: 64)		S, Effingha	ım St G								0.132	F		2300	G
141 Ramp	Ta:		-264 West	G			_					0.132	Г		2300	G
	rl															
Wootorn Francisco	City of Portsmouth (Maint: 64)		53000	F	96%	0%	0%	1%	3%	0%	С	0.111	Α	0.538	60000	F
164 Western Freeway	City of Portsmouth (Maint. 64)	0.00	53000	г	90%	076	0%	1 70	3%	0%	C	0.111	А	0.556	60000	Г
	To: From:		vne Point R				<u> </u>									
164) Western Freeway	City of Portsmouth (Maint: 64)	1.35	55000	G	96%	0%	0%	1%	3%	0%	F	0.09	F	0.626	61000	G
<u>~</u>	Tec From:	Ce	edar Lane													
164 Western Freeway	City of Portsmouth (Maint: 64)	1.73	63000	F	96%	0%	0%	1%	3%	0%	F	0.09	F	0.626	60000	F
<u> </u>	To:	West	t Norfolk R	ld.			⊒⊢									
164)Western Freeway	City of Portsmouth (Maint: 64)	1.81	56000	F	96%	0%	0%	1%	3%	0%	F	0.089	F	0.631	64000	F
\smile	To:	US 58, SR 337 I	Martin Luth	ner Kin	g Fwy											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	Bus US 17 Geo	orge Washi	ngton Hwy											
165 Moses Grandy Trail	City of Chesapeake	2.70	13000	G 989	6 1%	1%	0%	0%	0%	С	0.099	F	0.519	14000	C
	To	110 17 1	Dominion E	Nyd											
165)Cedar Rd	City of Chesapeake		26000	G 989	6 1%	1%	0%	0%	0%	С	0.09	F	0.535	27000	(
103)	T				,.			• , •		_					
Codor Dd	City of Chesapeake		Mill Rd We		/ 10/	10/	00/	00/	00/	F	0.089	F	0.500	22000	(
165 Cedar Rd	City of Chesapeake	2.01	30000	G 98%	6 1%	1%	0%	0%	0%	Г	0.089	Г	0.529	32000	
	To: From:		Bells Mill F												
165)Cedar Rd	City of Chesapeake	1.73	27000	G 98%	6 1%	1%	0%	0%	0%	F	0.081	F	0.57	29000	
\sim	To	Bus SR 16	68 Battlefiel	ld Blvd											
Bus Dewleticld Divid	City of Change also				/ 00/	10/	00/	00/	00/	_	0.000	F	0.505	0.4000	
165 168 Battlefield Blvd	City of Chesapeake	0.26	32000	G 99%	6 0%	1%	0%	0%	0%	С	0.083	г	0.505	34000	
	To- From:	BUS SR 10	68 Battlefie												
165)Mt Pleasant Rd	City of Chesapeake	0.75	19000	G 97%	6 1%	1%	1%	1%	0%	F	0.102	F	0.613	20000	
\smile	To:	SR 168 Gr	eat Bridge	Bypass											
165)Mt Pleasant Rd	City of Chesapeake		19000	G 979	6 1%	1%	1%	1%	0%	С	0.097	F	0.511	20000	
100)	Tol														
Mt Pleasant Pd	City of Changanalya		Centerville	G 97%	/ 00/	10/	10/	10/	00/	С	0.110	F	0.550	11000	
Mt Pleasant Rd	City of Chesapeake	4.53	10000	G 977	6 0%	1%	1%	1%	0%	C	0.110	Г	0.558	11000	
	To: From:	131-8667 F	entress Air												
165)Mt Pleasant Rd	City of Chesapeake		11000	G 97%	6 0%	1%	1%	1%	0%	F	0.116	F	0.661	11000	
<u> </u>	To:		Virginia Be												
	From:	WCL Virginia Bea					00/	00/	00/	_	0.000	_	0.054	00000	
165 Kempsville Rd	City of Norfolk	1.00	19000	F 989	6 1%	1%	0%	0%	0%	С	0.092	F	0.651	20000	
	To: From:	US 58 Vii	rginia Beacl												
165)Kempsville Rd	City of Norfolk	1.57	11000	F 98%	6 1%	1%	0%	0%	0%	F	0.101	F	0.587	12000	
\mathcal{L}	To:		orthampton												
	From:		npsville Rd							_		_			
165) (13) (166) Northampton Blvd	City of Norfolk		26000	F 97%	6 1%	1%	0%	1%	0%	F	0.095	F	0.538	28000	
\bigcirc \bigcirc \bigcirc	To:		166, US13	CD: 4	D.1										
165)Military Hwy North	City of Norfolk	S 13 Northampton Bi	34000	F 97%		1%	0%	0%	0%	F	0.085	F	0.535	36000	
165 IVIIII ary Hwy North	City of Nortoix	0.62	34000	Г 9/7	0 170	1 70	0%	0%	0%	Г	0.065	Г	0.555	36000	
	To: From:		I-64												
165)Military Hwy North	City of Norfolk	0.60	21000	F 97%	6 1%	1%	0%	0%	0%	F	0.084	F	0.577	22000	
<u> </u>	To: From:	SR 192 A	zalea Gard	en Rd											
165)Military Hwy North	City of Norfolk		19000	F 97%	6 1%	1%	0%	0%	0%	С	0.085	F	0.551	20000	
,	To										_			_	
Military Hung North	City of Norfells		7 Norview <i>A</i> 21000	4ve F 97%	6 1%	10/	0%	00/	0%	F	0.004	F	0 E11	22000	
Military Hwy North	City of Norfolk	1.05	Z 1000	F 9/7	o 1%	1%	U%	0%	υ%	г	0.084	Г	0.511	22000	
	To: From:		Little Creel												
165)Little Creek Rd	City of Norfolk	0.12	31000	G 97%	6 1%	1%	1%	1%	0%	F	0.085	F	0.536	34000	
\smile	Tα	SR 194 (Chesapeake	Blvd											
165)Little Creek Rd	City of Norfolk		22000	F 97%	6 1%	1%	1%	1%	0%	F	0.091	F	0.585	25000	
100/=====	Tor	Tidewater &			- 170		. /0	. 70	3 / 0	•	0.00	•	0.500	_5555	

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
_	From:	Tidewater & Sewells Poin												
165)Little Creek Rd	City of Norfolk	0.86 21000 F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.672	23000	F
<u> </u>	To:	NHS Change												
165)Little Creek Rd	City of Norfolk	0.36 23000 F	97%	1%	1%	1%	1%	0%	F	0.074	F	0.525	25000	
165 Little Creek Hu	City of Nortolk	0.30 23000 F	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.074	•	0.323	23000	
	To: From:	US 460 Granby St									_			
Little Creek Rd	City of Norfolk	1.19 20000 G	i 98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	22000	•
<u> </u>	To: From	Diven St												
165 Little Creek Rd	City of Norfolk	0.78 11000 F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.582	12000	
\mathcal{L}	To:	SR 337 Hampton Blvd	l											
	From:	SR 165 Little Creek Ro	d											
165)Ramp	City of Norfolk (Maint: 64)	0.11 5900 G	ì							0.077	F		5900	
\smile	To:	I-64 East												
North	From:	SR 165 N, Military Hwy N	Vorth											
165)Ramp	City of Norfolk (Maint: 64)	0.11 NA								NA			NA	
\sim	To	Robin Hood Rd Ramp												
North	From:										_		0700	
Ramp	City of Norfolk (Maint: 64)	0.11 9700 G	i		_					0.090	F		9700	
	100	I-64 West												
	From:	US 17 Dominion Blvd		40/		40/	40/	00/	_		_	0.000	0400	
166 Bainbridge Blvd	City of Chesapeake	2.05 1900 G	i 89%	1%	2%	4%	4%	0%	F	0.093	F	0.682	2100	•
	To: From:	SR 190 Great Bridge Bl												
166)Bainbridge Blvd	City of Chesapeake	0.69 7400 G	i 89%	1%	2%	4%	4%	0%	С	0.101	F	0.578	8400	(
<u> </u>	To: From:	US 13 Military Hwy			\neg \vdash									
166) 460 Bainbridge Blvd	City of Chesapeake	0.74 11000 G	i 95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	11000	(
	To:	Freeman Ave												
166)(460)Bainbridge Blvd	City of Chesapeake	1.25 9900 G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	
100/(400) - amortogo - 110						.,.	_,,		-					
Poinbridge Plyd	City of Chesapeake	Chesapeake Dr 0.81 8600 G	i 95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9100	(
166 460 Bainbridge Blvd	Tro.	SR 337 Poindexter St		1 70	170	1 70	270	0%	C	0.065	Г	0.031	9100	
	From:	Bainbridge Blvd												
166)(460) Poindexter St	City of Chesapeake	0.56 7500 G	i 98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8000	
	To	Liberty St												
166 (460) 22nd St	City of Chesapeake	0.39 5700 G	i 98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6000	
166 (460) 22nd St	To:	SCL Norfolk	3070	1 /0		070	0 /0	0 70		0.122	•	0.700	0000	
	From:	NCL Chesapeake												
166)(460) Wilson Rd	City of Norfolk	0.65 7100 F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	7600	
	To:	Campostella Ave												
	From:	Wilson Rd							_		_	. =	====	
166)(460)(168)Campostella Rd	City of Norfolk	0.73 50000 G	96%	1%	1%	1%	1%	0%	F	0.113	F	0.783	55000	(
<u> </u>	To:	Kimball Terr												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
Duamblatan Aus	From:	Kimball Terr	000/	10/	10/	10/	10/	00/	_	0.000	F	0.014	40000	C
166 460 168 Brambleton Ave	City of Norfolk	0.30 45000 G	96%	1%	1%	1%	1%	0%	С	0.082	г	0.614	49000	(
Pork Avo	City of Norfolk	US 460 Brambleton Ave 0.45 13000 F	97%	1%	1%	0%	0%	0%	С	0.098	F	0.523	15000	
166 Park Ave	City of Norloik		97%	170	170	0%	0%	0%	C	0.098	Г	0.523	15000	
Pork Avo	City of Norfolk	US 58 Va Beach Blvd 0.14 12000 F	97%	1%	1%	0%	0%	0%	F	0.101	F	0.556	13000	
166 Park Ave	City of Norfolk	Princess Anne Rd	9770	170	170	0%	0%	0%	Г	0.101	г	0.556	13000	
	From:	Park Ave												
166)Princess Anne Rd	City of Norfolk	0.65 17000 F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.505	18000	
<u> </u>	To: From:	Merrimac Ave												
166)Princess Anne Rd	City of Norfolk	0.30 18000 F	97%	1%	1%	1%	1%	0%	F	0.088	F	0.522	20000	
<u></u>	To: From:	Ballentine Blvd												
166) Princess Anne Rd	City of Norfolk	0.95 20000 A	97%	1%	1%	1%	1%	0%	С	0.101	Α	0.546	21000	
	To From:	Azalea Garden Rd												
166) Princess Anne Rd	City of Norfolk	1.46 18000 F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.537	19000	
<u> </u>	To: From:	US 13 Military Hwy												
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 26000 F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	28000	
	To:	SR 165 Princess Anne R	d											
166) (13) Northampton Blvd	City of Norfolk	SR 165 Military Hwy 0.62 37000 G	96%	0%	1%	0%	2%	0%	F	0.092	F	0.602	38000	
(13) Normaniplen 2170	Tree Tree		0070	070	. , ,	0 70	_ /0	0 70	•	0.002	•	0.002	00000	
166) (13) Northampton Blvd	City of Norfolk	0.20 86000 G	96%	0%	1%	0%	2%	0%	F	0.081	F	0.557	89000	
166 (13) Northampton Biva	To:	CL Virginia Beach	0070	0 70		0 70	270	0 70	•	0.001	•	0.007	00000	
	From:	North Carolina State Lin	e											
168 Battlefield Blvd	City of Chesapeake	1.79 26000 A	97%	0%	1%	1%	1%	0%	С	0.150	Α	0.544	25000	
	To	Bus SR 168 Battlefield Blvd; Ga	lbush Rd											
168)Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.92 10000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.744	9600	
	To: Bus S	SR 168 Battlefield Blvd; Near Inc	lian Creek I	Rd										
168)Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.94 10000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.744	9600	
	To:	Hillcrest Pkwy			<u> </u>									
168)Chesapeake Expressway	City of Chesapeake (Maint: TOL)	0.25 37000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.744	34000	
	То	End Toll Road			<u> </u>									
168 Great Bridge Bypass	City of Chesapeake	1.76 37000 G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.673	34000	
3 71	To	Bus SR 168 Battlefield Bl												
168)Great Bridge Bypass	City of Chesapeake	0.20 33000 G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.609	31000	
	To	Hanbury Rd												
168)Great Bridge Bypass	City of Chesapeake	1.50 48000 G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.675	45000	
100)	T		0,70			. ,0	. 70	5 / 0	•		•	0.070	.5000	
168 Great Bridge Bypass	City of Chesapeake	SR 165 Mt Pleasant Rd 2.49 70000 G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.669	66000	
INX / GIEGE DINGE DYPASS	Oily of Offesapeake	2.40 / UUUU G	JI /0	U /0	1 /0	1 /0	1 /0	U /0	- 1	0.033		0.003	00000	(

Virginia Department of Transportation Traffic Engineering Division 2018 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
168 Oak Grove Connector	City of Chesapeake	Bus SR 1.82	168 Battlefie 70000	eld Blvd G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.61	66000	G
168) car crove connector	only of chosapeane	1.02		<u> </u>	01 70	0 70	- 70	1 /0	1 /0	0 70	•	0.000	•	0.01	00000	ď
168 (64) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.50	I-64		9	مم ا ₋₆₄ f	or dire	ctional t	raffic vo	م مسال	timat	es for this	2 2001	ment		
	d Traffic Estimates for 2 Parallel Roadways		100000	N	97%	0%	1%	1%	1%	0%	N	NA	o ocgi	mont.	118000	N
Combined	To:		I-64; US 17	IN	31 /0	0 /6	1/0	1 /0	1 /0	0 /6	IN	INA			110000	IV
	From:		R 168 CD R	.d												
168 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10			S	ee I-64 f	or dire	ctional t	raffic vo	lume es	timat	es for this	s segi	ment.		
<u> </u>	To: From:	Ramp	to Bus SR	168 S												
168 (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10			S	ee I-64 f	or dire	ctional t	raffic vo	lume es	timat	es for this	s segi	ment.		
\smile	Too	Rami	From SR 1	68 S			— —									
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)				S	ee I-64 f	or dire	ctional t	raffic vo	lume es	timate	es for this	s seqi	ment.		
100) (04)	To:		SR 168, Bu	s SR 16									J			
	From:		p to Bus SR													
168) (64) Ramp	City of Chesapeake (Maint: 64)	0.18			S	ee I-64 f	or dire	ctional t	raffic vo	lume es	timat	es for this	s segi	ment.		
\bigcirc	To	-	Bus SR 168													
Bus	From:				202/	00/	40/	201	201	00/		0.00	_	0.500	74000	
168 Battlefield Blvd	City of Chesapeake	0.35	70000	N	99%	0%	1%	0%	0%	0%	N	0.08	F	0.509	74000	١
<u> </u>	From:		d Bus SR 10 I-64; US 17	68												
168 Battlefield Blvd	City of Chesapeake	0.54	36000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.548	39000	C
\smile	To:	US	3 Military I	Hwv												
168)Battlefield Blvd	City of Chesapeake	0.47	23000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.519	25000	G
	Tec		. 11 T	. 1			_									
168) Atlantic Ave	City of Chesapeake		mpostella F	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.542	17000	G
168 Atlantic Ave	Oity of Offesapeake				30 /6	1 /0	1 /0	1 /0	2 /0	0 /6	'	0.033	'	0.542	17000	C
	From:		rovidence R								_					
168 Atlantic Ave	City of Chesapeake	1.16	17000	Α	96%	1%	1%	1%	2%	0%	С	0.114	Α	0.531	19000	Α
<u> </u>	To: From:	Old	Atlantic Ave	enue			_									
168 Atlantic Ave	City of Chesapeake	0.39	9900	G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.56	11000	G
\smile	To	SR	246 Liberty	Rd												
168 Campostella Rd	City of Chesapeake	0.35	16000	G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.599	17000	G
100)	T-1						_									
Compostella Dd	City of Norfolk		CL Norfolk	<u> </u>	069/	10/	10/	10/	20/	00/	F	0.100	F	0.601	20000	F
168 Campostella Rd	City of Norioik	0.52	19000	F	96%	1%	1%	1%	2%	0%	Г	0.102	Г	0.601	20000	Г
	To: From:		7 Indian Riv													
168) Campostella Rd	City of Norfolk	0.26	25000	F	96%	1%	1%	1%	2%	0%	F	0.103	F	0.62	26000	F
	Tor		460 Wilson	Rd												
Co	City of Nortalla		Wilson Rd		060/	10/	10/	10/	10/	00/	_	0.110	_	0.700	EEOOO	_
168 460 166 Campostella Rd	City of Norfolk	0.73	50000	G	96%	1%	1%	1%	1%	0%	F	0.113	F	0.783	55000	G
	To: From:	J	Kimball Ten													
168 (460) 166 Brambleton Ave	City of Norfolk	0.30	45000	G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.614	49000	G
$\sim\sim\sim$	To:		Park Ave													

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

	1			4.7.			Tru	ck			K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Dramblatan Ava	City of Norfolk		k Ave	96%	1%	1%	10/	10/	00/	F	0.000	F	0.550	20000	
168 460 Brambleton Ave	City of Nortoik		000 G	90%	170	1%	1%	1%	0%	Г	0.082	Г	0.558	39000	G
168)Tidewater Dr	City of Norfolk		leton Ave	98%	0%	1%	0%	1%	0%	F	0.082	F	0.508	38000	G
168 Hidewater Di	City of Norioik			90%	0%	1 70	0%	1 70	0%	г	0.062	Г	0.506	36000	G
Tidowator Dr	City of Norfalk		Beach Blvd	98%	0%	1%	0%	1%	0%	F	0.001	F	0.502	26000	
168 Tidewater Dr	City of Norfolk		000 G	90%	0%	170	0%	170	0%	Г	0.081	Г	0.503	36000	G
Tidowatou Du	From:		wood Ave	000/	00/	10/	00/	10/	00/		0.000		0.514	0.4000	
168 Tidewater Dr	City of Norfolk	0.81 31	000 G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.514	34000	G
	To: From:		well Dr											10000	
168 Tidewater Dr	City of Norfolk	1.03 39	000 A	98%	0%	1%	0%	1%	0%	С	0.087	Α	0.566	43000	Α
	To: From:		ew Ave												
168 Tidewater Dr	City of Norfolk	1.11 40	000 G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.517	43000	G
	To: From:		-64												
168 Tidewater Dr	City of Norfolk	0.60 28	000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.618	31000	G
<u> </u>	To: From:	SR 165 Lit	tle Creek Rd												
168 Tidewater Dr	City of Norfolk	1.29 18	000 F	99%	0%	1%	0%	0%	0%	С	0.091	F	0.630	19000	F
<u> </u>	To: From:	Bay Vi	iew Blvd			\neg \vdash									
168 Tidewater Dr	City of Norfolk	1.01 12	000 F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.532	12000	F
\smile	To: From:	US 460	Granby St			\neg \vdash									
168 Tidewater Dr	City of Norfolk	0.75	600 F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.636	9200	F
\smile	То:	US 60 Oce	an View Ave												
North	From:	SR 168; 1SR 168	3-P SR 168-N0	15B											
168)Ramp	City of Chesapeake (Maint: 6	,	NA A								NA			NA	
	To:	US 17-N017C	TO RT 64 WES	ST											
North	From:	SR 168; 1SR 168		15A											
168 Ramp	City of Chesapeake (Maint: 6	64) 0.28 N	AA			_					NA			NA	
North	To: From:	SR 168-N015C TO	RT 17 SOUTH	& 190											
168)Ramp	City of Chesapeake (Maint: 6	(64) 0.05 7 0	000 G								0.142	F		7600	G
\smile	To:	US 17-N017B FROM RT	17 NORTH T	O 464 NC)R										
North	City of Changes also (Maint) 6			0 101110	,,,,,						0.107	F		6000	_
168 Ramp	City of Chesapeake (Maint: 6		G US 17-N017								0.127	Г		6200	G
	From			. 0 100											
North 168 Ramp	City of Chesapeake (Maint: 6	SR 168-N015B TO 1	RT 17 SOUTH VA	& 190							NA			NA	
100)	To:	SR 168-S015A TO I		& 190		\neg					, .			. 17.1	
North	From		Tidewater Dr												
168)Ramp	City of Norfolk (Maint: 64)		300 G								0.107	F		5300	G
	То		West								-				

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

		NOTIC	ok Mantena	ince Ai	e a											
Route	Jurisdiction	Len	gth AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	5						2Axl	e 3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
North 168 Ramp	City of Norfolk (Ma		SR 168 Tidewa 20 5400	ter Dr G								0.105	F		5400	G
168) ramp	To:	unt. 04) 0.2	I-64 East				\neg					0.103	'		3400	а
South	From:	1	SR 168-P TO 1				Ī									
168)Ramp	City of Chesapeake (I	Maint: 64) 0.1	3 16000	G								0.084	F		17000	G
South	To: From:	SR 168-N0	15C TO RT 1	7 SOUTE	I & 190											
168 Ramp	City of Chesapeake (I	Maint: 64) 0.2	29 NA									NA			NA	
	To:	US 17 SR	190 FROM & '	ΓO RT 4	64,64 &											
South	From:		R 168 S, Tidew													
168 Ramp	City of Norfolk (Ma	nint: 64) 0.1		G								0.090	F		3600	G
	10.		I-64 East													
South 168)Ramp	City of Norfolk (Ma		SR 168 Tidewa 3 3300	ter Dr G								0.102	F		3300	G
168)	To:		I-64 Wes									0.102	•		0000	<u> </u>
	From:	SR	168 south of In	terchang	e											
168 SR 168 SB From I 464 S to south	of Interchange City of Chesape	eake 0.5										NA			NA	
	To:		I-464 S													
Bus Pottlefield Blvd	From:	SR 168 Chesa					10/	10/	10/	00/	F	0.000	F	0.600	16000	G
168 Battlefield Blvd	City of Chesape	eake 2.7		G	97%	0%	1%	1%	1%	0%	Г	0.088	Г	0.630	16000	G
Bus	From:		Indian Creek													
168 Battlefield Blvd	City of Chesape	eake 1.5	55 18000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	19000	G
Bus	To: From:		Centerville T	`pke												
168)Battlefield Blvd	City of Chesape	eake 3.7	'8 21000	G	97%	0%	1%	1%	1%	0%	F	0.121	F	0.553	22000	G
Pup	To: From:	SR	168 Great Brid	ge Bypas	s		⊒⊦									
Bus 168 Battlefield Blvd	City of Chesape	eake 0.2	28 11000	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	12000	G
$\overline{}$	To:		31-8802 Hanb	urv Rd												
Bus 168 Battlefield Blvd	City of Chesape			G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	13000	G
168) Battlefield Blvd	Oity of Offesape					0 76	1 /0	0 76	0 /6	0 /0	'	0.103	'	0.007	13000	а
Bus	From:	•	Iount Pleasant								_					
168 165 Battlefield Blvd	City of Chesape	eake 0.2	26 32000	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	34000	G
Bus	To: From:	SR	165 North; Ce	dar Road												
168 Battlefield Blvd	City of Chesape	eake 1.2	24 38000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.664	41000	G
Bus	To: From:	SR	190 Great Bri	dge Blvd												
168 Battlefield Blvd	City of Chesape	eake 0.1	7 36000	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.566	38000	G
\bigcirc	Tα		168 Great Brid	ge Bynas	s											
Bus 168)Battlefield Blvd	City of Chesape			G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.657	43000	G
198 Patrielleid Pivd	Oity of Offesape		wood Rd; Oak			U /0	1 /0	0 /0	U /0	U /0	'	0.002	'	0.007	45000	G
		Tion		2.3.01												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Hollywood Rd; (Oak Grove I												
168 Battlefield Blvd	City of Chesapeake	0.68 510 0	00 G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.622	55000	G
Bus	To- From:	Volvo F	Pkwy												
168)Battlefield Blvd	City of Chesapeake	0.58 7000	00 G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.509	74000	(
100)	To														
Bus	From:	I-64													
168 168 Battlefield Blvd	City of Chesapeake	0.35 700 0		99%	0%	1%	0%	0%	0%	N	0.08	F	0.509	74000	١
	10:	SR 168 Battle													_
Bus	From:	Bus SR 16		000/	00/		00/	20/	00/	_		_		44000	
68 Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 100 0		99%	0%	0%	0%	0%	0%	С	0.083	F		11000	
		I-64 West Co													_
68) Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	Bus SR 16 0.18 850		97%	0%	1%	0%	1%	0%	С	0.076	F		9000	
68 hallip Floili Bus Sh 166 NB to 1-04 EB	Tra	I-64 East Co	•	9770	076	170	0%	1 70	0%	C	0.076	Г		9000	
	From					_									=
Bus 68)Ramp	City of Chesapeake (Maint: 64)	SR 168 Battle 0.17 420		94%	0%	2%	1%	3%	0%	С	0.076	F		4500	
68) ramp	To:	I-64 West Co		0470	0 70		1 /0	0 70	0 70	Ü	0.070	•		4000	
Bus	From:	Bus SR 168 Batt		c		1									_
68)Ramp	City of Chesapeake (Maint: 64)	0.35 400		86%	1%	1%	2%	9%	1%	С	0.078	F		4300	
00)	To:	I-64 E				Ť	_,-		.,.	_		-			
	From:	SR 165 N Mi	litary Hwy												_
170)Little Creek Rd	City of Norfolk	1.08 240 0		98%	0%	1%	0%	1%	0%	F	0.081	F	0.515	26000	
9	To	Halprin :	Drive												
70)Little Creek Rd	City of Norfolk	0.48 220 0		98%	0%	1%	0%	1%	0%	F	0.091	F	0.525	24000	
70)	Tod														
70)Little Creek Rd	City of Norfolk	SR 192 Azalea 1.09 210 0		98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	22000	
70) Entire Greek Fid	To:	US 60 Sho		0070	0 70	$\overrightarrow{1}$	070	1 /0	070	•	0.000	•	0.010	22000	
	From:	SR 166 Bainb													_
90)Great Bridge Blvd	City of Chesapeake	0.83 400		89%	3%	1%	3%	3%	0%	С	0.110	F	0.705	4200	
30)	To														
90)Great Bridge Blvd	City of Chesapeake	131-8763 Cam 0.30 790	•	89%	3%	1%	3%	3%	0%	F	0.110	F	0.705	8400	
90) Great Bridge Biva	only or onesapeane			00 70	0 70		070	0 70	0 70	•	0.110	•	0.700	0400	
90 Great Bridge Blvd	City of Chesapeake	0.26 130 0		96%	2%	1%	0%	0%	0%	F	0.096	F	0.694	13000	
90 Great Bridge Bivd	City of Chesapeake			90%	270	1 70	0%	076	0%	Г	0.096	Г	0.094	13000	
	From:	US 17 Domi		000/	201		201	20/	201		0.005	_	0.005	4 4000	_
90) Great Bridge Blvd	City of Chesapeake	2.34 130 0	00 G	96%	2%	1%	0%	0%	0%	С	0.095	F	0.665	14000	•
	To: From:	Bus SR 168 Ba				₽									
90 Kempsville Rd	City of Chesapeake	0.48 310 0	00 G	98%	0%	0%	1%	1%	0%	F	0.087	F	0.578	32000	•
<u>~</u>	To: From:	Clearfiel	d Ave												
90)Kempsville Rd	City of Chesapeake	0.81 310 0	00 G	98%	0%	0%	1%	1%	0%	С	0.088	F	0.512	33000	(
\smile	Tor	Greenbrie	r Pkwy												

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

Б	1. 1. 19.11				4.77	_		Tru	ıck		00	K	014	Dir	AAMADT	- 01
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		eenbrier Pkv													
(190) Kempsville Rd	City of Chesapeake	1.81	21000	G	99%	0%	0%	1%	0%	0%	F	0.096	F	0.562	22000	G
<u></u>	To: From:	\	Volvo Pkwy													
190)Kempsville Rd	City of Chesapeake	0.49	19000	G	99%	0%	0%	1%	0%	0%	F	0.097	F	0.541	21000	G
\smile	To:	WCL	. Virginia Be	each												
	From:	SR 191	1, S Military	Hwy												
191) (13) (460)	City of Chesapeake	0.18	7700	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8100	C
	То:		RLINE BLV													
I-list D4	Prom:		58 Airline B		000/	40/		40/	00/	00/	_	0.400	_	0.070	0700	_
191 Jolliff Rd	City of Chesapeake	2.22	3500	G	96%	1%	1%	1%	0%	0%	С	0.122	F	0.676	3700	G
	To: From:		ck Landing I													
191)Jolliff Rd	City of Chesapeake	0.91	4000	G	98%	0%	1%	0%	0%	0%	С	0.111	F	0.527	4200	C
<u> </u>	To:	SR 337	Portsmouth	n Blvd												
	From:	SR 16	65 Military I	Hwy												
192 Azalea Garden Rd	City of Norfolk	2.02	13000	F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.594	14000	F
\smile	To:	SR 1	70 Little Cr	eek												
	From:	SR 166	Princess Ar	nne Rd												
194)Sewells Point Rd	City of Norfolk	1.63	14000	F	97%	1%	2%	1%	1%	0%	С	0.091	F	0.506	15000	F
\smile	To:		esapeake Bl													
	From:		Vorview Ave								_		_			_
194) Chesapeake Blvd	City of Norfolk	0.87	17000	F	97%	1%	2%	1%	1%	0%	F	0.090	F	0.535	18000	F
<u> </u>	To: From:		I-64													
194)Chesapeake Blvd	City of Norfolk	0.85	24000	F	97%	1%	1%	0%	0%	0%	F	0.077	F	0.587	26000	F
\smile	To:	SR 16:	5 Little Cree	ek Rd			<u> </u>									
194) Chesapeake Blvd	City of Norfolk	1.31	22000	F	97%	1%	1%	0%	0%	0%	F	0.084	F	0.575	23000	F
104)	To		77. DI				_									
194)Chesapeake Blvd	City of Norfolk	0.61	y View Blv 11000	F	97%	1%	1%	0%	0%	0%	F	0.083	F	0.516	12000	F
194 Chesapeake Bivu	City of Nortolk				31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.003	'	0.510	12000	'
	To- From:		hesapeake S										_			_
194 Chesapeake Blvd	City of Norfolk	0.48	5600	F	97%	1%	1%	0%	0%	0%	С	0.089	F	0.513	6000	F
<u> </u>	10:	US 60	Ocean Viev	v Ave												
North	From:		N, Chesapea													
194)Ramp	City of Norfolk (Maint: 64)	0.18	1700	G								0.103	F		1700	C
	To:		I-64 West													
South	From:	SR 194 S	S, Chesapea													
194)Ramp	City of Norfolk (Maint: 64)	0.13	9000	G								0.112	F		9000	G
\smile	To:		I-64 East													
	From:	US 1	3 Military F													
196)Canal Dr	City of Chesapeake	0.96	19000	G	98%	0%	0%	1%	0%	0%	С	0.081	F	0.508	20000	G
\smile	To:	US 17 Geo	orge Washin	gton Hv	vy											

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
	From:		7 Portsmouth	n Blvd												
239 Victory Blvd	City of Portsmo	outh 0.22	7700	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.580	8300	G
$\stackrel{\smile}{=}$	To: From:	US	58 Airline B	lvd												
239 Victory Blvd	City of Portsmo	outh 0.33	21000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.528	22000	G
$\overline{}$	To		I-264				<u> </u>									
239 Victory Blvd	City of Portsmo	outh 0.59	22000	G	96%	0%	1%	1%	2%	0%	С	0.077	F	0.515	23000	G
	Too	G	reenwood D)r												
(239) Victory Blvd	City of Portsmo		17000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	18000	G
200	To	Da	ep Creek Bly	vd												
239 Victory Blvd	From: ∟ City of Portsmo		18000	G	93%	0%	1%	1%	4%	0%	F	0.087	F	0.622	20000	G
239)	To															
239 Victory Blvd	From: City of Portsmo		orge Washing	gton Hy G	93%	0%	1%	1%	4%	0%	С	0.102	F	0.772	11000	G
239) Violory Biva	ony or r onto mo	0.42			0070	0 70	170	1 70	470	0 70	Ü	0.102	•	0.772	11000	u
Vietom, Dlvd	City of Portsmo	outh 0.83	Frailey Pl 6100	G	93%	0%	1%	1%	4%	0%	F	0.102	F	0.772	6700	G
Victory Blvd	City of Portsino	Julii 0.65	6100	G	93%	076	1 70	170	4 70	076	Г	0.102	г	0.772	6700	G
	To: From:		Afton Pkwy		2221											
239 Victory Blvd	City of Portsmo		6700	G	93%	0%	1%	1%	4%	0%	F	0.138	F	0.865	7200	G
	100		2 337 Elm Av													
Pomp	City of Portsmouth (N	SR 239 I-264-W Maint: 64) 0.11	/003A TO A NA	ND FR	OM RT							NA			NA	
239 Ramp	City of Portsmouth (N	, , , , , , , , , , , , , , , , , , ,	MONT AVE	NILIE								INA			INA	
	From:		Belmont Ave													
239 Ramp	City of Portsmouth (M	Maint: 64) 0.11	6100	G								0.091	F		6100	G
\bigcirc	To:		I-264 West													
	From:	(Cavalier Blvd	i												
239 Ramp	City of Portsmouth (N	Maint: 64) 0.13	5900	G								0.075	F		5900	G
	To:		I-264 East													
	From:		60 Poindexte	er St												
246 Liberty St	City of Chesape	eake 0.39	6900	G	97%	1%	1%	0%	0%	0%	С	0.091	F	0.533	7300	G
$\overline{}$	To: From:	I	atham Street	t			\neg \vdash									
246 Liberty St	City of Chesape	eake 0.37	4400	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.539	4600	G
\smile	To:	SR 16	8 Campostel	lla Rd												
	From:	SR 33	37 Hampton	Blvd												
247)26th St	City of Norfoll	k 0.63	3900	F	97%	1%	1%	1%	1%	0%	F	0.105	F		4200	F
\smile	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	13000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	14000	F
	To	(Colonial Ave	;												
247)26th St	City of Norfoll		9300	F	97%	1%	1%	1%	1%	0%	F	0.105	F		9900	F
	Combined Traffic Estimates for 2 Parallel Ro			F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.611	19000	F

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

_								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Death or	From:		lewellyn Av							221			_			_
247)26th St	City of Norf		9700	F	97%	1%	1%	1%	1%	0%	F	0.099	F		10000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	F
	To: From:		Ionticello A													
247)26th St	City of Norf		9600	F	97%	1%	1%	1%	1%	0%	С	0.095	F		10000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.581	20000	F
	Tec From:		Church St													
247)26th St	City of Norf	olk 0.21	9100	F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.582	9700	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	F	0.09	F	0.533	20000	F
	To		27th St				\neg \vdash									
247)Lafayette Blvd	City of Norf	olk 1.07	16000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	0.513	17000	F
	To	CD 1	68 Tidewate	or Dr												
247)Lafayette Blvd	From: City of Norf		16000	F	97%	1%	1%	0%	0%	0%	С	0.081	F	0.505	17000	F
247 Landyono Bird	To:		nesapeake B		0.70	1 /0	$\overline{}$	0 70	0 / 0	0 70	Ū	0.001	•	0.000	17000	•
	From:		afayette Blv													
247)Chesapeake Blvd	City of Norf	olk 1.34	18000	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.513	19000	F
<u> </u>	To:		4 Sewells Po													
Namiau Aus	City of North		nesapeake B		070/	10/	10/	00/	00/	00/	_	0.00	_	0.511	00000	_
Norview Ave	City of Norf	olk 0.29	21000	F	97%	1%	1%	0%	0%	0%	г	0.08	F	0.511	23000	F
	To: From:		I-64													
Norview Ave	City of Norf		25000	F	99%	0%	1%	0%	0%	0%	С	0.080	F	0.540	27000	F
	10.		65 Military													
East	From:		7 E, Norvie		000/	40/		201	00/	00/	_	0.004	_		10000	_
247 Ramp	City of Norfolk (N	faint: 64) 0.20	12000	G	99%	1%	0%	0%	0%	0%	С	0.081	F		12000	G
	100		I-64 East													
West	City of Norfalk (N		7 W, Norvie		000/	00/	0%	00/	0%	00/	0	0.077	F		7000	_
Ramp	City of Norfolk (N	Maint: 64) 0.16	7200 I-64 East	G	99%	0%	0%	0%	0%	0%	С	0.077	г		7200	G
<u>West</u>	Prom:		247 Norview	Ave G	000/	00/	10/	00/	00/	00/	_	0.071	_		4000	0
Ramp	City of Norfolk (M	Maint: 64) 0.21	4200 I-64 West	G	99%	0%	1%	0%	0%	0%	С	0.071	F		4200	G
	From:			~												
27th St	City of Norf		37 Hampton 8800	F	97%	1%	1%	1%	1%	0%	С	0.087	F		9400	F
247) 27th St	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.636	14000	F
	Combined Trainic Estimates for 2 Parallel				3170	170	1 70	1 70	1 70	U%	r	0.083	Г	0.036	14000	Г
	To:		lewellyn Av							•						
247)27th St	City of Norf		9500	F	97%	1%	1%	1%	1%	0%	F	0.084	F		10000	F
~	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	F
	To:	•	R 247 26Th													
	From	IS-00264-E008A(L)/IS		008A(U)	/TO BERI	KLE										
264 337 Ramp	City of Norfolk (N		NA			_						NA			NA	
\sim	Tor	1SR-00337-P(L)/122	2-08592- 00	0A(U)/I	O RT 464	S										

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	I-264-E014A	I-264-W01	4A TO	I-64		ZAXIE	3+Axle	TTRIII	ZTraii		Factor		Factor		
264 Ramp	City of Norfolk (M	faint: 64) 0.12	NA									NA			NA	
	To:	I-64-E FRO	M I-264 EAS	ST & W	EST											
~	From:	I-264-E0140	C I-264-W01	4C TO	I-64											
264 Ramp	City of Norfolk (N	,	NA									NA			NA	
<u> </u>	To:	I-64-W FROM		T & W	EST44											
East	From:	(Mainta 04)	I-64; I-664		0.40/	00/	40/	40/	40/	00/	_	0.400	_		0.4000	_
264	City of Chesapeake		32000	G	94%	0%	1%	1%	4%	0%	F	0.129	F	0.000	34000	G
	Combined Traffic Estimates for 2 Parallel			G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	65000	G
East	To: From:	W	CL Portsmou	uth												
264)	City of Portsmouth	(Maint: 64) 0.23	32000	G	94%	0%	1%	1%	4%	0%	F	0.129	F		34000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	65000	G
For	To:	Gre	enwood Dr	ive			\neg \vdash									
East (264)	City of Portsmouth	(Maint: 64) 1.29	27000	G	94%	0%	1%	1%	4%	0%	F	0.246	F		31000	G
204)	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4%	0%	F	0.1	F	0.643	60000	G
	To To	-			0.70	0,0		. , ,	.,,	0 / 0	•	· · ·	•	0.0.0	00000	.
East	From:		39 Victory													
264	City of Portsmouth	,	28000	Α	94%	0%	1%	1%	4%	0%	С	0.132	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	56000	Α	94%	0%	1%	1%	4%	0%	С	0.100	Α	0.665	62000	Α
East ALT	To:	SR 33	7 Portsmoutl	h Blvd												
264)(460)	City of Portsmouth	(Maint: 64) 0.50	22000	G	94%	0%	1%	1%	4%	0%	F	0.136	F		28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	60000	G
	To	US 1	7 Frederick	Blvd												
East ALT	City of Portsmouth	(Maint: 64) 0.99	36000	G	94%	0%	1%	1%	4%	0%	F	0.099	F		38000	G
264 460	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	73000	G
	Tanio Estimates for 21 drainer	-			0 +70	0 70		1 70	470	070	•	0.000	•	0.001	70000	ď
East ALT	From:		es Moines A	ve												
264 (460)	City of Portsmouth	,	33000	G	94%	0%	1%	1%	4%	0%	F	0.099	F		35000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	64000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	68000	G
East ALT	To: From:	SR 1	41 Effingha	m St												
264 460 Elizabeth River Do	owntown Tunnel City of Portsmouth	(Maint: 64) 0.87	44000	G	94%	0%	1%	1%	4%	0%	F	0.093	Α		49000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	84000	G	94%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	91000	G
	To	-	VCL Norfoll	k												
East ALT	From:				0.40/	00/	10/	10/	40/	00/	_	0.000	^		40000	_
264 460 Elizabeth River Do		,	44000	G	94%	0%	1%	1%	4% 4%	0% 0%	F	0.093	Α _	0.500	49000	G
-	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	84000	G	94%	0%	1%	1%	4%	11%	-	0.090	Α	0.502	91000	G

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

			ionone n	viaintenan	CC AIC	Ja							17		D:		
Route	Jurisdictio	on l	Length	AADT	QA	4Tire	Bus		Tru	_		QC	K	QK	Dir	AAWDT	QW
East ALT	From	ı	· ·	464, SR 337	,			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
East ALT (264) (460) (337) Berkley Bridge	ge City of Norfolk (N	l laint: 64)	0.41	49000	G	94%	0%	1%	1%	4%	0%	F	0.096	F		53000	G
264 460 337 2611109 2110	Combined Traffic Estimates for 2 Parallel		-		G	94%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	101000	G
	To To					0.70	0,0		. , 0	.,0	0 / 0	•	0.000		0.007	.0.000	
East	From			ALT US 460													
264 337	City of Norfolk (N	,	0.26	46000	N	94%	0%	1%	1%	4%	0%	N	0.096	F		51000	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	87000	N	94%	0%	1%	1%	4%	0%	N	0.085	F	0.508	98000	N
East ALT	To From		SR 33	37 Tidewate	r Dr												
(264)(460)(337)	City of Norfolk (N	faint: 64)	0.65	46000	G	94%	0%	1%	1%	4%	0%	F	0.096	F		51000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	91000	G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.508	99000	G
			US 460	0 Brambleton	n Ave			\neg									
East (264)	City of Norfolk (N		0.81	51000	G	94%	0%	1%	1%	4%	0%	F	0.108	F		60000	G
264)	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.601	124000	G
	To To					0.70	0,0		. , 0	.,0	0 / 0	•	0.000	•	0.00		
East	From			5 Ballentine								_		_			
264	City of Norfolk (N	,	2.34	50000	G	94%	0%	1%	1%	4%	0%	F	0.110	F		58000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	107000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.555	122000	G
East	To From		US 1	13 Military H	Iwy												
264)	City of Norfolk (N	faint: 64)	1.05	33000	G	98%	0%	1%	1%	1%	0%	F	0.110	F		39000	G
	Combined Traffic Estimates for Parallel	Roadways on this	Route:	NA									0.095	F	0.555	NA	
			I-64 Ham	pton Roads	Beltway	y											
East (264) Virginia Beach Norfolk E	xpwy City of Norfolk (N	Maint: 75)	0.74	103000	G	97%	0%	0%	2%	1%	0%	F	0.085	F		111000	G
264) Virginia Bodon Norion E	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	221000	
	То			n Rd; WCL			0 70		. , 0	0,0	0 / 0	•	0.0.0	•	0.020		
East	From			I-264 East													
(264) Ramp	City of Portsmouth	(Maint: 64)	0.32	2700	G								0.109	F		2700	G
$\overline{}$	То		124-854	0 E, Greenw	ood Dr												
East	From			I-264 East													
Ramp	City of Portsmouth	(Maint: 64)	0.10	3300	G								0.093	F		3300	G
	To) W, Greenw	ood Dr	•											
East	From	(14 : 1 : 24)		I-264 East										_		5000	_
Ramp	City of Portsmouth	(Maint: 64)	0.14	5900	G			_					0.083	F		5900	G
	There			599 Cavalier	DIVU			<u> </u>									
East (264) Ramp	City of Portsmouth	(Maint: 64)	0.14	I-264 East 2200	G								0.085	F		2200	G
204) 1 101119	To	(Maint. 04)	_	E, Portsmou									0.000	'		2200	u
East	From			I-264 East	1, 4												
(264)Ramp	City of Portsmouth	(Maint: 64)	0.25	140	G								0.690	F		230	G
204)	To			st Exit 5B to		1											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir AAWDT QW
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 5B to SR 164 0.03 NA US 17 Frederick Blvd	NA NA	NA
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 5A Ramp to US 17 0.02 NA SR 164	NA	NA
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO DES MOINES AVE 0.14 3100 G 124-8559 FROM RT 264	0.11	F 3100 G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.20 2200 G SR 141 S, Effingham St	0.158	F 2200 G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.10 NA	NA	NA
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 7C Ramp to Pavilion Dr 0.13	0.092	F 1500 G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 7B Ramp to SR 141 N 0.21 2700 G Pavilion Dr	0.140	F 2700 G
East 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-E(L)/TO ROUTE 464 SOUTH 0.42 NA -00264-W008A(R)/IS-00264-008A(L)/TO BERKLE	NA NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East 0.21 1500 G US 460 Brambleton Ave	0.206	F 1500 G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East 0.10 6700 G SR 405 Ballentine Blvd	0.102	F 6700 G
East (264) Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd 0.14 3400 G US 13 S, Military Highway	0.172	F 3400 G
East (264) Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd 0.14 6300 G US 13 N, Military Highway	0.115	F 6300 G
East (264) Ramp	City of Norfolk (Maint: 64)	I-264 East 0.11 NA	NA	NA
East Collector Rd	City of Norfolk (Maint: 64)	I-264 East Exit 13A 0.07 19000 G US 13 South Exit 47A	0.088	F 19000 G

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

			-							
Route	Jurisdiction	Length AADT QA	4Tire Bus	2Axle 3+Axle	uck 1Trail 2Trail	\sim	K Factor	QK Dir Factor	AAWDT	QW
East 264 Collector Rd	City of Norfolk (Maint: 64)	US 13 South Exit 47A 0.11 NA					NA		NA	
	To: From:	I-264 East Exit 13B								
East 264 Collector Rd	City of Norfolk (Maint: 64)	0.09 21000 G					0.09	F	21000	G
204)	To:	US 13 North Exit 47A								
East	From:	US 13 Military Hwy				_		_		
Collector Road	City of Norfolk (Maint: 64)		98% 0%	1% 1%	1% 0%	F	0.091	F	27000	G
East	From:	I-64 Hampton Roads Beltway I-264-E014A TO RT 64 EAST								
264)Ramp	City of Norfolk (Maint: 64)	0.18 20000 G					0.089	F	21000	G
\mathcal{L}	To	I-64-E284B FROM RT 64 EAST	Γ							
East	City of Norfalls (Maints C4)		•				NA		NIA	
Ramp	City of Norfolk (Maint: 64)			<u>_</u>			INA		NA	
East	To- From:	I-264-E014B TO RT 64 WEST								
264)Ramp	City of Norfolk (Maint: 64)	0.09 25000 G					0.096	F	25000	G
\smile	To	I-64-W284B FROM RT 64 WES	Т	\neg $lacktriangleright$						
East 264)Ramp	City of Norfolk (Maint: 64)	0.23 53000 G					0.082	F	53000	G
264) Hamp							0.002	'	33000	
East		4-E015A TO RT 403 SOUTH-NEWT	OWN RD							
Ramp	City of Norfolk (Maint: 64)	0.15 NA					NA		NA	
Foot	Too SR 403	3-S000A FROM RT 403 SOUTH-NEV	WTOWN RD							
East 264)Ramp	City of Norfolk (Maint: 64)	0.21 NA					NA		NA	
204)		4-E015B TO RT 403 NORTH-NEWT	COWN DD							
East	Ton.							_		
Ramp	City of Norfolk (Maint: 64)		97% 0%	0% 2%	1% 0%	F	0.078	F	38000	G
	1-26	64-E END COLL RD FROM RTS 13,	64 & 403							
East	City of Novfolk (Moints C4)	I-264-E013X TO I-64 EAST 0.16 8600 G					0.137	F	8600	_
Ramp	City of Norfolk (Maint: 64)	0.16 8600 G I-264-W014A I-264- 14A TO I-6					0.137	Г	8600	C
	From:	I-264-E013X TO I-64 WEST	7							
East 264)Ramp	City of Norfolk (Maint: 64)	0.12 3900 G					0.09	F	3900	G
204)	To:	I-64-W FROM I-264 EAST		$\overline{}$			0.00	•	0000	`
East	From:	I-264-E TO I-64 WEST		i						
Ramp	City of Norfolk (Maint: 64)	0.25 NA					NA		NA	
	To:	I-264-W014C I-264- 14C TO I-6	4							
Rev	From:	I-264-R I-264-W013C RAMPS TO 8	& FR			-				
Ramp	City of Norfolk (Maint: 64)	0.01 NA		-			NA		NA	
\smile	To:	I-264-E FROM I-64 REVERSIBLE IN	N MED							
West	From:	I-64 WB I-664 EB								
Ramp	City of Chesapeake (Maint: 64)	0.46 6000 G		<u>_</u>			0.102	F	6100	G
\smile	To	I-264 WB; I-664 WB								

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

		INUTIOIK	Maintenar	ice Ar	ea											
Route	Jurisdic	tion Length	AADT	ΟΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
riodic	Cariodio	tion Longii	AADI	чA	71110	Duo	2Axle	3+Axle	1Trail	2Trail	Q.O	Factor	Qit	Factor	7010001	Q.
West	F	rom:	I-64; I-664								_		_			_
264	City of Chesapea	,	29000	G	93%	0%	1%	1%	4%	0%	F	0.122	F		31000	G
\smile	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	61000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	65000	G
West	F	To: V	/CL Portsmo	uth												
264)	City of Portsmou	th (Maint: 64) 0.61	29000	G	93%	0%	1%	1%	4%	0%	F	0.122	F		31000	G
204)	Combined Traffic Estimates for 2 Parall	'	61000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	65000	G
			reenwood Dr													
Vest	F	oii:														
264)	City of Portsmout	'	27000	G	93%	0%	1%	1%	4%	0%	F	0.127	F		29000	G
	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	54000	G	94%	0%	1%	1%	4%	0%	F	0.1	F	0.643	60000	G
Vest	F	To: SR	239 Victory	Blvd												
264)	City of Portsmou	th (Maint: 64) 0.75	27000	Α	93%	0%	1%	1%	4%	0%	С	0.134	Α		30000	Α
204)	Combined Traffic Estimates for 2 Parall	•		Α	94%	0%	1%	1%	4%	0%	С	0.100	Α	0.665	62000	Α
Vest ALT	F	oii:	37 Portsmout													
264 (460)	City of Portsmout	'	29000	G	93%	0%	1%	1%	4%	0%	F	0.118	F		32000	G
\sim	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	51000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	60000	G
Vest ALT	F	To: US	17 Frederick	Blvd												
264 460	City of Portsmou	th (Maint: 64) 0.55	32000	G	93%	0%	1%	1%	4%	0%	F	0.118	F		35000	G
204) (400)	Combined Traffic Estimates for 2 Parall	, ,	67000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	73000	G
		To														
Vest ALT	F	rom:	South St													
264)(460)	City of Portsmout		31000	G	93%	0%	1%	1%	4%	0%	F	0.107	F		33000	G
~	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	64000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	68000	G
Vest ALT	F	To: SR	141 Effingha	m St												
~~~	River Downtown Tunnel City of Portsmouth	th (Maint: 64) 0.45	39000	G	93%	0%	1%	1%	4%	0%	F	0.099	Α		43000	G
04) (400)	Combined Traffic Estimates for 2 Parall		84000	G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	91000	G
			WCL Norfoll	le.												
Vest ALT		rom:														
264 (460) Elizabeth R	River Downtown Tunnel City of Norfolk	•	39000	G	93%	0%	1%	1%	4%	0%	F	0.099	Α		43000	G
$\smile \smile$	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	84000	G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	91000	G
Vest ALT	F	To:	I-464, SR 33	7												
264) 460 (337) Berkl	ey Bridge City of Norfolk	(Maint: 64) 0.78	45000	G	93%	0%	1%	1%	4%	0%	F	0.081	Α		48000	G
204) (400) (337) 201111	Combined Traffic Estimates for 2 Parall	•		G	94%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	101000	
	Tambinos Tramo Estimatos for El aran	_			0.75			. , ,	.,.	0,0	•	3.000		5.55.		<u></u>
Vest	F	on:	idewater Dri	ve												
264)(337)	City of Norfolk	,	41000	G	93%	0%	1%	1%	4%	0%	F	0.111	F		47000	G
$\smile$	Combined Traffic Estimates for 2 Parall			N	94%	0%	1%	1%	4%	0%	Ν	NA			98000	Ν
		To: US 460, SR 1	68, SR 166 B	ramblet	on Ave											

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

		NOTION	viaintenan	CE AII	Ja											
Route	Jurisdictio	on Lenath	AADT	ΩΔ	4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	ΟW
riouto	our saloute	on Longin	AADI	G.A.	41110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q, t	Factor	7011101	Q,,
West	From:	US 460, SR 16	8, SR 166 Br	ramblet												
(264)	City of Norfolk (N	Maint: 64) 0.87	57000	G	93%	0%	1%	1%	4%	0%	F	0.103	F		64000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	108000	G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.601	124000	G
	Tor	SR 40	05 Ballentine	Blvd												
West	City of Novfolls (A	•			000/	00/	10/	10/	40/	00/	_	0.007	_		0.4000	_
264	City of Norfolk (N	•	57000	G	93%	0%	1%	1%	4%	0%	-	0.097	F		64000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	107000	G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.575	122000	G
West	To:	US	13 Military H	Iwy												
264)	City of Norfolk (N	Maint: 64) 1.08	25000	G	97%	0%	1%	1%	1%	0%	F	0.11	F		29000	G
204)	Combined Traffic Estimates for Parallel	,										0.086	F	0.575	NA	
	Te			D. 1:									-			
West	From:		npton Roads													
(264) Virginia Beach No		,	103000	G	99%	0%	0%	0%	0%	0%	F	0.082	F		111000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	207000	G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	221000	G
	To	SR 403 Newtov	vn Rd; WCL	Virgini	a Beach											
West	From:		W TO I-664 V	WEST												
264)Ramp	City of Chesapeake	e (Maint: 64) 0.42	19000	G								0.129	F		22000	G
	To	I-664-W	FROM I-264	4 WES	Γ											
West	From:		I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64) 0.17	2400	G								0.087	F		2400	G
$\bigcirc$	To:	124-854	40 E, Greenw	ood Dr												
West	From:	c .	I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64) 0.27	3000	G			<u>-</u>					0.103	F		3000	G
$\overline{}$	To	124-854	0 W, Greenw	vood D												
West	From:	c .	I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64) 0.20	8900	G								0.084	F		8900	G
$\bigcirc$	To:	SR 2	239 Victory B	Blvd												
West ALT	From:	c.	I-264 West													
264 (460) Ramp	City of Portsmouth	(Maint: 64) 0.37	4100	G								0.1	F		4100	G
	To:	SR 337	W, Portsmou	ıth Blvd												
West	From:	c.	I-264 West													
Ramp	City of Portsmouth	(Maint: 64) 0.25	11000	G								0.096	F		11000	G
	To:	US 17	N, Frederick	Blvd												
West	From:	ž.	I-264 West													
Ramp	City of Portsmouth		22000	G								0.098	F		22000	G
<u> </u>	To		Exit 7B Ramp	to C	unt Ct											
West	From:			io Col	nt St			·						· · · · · · · · · · · · · · · · · · ·		
(264) Ramp	City of Portsmouth	(Maint: 64) 0.07	NA									NA			NA	
$\overline{}$	To:		Bart St													
West	From:		st 7A Ramp t	to Bart	St											
Ramp	City of Portsmouth	(Maint: 64) 0.18	NA									NA			NA	
$\sim$	To	c	Court St													

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

		Tronout Maintonanco 7 troa			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
West (264) (337) Ramp	City of Norfolk (Maint: 64)	I-264-W I-464-S; 464-W IN MEDIAN 0.22 NA I-264-E008A TO BERKLE		NA	NA
West 264 Ramp	From: IS-00 City of Norfolk (Maint: 64)	0264-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
West 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DRIVE 0.44 NA 1SR-00337(U)/A1SR-00337-S003A(L)/Gap Terminu		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West  0.06 <b>6400 G</b> I-264 West Exit 11C Ramp to Claiborne Ave		0.136 F	6400 G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.12 <b>12000 G</b> US 460 Brambleton Ave		0.086 F	12000 G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West  0.15 <b>5800 G</b> SR 405 Ballentine Blvd		0.076 F	5800 G
West 264 Ramp	From: City of Norfolk (Maint: 64)	I-264 West Collector Rd 0.12 <b>6700 G</b> US 13 S, Military Highway		0.102 F	6700 G
West 264 Ramp	From: City of Norfolk (Maint: 64)	I-264 West Collector Rd 0.15 9500 G US 13 N, Military Highway		0.078 F	9500 G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W RAMPS TO & FROM 64 H.O.V.IN ME  0.06 <b>2100 G</b> I-264-R I-264-R000A RAMPS TO & FR		0.266 F	2700 G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.09 <b>46000 G</b> 99% 0% SR 403 N000B		F 0.076 F	49000 G
West 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284A FROM RT 64 WEST 0.27 <b>NA</b>	_	NA	NA
West Ramp	City of Norfolk (Maint: 64)	0.45 <b>70000 G</b> 1-264-W014C TO RT 64 WEST		0.079 F	70000 G
West 264 Ramp	City of Norfolk (Maint: 64)	0.14 NA  I-64-W284A FROM RT 64 WEST		NA	NA

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

Route	Jurisdiction	Length <b>AADT QA</b> 4T	ire Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	Q۱
Vest	From:	I-64-W284A FROM RT 64 WEST										
Ramp	City of Norfolk (Maint: 64)	0.17 <b>38000 G</b>						0.092	F		38000	C
est	To: From:	I-264-W014B TO RT 64 EAST										
Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>						NA			NA	
	To:	I-64-E284A FROM RT 64 EAST										
/est	City of Norfolk (Maint: 64)	I-64 Interchange 0.42 <b>41000 G</b>						0.083	F		41000	
Collector Rd	City of Norion (Maint: 04)							0.003	'		41000	
est	To: From:	I-264 West Exit 13B										
64)Collector Rd	City of Norfolk (Maint: 64)	0.08 <b>NA</b>						NA			NA	
	To	US 13 North Exit 47B										
est 64)Collector Rd	City of Norfolk (Maint: 64)	0.11 <b>35000 G</b>						0.089	F		35000	
64) Collector rid	Oity of Norioik (Maint: 04)							0.003	'		33000	
/est	To: From:	I-264 West Exit 13A										
G4)Collector Rd	City of Norfolk (Maint: 64)	0.09 <b>NA</b>						NA			NA	
<u> </u>	To:	US 13 South Eixt 47B										
/est 64)Ramp	City of Norfalls (Maints C4)	US 13 South Exit 47B						0.070	F		22000	
64 Ramp	City of Norfolk (Maint: 64)	0.16 <b>33000 G</b> I-264 West		_				0.079	Г		33000	
	Brone											
Vest Ramp	City of Norfolk (Maint: 64)	I-264-W TO I-64 EAST 0.24 <b>19000 G</b>						0.096	F		19000	
64) (14)	Tac	I-264-E014A I-264- 14A TO I-64						0.030	'		13000	
/est	From:	I-264-W013X TO I-64 EAST										
Ramp	City of Norfolk (Maint: 64)	0.18 <b>10000 G</b>						0.148	F		10000	
64) · tamp	To:	I-64-E FROM I-264 WEST44						0.1.10	•		10000	
est	From:	I-264 W CD Road at Exit 14										
Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>						NA			NA	
0-7)	To:	Ramp to I-64 W										
	From:	ECL Suffolk										
Portsmouth Blvd	City of Chesapeake		5% 1%	1% 19	6 1%	0%	F	0.095	F	0.537	14000	
<i>-</i>	To	SR 191 Joliff Rd										
Portsmouth Blvd	City of Chesapeake		5% 0%	 1% 19	6 2%	0%	F	0.090	F	0.560	20000	
37). 6.16.116611. 2.116	Tro-				70	0,0	·	0.000	•	0.000		
Portsmouth Blvd	City of Chesapeake	I-664 0.60 <b>28000 G</b> 98	3% 0%	0% 0%	6 0%	0%	F	0.083	F	0.508	30000	
37)1 Ortsmouth biva	Oily of Offesapeake		0 /6 0 /6		0 70	0 /6	•	0.003	'	0.500	30000	
	From:	Capri Circle West	201			00/	_	0.004	_	0.545	0.4000	
Portsmouth Blvd	City of Chesapeake	0.67 <b>22000 G</b> 98	3% 0%	0% 0%	% 0%	0%	С	0.084	F	0.515	24000	
	To: From:	Taylor Rd										
Portsmouth Blvd	City of Chesapeake	0.24 <b>26000 G</b> 98	3% 0%	0% 09	% 0%	0%	F	0.089	F	0.5	27000	
<u></u>	To: From:	Dock Landing Rd										
Portsmouth Blvd	City of Chesapeake	0.49 <b>26000 G</b> 98	3% 0%	0% 09	6 0%	0%	F	0.091	F	0.504	28000	
$\sim$	To	WCL Portsmouth										

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ECI	L Chesapeake			1	0171010	TTTGII	Ziran		1 40101		1 40101		
337)Portsmouth Blvd	City of Portsmouth		25000 G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.541	27000	G
	To	Под	lges Ferry Rd												
(337) Portsmouth Blvd	City of Portsmouth		21000 G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.574	23000	G
337)1 61611164111 2114	and a state of the			0070	0 70		0 70	0 / 0	0 70	•	0.000	•	0.07 1	20000	ŭ
Double as a side Disal	City of Double 20 at h		mhurst Lane	000/	00/	10/	00/	00/	00/		0.005	F	0.011	00000	
Portsmouth Blvd	City of Portsmouth	1.17	19000 G	99%	0%	1%	0%	0%	0%	С	0.085	г	0.611	20000	G
	To: From:	SR 23	39 Victory Blvd												
937)Portsmouth Blvd	City of Portsmouth	0.23	13000 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.617	14000	G
<u> </u>	To:	US 58, ALT	US 460 Airline	Blvd		$\neg$ $\vdash$									
ALT 337) 460 Portsmouth Blvd	City of Portsmouth	0.10	13000 G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.581	14000	G
Portsmouth Blvd	Oity of Fortsmouth				0 /6	1 /0	0 /6	0 /6	0 /6	•	0.000	'	0.501	14000	ч
ALT	To: From:	ALT SR	337 Turnpike R	d											
337)(460) Portsmouth Blvd	City of Portsmouth	0.16	11000 G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.616	12000	G
	To:	Ran	np to I-264 E												
ALT		amp to I-264 E	; Functional Clas	s Change											
337)(460) Portsmouth Blvd	City of Portsmouth	0.29	11000 N	99%	0%	1%	0%	0%	0%	N	0.083	F	0.616	12000	N
	To:	Ramp Fro	om I-264 E, US 4	60		$\neg$ $\vdash$									
937)Portsmouth Blvd	City of Portsmouth	0.98	12000 G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.542	14000	G
	To	Doo	p Creek Blvd												
9337)Portsmouth Blvd	City of Portsmouth	0.17	7500 G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.625	8100	G
337) i oriemodiri Biva	and a state of the				1 /0		1 70	1 /0	0 70	•	0.000	•	0.020	0.00	ŭ
	To- From:		17 Frederick Bly		40/		40/	40/	00/	_	0.400		0.700	0500	_
Portsmouth Blvd	City of Portsmouth	0.79	8800 G	96%	1%	1%	1%	1%	0%	С	0.122	F	0.763	9500	G
	From		17 Elm Ave Portsmouth Blvd												
337 Elm Ave	City of Portsmouth	0.32	6700 G	96%	1%	1%	1%	1%	0%	F	0.104	F	0.522	7300	G
337)=740			Washington Hwy		1 /0		1 70	1 /0	0 70	•	0.101	•	0.022	7000	~
			Vashington Hwy												
337)Elm Ave	City of Portsmouth	0.72	5400 G	96%	1%	1%	1%	1%	0%	F	0.121	F	0.616	5900	G
$\smile$	Tor	SR 23	39 Victory Blvd												
337)Elm Ave	City of Portsmouth	0.23	8200 G	93%	1%	1%	2%	4%	0%	F	0.149	F	0.546	8900	G
307	T-1														
See Elm Avo	City of Portsmouth	0.32	7900 G	93%	1%	1%	2%	4%	0%	С	0.16	F	0.533	8600	G
337 Elm Ave	City of Portsmouth		L Chesapeake	93%	170	1%	2%	4%	0%	C	0.16	Г	0.533	8600	G
	From:		L Portsmouth												
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39	7900 N	93%	1%	1%	2%	4%	0%	Ν	0.16	F	0.533	8600	Ν
\$\$\rightarrow\$	To:					<del></del> i					-				-
337)Poindexter St	City of Chesapeake	0.11	7900 G	93%	1%	1%	2%	4%	0%	С	0.16	F	0.533	8600	G
337 Folitidexter St	City of Chesapeake	0.11	1900 G	<del>შ</del> ე 7⁄0	I 70	1 70	∠70	4 70	U-76	C	0.16	Г	0.553	0000	G
	To: From:		I-464												
337)Poindexter St	City of Chesapeake	0.56	12000 G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.671	13000	G
<u> </u>	Tα:	US 460	Bainbridge Blvo												

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

		NOTIOIK														
Route	Jurisdictio	on Lenath	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	Q
						= =	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Databalas - Dissi	From:		460; Poindext		000/	10/		00/	FC/	00/	0	0.407	_	0.007	1000	
Bainbridge Blvd	City of Chesa		1700	G	90%	1%	1%	2%	5%	0%	С	0.127	F	0.827	1800	(
<u> </u>	From:		SCL Norfolk CL Chesapea													
337)Bainbridge Blvd	City of Norf		1700	F	93%	0%	3%	2%	2%	0%	С	0.171	F	0.905	1800	
337 Bambridge Biva	Tro:	0.20	Main St	-	30 70	0 70	370	270	2 /0	0 70	J	0.171		0.505	1000	
	From:	F	Bainbridge Bly	vd												
337) Main St	City of Norf		6500	F	93%	0%	3%	2%	2%	0%	F	0.171	F	0.905	7000	
337)	To:		Liberty St													
	From:		Main St													
337 Liberty St	City of Norf	olk 0.11	5000	G	93%	0%	3%	2%	2%	0%	F	0.096	F	0.719	5500	(
	To:		State St													
	From:		Liberty St													
State St	City of Norf	olk 0.05	5000	N	93%	0%	3%	2%	2%	0%	Ν	0.096	F	0.719	5500	ı
	Combined Traffic Estimates for Parallel	Roadways on this Route:	: NA									NA			NA	
	To	·														
State St	From:	1 folk 0.07	Berkley Ave	G								0.113	F	0.683	14000	(
State St	City of Norf	0.07		G								0.113	Г	0.003	14000	,
	From:	•	I-464 SR 337 State S	St.												
337)(337)Ramp	City of Norfolk (N		8100	G G								0.121	F		8100	
37   337   Ramp	Tro:	0.12	I-464 NB	<u> </u>								0.121	•		0100	
	From:		State St													
337 464	City of Norfolk (N	Maint: 64) 0.16			Se	e I-464	for dire	ectional t	raffic vo	olume es	timat	es for thi	s sec	ıment.		
707)	Combined Traffic Estimates for 2 Parallel	· · · · · · · · · · · · · · · · · · ·	50000	N	95%	0%	1%	1%	2%	0%	N	0.080	·	0.779	58000	ı
	To:	Tioddwdyd o'r tillo Tiodto.	I-264		0070	070	$\stackrel{\cdot}{\neg}$	1 70	270	0 70	•	0.000	•	0.770	00000	
ALT	From:		I-464													
337)(264)(460) Berkley Brid	dge City of Norfolk (N	Maint: 64) 0.41			Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s sec	ament.		
,	Combined Traffic Estimates for 2 Parallel	•	94000	_			1%	1%					U	•		
	Combined Traine Estimates for E 1 drainer			(i	94%	()%				11%	F	0.086	Α	0.667	101000	(
AL T	To:			G	94%	0%	1 /0	1 70	4%	0%	F	0.086	Α	0.667	101000	(
ALI	To: From:		EndLabel State St	G	94%	0%	1/0	170	4%	0%	F	0.086	A	0.667	101000	
ALT 264 (460)	To: From: City of Norfolk (N		EndLabel	G								0.086 es for thi			101000	(
$\neg \Box \sim \sim$	,	Maint: 64) 0.65	EndLabel State St		Se	e I-264	for dire	ectional t	raffic vo	olume es		es for thi	is seg	gment.		
$\neg \sim \sim$	Too From: City of Norfolk (N Combined Traffic Estimates for 2 Parallel	Maint: 64) 0.65 Roadways on this Route:	EndLabel State St	G							stimat				99000	
	,	Maint: 64) 0.65 Roadways on this Route:	EndLabel State St	G	Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	is seg	gment.		
337 264 460 ALT	Combined Traffic Estimates for 2 Parallel  Too  From:	Maint: 64) 0.65 Roadways on this Route:	EndLabel State St  91000 US 460 St Pau	G	Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	is seg	gment.		(
337 264 460 ALT	,	Paint: 64) 0.65 Roadways on this Route: ALT U Paint: 64) 0.22	EndLabel State St  91000 US 460 St Pau I-264	G uls Blvd	Se 94%	e I-264 0%	for dire	ectional t 1%	raffic vo	olume es 0%	stimat F	es for thi 0.085	is seg F	gment. 0.508	99000	(
337 264 460 ALT	Combined Traffic Estimates for 2 Parallel  Tor  From:  City of Norfolk (M  Tor  From:	Maint: 64) 0.65 Roadways on this Route: ALT U  Maint: 64) 0.22  ALT U	EndLabel State St  91000 US 460 St Pau I-264 27000	Guls Blvd	Se 94%	e I-264 0%	for dire	ectional t 1%	raffic vo	olume es 0%	stimat F	es for thi 0.085	is seg F	gment. 0.508	99000	(
337 264 460 ALT 337 460	Combined Traffic Estimates for 2 Parallel  Too  From:	Maint: 64) 0.65 Roadways on this Route: ALT U  Maint: 64) 0.22  ALT U	EndLabel State St  91000 US 460 St Pau I-264 27000 Tidewater Di	Guls Blvd	Se 94%	e I-264 0% 1%	for dire	ectional t 1% 0%	raffic vo 4% 0%	olume es 0% 0%	etimat F N	es for thi 0.085	is seg F F	gment. 0.508 0.782	99000	(
ALT 460	Combined Traffic Estimates for 2 Parallel  To:  From:  City of Norfolk (M  To:  From:  City of Norfolk (M	Maint: 64) 0.65 Roadways on this Route: ALT U Maint: 64) 0.22 Maint: 64) 0.26	EndLabel	Guls Blvd	Se 94%	e I-264 0% 1%	for dire	ectional t 1% 0%	raffic vo 4% 0%	olume es 0% 0%	etimat F N	es for thi 0.085 0.084	is seg F F	gment. 0.508 0.782	99000	
337 264 460 ALT 337 460	Combined Traffic Estimates for 2 Parallel  Tor  From:  City of Norfolk (M  Tor  From:	Maint: 64) 0.65 Roadways on this Route: ALT U Maint: 64) 0.22 Maint: 64) 0.26 Roadways on this Route:	EndLabel	G uls Blvd N r uls Blvd	Se 94% 98% Se	e I-264 0% 1% e I-264	for dire	ectional t 1% 0% ectional t	o%	olume es 0% 0% olume es	stimat F N	es for thi 0.085 0.084 es for thi	is seg F F	gment. 0.508 0.782 gment.	99000	
337 264 460 ALT 337 460	Combined Traffic Estimates for 2 Parallel  To:  From:  City of Norfolk (M  To:  From:  City of Norfolk (M	Maint: 64) 0.65 Roadways on this Route: ALT U Maint: 64) 0.22 ALT U Maint: 64) 0.26 Roadways on this Route:	EndLabel State St  91000 US 460 St Pau I-264 27000 Tidewater Dr US 460 St Pau E 87000	G uls Blvd N r uls Blvd N	Se 94% 98% Se	e I-264 0% 1% e I-264	for dire	ectional t 1% 0% ectional t	o%	olume es 0% 0% olume es	stimat F N	es for thi 0.085 0.084 es for thi	is seg F F	gment. 0.508 0.782 gment.	99000	
337 264 460 ALT 337 460 337 264	Combined Traffic Estimates for 2 Parallel  To:  From:  City of Norfolk (M  To:  From:  City of Norfolk (M	Maint: 64) 0.65 Roadways on this Route: ALT U Maint: 64) 0.22 Maint: 64) 0.26 Roadways on this Route: ALT U	EndLabel State St  91000  JS 460 St Pau I-264 27000  Tidewater Dr JS 460 St Pau E 87000  Tidewater Dr Tidewater Dr	G uls Blvd N r uls Blvd N	Se 94% 98% Se	e I-264 0% 1% e I-264	for dire	ectional t 1% 0% ectional t	raffic vo	olume es 0% 0% olume es	stimat F N	es for thi 0.085 0.084 es for thi	is seg F F	gment. 0.508 0.782 gment.	99000	
337 264 460 ALT 337 460 337 264	Combined Traffic Estimates for 2 Parallel  Tec  From:  City of Norfolk (M  To:  From:  City of Norfolk (M  Combined Traffic Estimates for 2 Parallel  Tec  From:	Maint: 64) 0.65 Roadways on this Route: ALT U Maint: 64) 0.22 Maint: 64) 0.26 Roadways on this Route: ALT U Maint: 64) 0.81	EndLabel State St  91000  JS 460 St Pau I-264 27000  Tidewater Dr JS 460 St Pau E87000  Tidewater Dr JS 460 St Pau	G N r uls Blvd N r uls Blvd F	Se 94% 98% Se 94%	e I-264 0% 1% e I-264 0%	for dire	ectional t 1% 0% ectional t 1%	o%  raffic vo	0% 0% 0% olume es	F N Stimat	es for thi 0.085 0.084 es for thi 0.085	is seg F F is seg	0.508 0.782 0.508 0.782 gment. 0.508	99000 29000 98000	
337 264 460 337 460 337 264 337 Tidewater Dr	Combined Traffic Estimates for 2 Parallel  Tec  From:  City of Norfolk (M  To:  From:  City of Norfolk (M  Combined Traffic Estimates for 2 Parallel  Tec  From:	Maint: 64) 0.65 Roadways on this Route: ALT U Maint: 64) 0.22 Maint: 64) 0.26 Roadways on this Route: ALT U Maint: 64) 0.26 Roadways on this Route: ALT U Maint: 64) 0.81 US 460 Bra	EndLabel State St  91000  JS 460 St Pau I-264 27000  Tidewater Dr JS 460 St Pau E87000  Tidewater Dr JS 460 St Pau 24000	G uls Blvd N r uls Blvd N r r uls Blvd F r r r r r r r r r r r r r r r r r r	Se 94%  98%  Se 94%  96%  168	e I-264 0% 1% e I-264 0%	for dire	ectional t 1% 0% ectional t 1%	o%  raffic vo	0% 0% 0% olume es	F N Stimat	es for thi 0.085 0.084 es for thi 0.085	is seg F F is seg	0.508 0.782 0.508 0.782 gment. 0.508	99000 29000 98000	1
337 264 460 ALT 337 460 337 264	Combined Traffic Estimates for 2 Parallel  Tec  From:  City of Norfolk (M  To:  From:  City of Norfolk (M  Combined Traffic Estimates for 2 Parallel  Tec  From:	Maint: 64) 0.65 Roadways on this Route: ALT U Maint: 64) 0.22 Maint: 64) 0.26 Roadways on this Route: ALT U Olk 0.81 US 460 Bra US 460	EndLabel State St  91000 JS 460 St Pau I-264 27000 Tidewater Dr JS 460 St Pau E87000 Tidewater Dr JS 460 St Pau 24000 Ambleton Ave	G uls Blvd N r uls Blvd N r r uls Blvd F r r r r r r r r r r r r r r r r r r	Se 94%  98%  Se 94%  96%  168	e I-264 0% 1% e I-264 0%	for dire	ectional t 1% 0% ectional t 1%	o%  raffic vo	0% 0% 0% olume es	F N Stimat	es for thi 0.085 0.084 es for thi 0.085	is seg F F is seg	0.508 0.782 0.508 0.782 gment. 0.508	99000 29000 98000	11 11 11 11 11 11 11 11 11 11 11 11 11

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

5 .						_		Tru	ıck			K	017	Dir		- 014
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Church St													_
337 (460) Brambleton Ave	City of Norfo		22000	G	96%	1%	1%	1%	1%	0%	F	0.079	F	0.573	24000	G
	To: From:		S 460 St Paul O Saint Pauls													
337)Brambleton Ave	L City of Norfo		25000	F	96%	0%	0%	1%	3%	0%	F	0.084	F	0.579	29000	F
337 Brambleton Ave	Only of North	JIK 0.20			30 78	0 70		1 /0	3 70	0 70	'	0.004	•	0.575	23000	
	To: From:		Boush St										_			
337 Brambleton Ave	City of Norfo	olk 0.07	31000	N	96%	0%	0%	1%	3%	0%	Ν	0.087	F	0.704	36000	N
<u> </u>	To: From:		337 Par Duke	e St												
337) 58 Brambleton Ave	City of Norfo	olk 0.83	31000	F	96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	F
	Too		Colley Ave													
337) (58) Brambleton Ave	City of Norfo		26000	G	96%	0%	0%	1%	3%	0%	F	0.08	F	0.561	30000	G
337/30	To:		US 58													
	From:		US 58 .													
337)Brambleton Ave	City of Norfo	olk 0.22	26000	N	96%	0%	0%	1%	3%	0%	Ν	0.08	F	0.561	30000	Ν
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	26000	N								NA			NA	
	To:		Iampton Blvc													
	From:		8 Brambleton								_		_			_
337 Hampton Blvd	City of Norfo	olk 0.90	31000	G	96%	0%	0%	1%	3%	0%	F	0.079	F	0.639	36000	G
<u> </u>	To: From:		21st Street													
337) Hampton Blvd	City of Norfo	olk 0.22	33000	F	96%	0%	0%	1%	3%	0%	F	0.084	F	0.565	39000	F
$\bigcirc$	Tα	SI	R 247, 26th S	St												
337) Hampton Blvd	From: L City of Norfo		26000	F	96%	0%	0%	1%	3%	0%	F	0.084	F	0.709	31000	F
337)	7F															
337)Hampton Blvd	From: City of Norfo		d Dominion 32000	Univers	96%	0%	0%	1%	3%	0%	С	0.1	Α	0.604	37000	В
337/Hampton Bivd	City of North				90 /6	0 /6	0 /6	1 /0	3 /0	0 /6	C	0.1	^	0.004	37000	ь
	To: From:		55 Little Cree													
337 Hampton Blvd	City of Norfo	olk 0.18	30000	G	96%	0%	0%	1%	3%	0%	F	0.078	F	0.609	35000	G
<u> </u>	To:	SR 4	06 Terminal	Blvd			$\neg$ $\vdash$									
337) Hampton Blvd	City of Norfo	olk 1.94	24000	F	96%	0%	0%	1%	3%	0%	F	0.093	F	0.52	28000	F
	To:	Adm	iral Taussig l	Blvd												
	From:		Blvd; Maryl													
337) Admiral Taussig Blvd	City of Norfo	olk 0.91	25000	F	96%	0%	0%	1%	3%	0%	F	0.094	F	0.838	29000	F
<u> </u>	To:		I-564													
	From:		R 337 State S	St												
Ramp	City of Norfolk (Ma	aint: 64) 0.12	8100	G								0.121	F		8100	G
$\mathcal{L}$	To:		I-464 NB													
East	From:	SR 337	E, Portsmou	ıth Blvd												
337)Ramp	City of Chesapeake		3600	F								0.111	F		3800	F
$\smile$	Tα		I-664 East													
East	From:	SR 337	E, Portsmou	ıth Blvd												
Ramp	City of Chesapeake		2500	F								0.085	F		2700	F
50,7 - 1	Tα[		I-664 West	-												•

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

Route	Jurisdiction	Length AA	DT QA 4	4Tire Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
East ALT (337) (460) Ramp	City of Portsmouth (Maint:	SR 337 E, Por 64) 0.57 <b>37</b> 0 I-264	00 G						0.077	F		3700	G
East 337 Ramp	City of Chesapeake (Maint:	SR 337 Poi	indexter St						0.208	F		2300	F
East 337 Ramp	City of Chesapeake (Maint:	SR 337 E, Po : 64) 0.17 <b>17</b> 0 I-464	00 F						0.214	F		1800	F
West 337 Ramp	City of Chesapeake (Maint:	SR 337 W, Po : 64) 0.24 <b>60</b> ( I-664	00 F						0.079	F		6400	F
West 337 Ramp	City of Chesapeake (Maint:	SR 337 W, Po : 64) 0.24 <b>49</b> I-664	00 F						0.075	F		5300	F
West 337 Ramp	City of Portsmouth (Maint:	SR 337 W, Po 64) 0.17 <b>15</b> I-264	00 G						0.099	F		1500	G
West 337 Ramp	City of Chesapeake (Maint:	SR 337 W, P : 64) 0.18 <b>20</b> 0 I-464 South 0	00 F						0.106	F		2100	F
West 337 Ramp	City of Chesapeake (Maint:	SR 337 W, P : 64) 0.12 <b>30</b> 0 I-464	00 F						0.091	F		3200	F
West 337 Ramp	From: City of Norfolk (Maint: 64	1SR-00337-P(B)/TO V 4) 0.08 N. IS-00264-W010B(B)/FRO	A						NA			NA	
337 264 Ramp	From: City of Norfolk (Maint: 64	1SR-00337-P(L)/122-0859	A 2- 000A(U)/TO	RT 464 S					NA			NA	
337 264 Ramp	City of Norfolk (Maint: 64	IS-00264-W(B)/IS-00464- 4) 0.22 IS-00264-E008A(L)/IS-002		See I-26	4 for dire	ectional traffic v	olume es	stimate	es for this	s segi	ment.		
Ramp From Tidewater Dr to I-264 W	City of Norfolk	I-26- 0.13 <b>N</b> Tidewa	A ater Dr						NA			NA	
Tidewater Dr	City of Norfolk	0.12 <b>N</b>	A						NA			NA	
Tidewater Dr	City of Norfolk	East City 0.15 N. Charle	Α						NA			NA	

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
ALT	From:	SR 33'	7 Portsmouth E	Blvd			1	017100	TTTGII	Liian		1 40101		1 40101		
Turnpike Rd	City of Portsm			G	85%	1%	1%	3%	10%	0%	F	0.085	F	0.513	3400	G
	To:	IIC 1	7 Frederick Bl	lvd												
ALT	From:						<del></del> -				_		_			_
Turnpike Rd	City of Portsm	nouth 0.30	11000	G	85%	1%	1%	3%	10%	0%	F	0.083	F	0.623	12000	G
<u> </u>	To: From:		Howard St													
Turnpike Rd	City of Portsm	nouth 0.54	9400	G	85%	1%	1%	3%	10%	0%	С	0.083	F	0.603	10000	G
1	To:		Harbor Dr													
LT	From:		Cassell Ave													
37) Harbor Dr	City of Portsm	nouth 0.05	4600	G	96%	0%	0%	1%	3%	0%	F	0.097	F	0.552	4900	C
LT	To: From:		County St													
Harbor Dr	City of Portsm	nouth 0.11	5800	G	96%	0%	0%	1%	3%	0%	F	0.086	F	0.583	6200	
137). 14.20. 2.	- I					0,0		. , ,	0,0	0 / 0	•	0.000	•	0.000	0200	
<u>ALT</u>	To: From:		High St													
Harbor Dr	City of Portsm	nouth 0.24	13000	G	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	14000	(
<u> </u>	To:		US 58													
LT  Watereide Dr/Pauch St	City of Norfe		Overpass; Berl 20000	kley B	ridge 95%	1%	2%	10/	0%	0%	_	0.101	F	0.610	21000	F
37) Waterside Dr/Boush St	•							1%			F	0.101	•			-
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte.	21000	F	95%	1%	2%	1%	0%	0%	Г	0.101	F	0.606	23000	F
.LT	To: From:	(	City Hall Ave													
Waterside Dr/Boush St	City of Norfo	olk 0.44	19000	F	95%	1%	2%	1%	0%	0%	F	0.101	F	0.610	20000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	F	95%	1%	2%	1%	0%	0%	F	0.101	F	0.606	22000	F
	To:	N SR 3	37 Brambleton	n Ave												
ALT	From:	A1SR	337 Waterside	e Dr												
Ramp	City of Norfolk (M			G								0.166	F		14000	(
	To:		I-264 East													
	From:	SR 16	55 Kempsville	Rd												
Newtown Rd	City of Norfo	olk 0.31	28000	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.549	30000	(
<u> </u>	To:	L-264 Va l	Beach Norfolk	Evnw	V											
Newtown Rd	From: City of Norfo		33000	F	98%	0%	1%	0%	0%	0%	F	0.079	F	0.535	35000	F
.00)	To:		8 Va Beach Bl					.,.	- , -							
	From:		68; Tidewater													
Princess Anne Rd	City of Norfo		16000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.535	17000	F
04)	To:		166 Park Ave					.,.	- , -							
	From:		I-264				- i									
Ballentine Blvd	City of Norfo	olk 0.64	22000	F	93%	1%	2%	2%	2%	0%	С	0.081	F	0.564	23000	F
2.10	To:		5 58; 122-8573	-	/-	. , •		_,,	_,~	- / 0	-		,		_5000	•
	From:		5 Ballentine B				1									
		SK 40	o Danchille D	uvu												
Ramp	City of Norfolk (M	laint: 64) 0.14		G								0.089	F		5000	G

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

5 .					4			Tru	ıck		-00	K	01/	Dir	AAMADT	- 01
Route	Jurisdiction	n Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		R 405 Ballentin									0.000	_		7000	_
Ramp	City of Norfolk (Ma	aint: 64) 0.1		G								0.082	F		7800	(
			I-264 West													
International Plud	City of Norfo		R 337 Hampton		97%	0%	0%	10/	20/	09/	С	0.00	۸	0.50	25000	
406 International Blvd	City of Norfo			A	97%	0%	0%	1%	2%	0%	C	0.09 NA	Α	0.58	25000	,
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Rou	te: <b>40000</b>	G								NA			43000	(
	To: From:		Ruthven Ro													
Terminal Blvd	City of Norfolk (Ma	aint: 64) 0.2		N	97%	0%	0%	1%	2%	0%	N	0.09	Α	0.58	25000	
	To:		I-564													
ast	From:	Ramp from SR			Eastboun	ıd							_			
Ramp	City of Norfolk (Ma	,		G								0.119	F		7400	(
	10.	Ramps to I-64	Westbound and	l US 460	Granby S	St										
	From:		I-564 North										_			
Ramp	City of Norfolk (Ma			G								0.102	F		18000	
	Combined Traffic Estimates for 2 Parallel F	•		G								NA			43000	
	10:	SR	406 W, Termin	nal Blvd												
	From:		2 168 Camposte													
₁₀₇ )Indian River Rd	City of Norfo	olk 0.7		F	95%	0%	1%	2%	2%	0%	С	0.099	F	0.57	17000	
<u> </u>	To:		WCL Chesape ECL Norfol													
407) Indian River Rd	City of Chesape	eake 0.7		G G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.523	21000	
407) Indian Tilver Tid	Oity of Official	0.7			0070	0 70		1 /0	0 /0	0 70	•	0.007	•	0.020	21000	
Justian Divar Dd	To:		Oaklette Av		000/	00/	10/	10/	00/	00/		0.000		0.500	07000	
Indian River Rd	City of Chesape		0 <b>25000</b> VCL Virginia E	G	98%	0%	1%	1%	0%	0%	С	0.093	F	0.539	27000	
		,														
Military High	From:	(Mailate C4) 0.0	ECL Suffoll		010/	0%	10/	10/	<b>C</b> 0/	00/	_	0.005	^	0.500	00000	
460 58 13 Military Highw	ray City of Chesapeake (	(Maint: 64) 2.9	4 <b>76000</b>	Α	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.589	80000	
	To: From:		I-664													
460 } { 58 } { 13 }	City of Chesapeake (	(Maint: 64) 0.1	1 10000	F	91%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	
<del>**</del> * *	To: From:		US 58; SR 19	91			ĺ									
460 (13) (191)	City of Chesape	eake 0.1	8 <b>7700</b>	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8100	(
$\sim$	Too	SE	191, S Militar	v Hwv												
460 (13) Military Highway	City of Chesape			G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	6800	
	Combined Traffic Estimates for 2 Parallel F		te: <b>6400</b>	G								NA			NA	
	Tol	,					<del></del> 1									
13 Military Highway	From: City of Chesape	eake 2.4	S Military Hv 4 <b>10000</b>	G G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	
Military Highway	ony or onesape	2.4		G	JU /6	1 /0		J /6	7/0	0 /0	J	0.140	•	0.010	11000	
~~~	To: From:		I-64				<u>_</u>			•						
460 (13) Military Highway	City of Chesape	eake 1.3	7 19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	(
~ ~	To: From:	US 17	George Washin	ngton H	wy											
460 13 Military Highway	City of Chesape	eake 1.0	1 18000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	20000	(
~~	To:		SR 196 Canal	Dr												

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

					Tru	ıck			K		Dir		
Jurisdiction	Length AADT	QA 4Tir	e Bus					QC	Factor	QK	Factor	AAWDT	Q۱
From:	SR 196 Canal I	Or											
City of Chesapeake	2.20 35000	A 97%	5 0%	1%	1%	1%	0%	С	0.117	Α	0.536	39000	Α
To:	Military Hwy	,											
From:													
City of Chesapeake	0.74 11000	G 95%	5 1%	1%	1%	2%	0%	F	0.103	F	0.561	11000	C
To	Freeman Ave	:											
City of Chesapeake			s 1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	(
To													
City of Chooppooks			10/	10/	10/	20/	00/		0.005	Г	0.621	0100	-
City of Chesapeake			0 170	1 70	1 70	270	0%	C	0.065	Г	0.631	9100	C
From:													
City of Chesapeake			1%	1%	0%	0%	0%	С	0.119	F	0.699	8000	(
City of checaptains		u 007	. 170	.,,	0 70	070	070	Ū	0.110	•	0.000	0000	`
From:													
City of Chesapeake		G 98%	5 1%	1%	0%	0%	0%	F	0.122	F	0.738	6000	(
To:													
City of Novigilla			10/	10/	00/	00/	00/	_	0.1	_	0.540	7000	
City of Nortolk			o 1%	1%	0%	0%	0%	F	0.1	F	0.542	7600	ı
From:		ve											
City of Norfolk		G 06%	10/	10/	10/	10/	00/	_	0 112	_	0.702	55000	(
City of Norion	0.73 30000	G 90 /	0 1/0	1 /0	1 /0	1 /0	0 /6	'	0.113		0.763	33000	•
To:	Kimball Terr												
City of Norfolk	0.30 45000	G 96%	1%	1%	1%	1%	0%	С	0.082	F	0.614	49000	(
To	Park Ave			$ \vdash$									
City of Norfolk		G 96%	1%	1%	1%	1%	0%	F	0.082	F	0.558	39000	(
-			.,,		. , 0	. , 0	0,0	•	0.002	•	0.000	00000	
From:					40/	40/	00/	_	0.077	_	0.505	00000	,
City of Norfolk	0.10 33000	G 96%	o 1%	1%	1%	1%	0%	F	0.077	F	0.595	36000	(
Te: From:	Church St			\Box									
City of Norfolk	0.31 22000	G 96%	s 1%	1%	1%	1%	0%	F	0.079	F	0.573	24000	(
To:	ALT US 460 St Pau	ls Blvd											
	ALT US 460, Bramble												
City of Norfolk	0.24 21000	F 96%	2%	1%	0%	1%	0%	F	0.077	F	0.542	22000	- 1
To	ALT US 460 Par: Mont	icello Ave											
City of Norfolk	,		2%	1%	0%	1%	0%	F	0.078	F	0.504	25000	ı
-					- , -	.,.	• , •	-		-			-
From:							221	_					
City of Norfolk	0.66 21000	F 96%	2%	1%	0%	1%	0%	C	0.077	F	0.505	22000	F
To:	21st St												
City of Norfolk	0.49 18000	F 96%	2%	1%	0%	1%	0%	F	0.094	F	0.565	19000	F
To	Ch., 1 C												
City of Novfolk		F 000	00/	10/	00/	10/	00/		0.005		0.500	00000	
GILY OF INOPTOIN	U.O I 24000	F 96%	2%	1%	υ%	1%	U%	г	0.085	Г	0.592	∠0000	F
	City of Chesapeake City of Chesapeake City of Chesapeake City of Chesapeake Tot From: City of Norfolk Tot From: City of Norfolk	SR 196 Canal I	SR 196 Canal Dr City of Chesapeake 2.20 35000 A 97% Military Hwy US 13 Military Hwy US 14 Military Hwy US 14 Milita	SR 196 Canal Dr	SR 196 Canal Dr	SR 196 Canal Dr SR 196 Can	City of Chesapeake City of	SR 196 Canal Dr	City of Chesapeake 2.20 35000 A 97% 0% 1% 1% 1% 0% C	SR 1976 SR 1	SR 197	City of Chesapeake 2.20 35000 A 97% 0% 1% 1% 1% 0% C 0.117 A 0.536	City of Chesapeake

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

		Norioik Mainteriance F				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Llewellyn Ave												
Granby St	City of Norfolk	0.45 33000 F	96%	2%	1%	0%	1%	0%	F	0.093	F	0.521	36000	F
<u> </u>	To: From:	Willow Wood Dr												
(460) Granby St	City of Norfolk	1.30 33000 G	96%	2%	1%	0%	1%	0%	F	0.084	F	0.559	36000	G
<u> </u>	To: Econo	Thole St			<u> </u>									
(460) Granby St	City of Norfolk	0.37 26000 F	96%	2%	1%	0%	1%	0%	F	0.086	F	0.502	28000	F
	To	SR 165 Little Creek Rd			<u> </u>									
Granby St	City of Norfolk	0.44 23000 F	96%	2%	1%	0%	1%	0%	F	0.085	F	0.563	25000	F
	To	I-64; I-564												
460 Granby St	City of Norfolk	0.69 24000 F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.665	25000	F
	Τα·	I-64 East			<u> </u>									
460 Granby St	City of Norfolk	0.30 20000 F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.665	21000	F
	Tα	Bay View Blvd												
460 Granby St	City of Norfolk	0.89 13000 F	98%	1%	1%	0%	0%	0%	С	0.113	F	0.706	14000	F
,	To	SR 168 Tidewater Dr												
460 Granby St	City of Norfolk	0.71 11000 F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.608	12000	F
400) 2, 2.	To:	US 60 Ocean View Ave		.,.	i i				-					
	From:	US 460 Granby St												
460 Ramp	City of Norfolk (Maint: 64)	0.07 4500 G			-					0.100	F		4500	G
	To:	I-64 West												
East	From:	US 460 Brambleton Ave	;											
460 Ramp	City of Norfolk (Maint: 64)	0.14 4500 G			_					0.103	F		4500	G
	To:	I-264 East												
East	From:	US 460 Granby St								0.144	_		4.400	_
A60 Ramp	City of Norfolk (Maint: 64)	0.13 4400 G I-564 Northbound								0.141	F		4400	G
	From													
West 460 Ramp	City of Norfolk (Maint: 64)	US 460 Brambleton Ave 0.19 8300 G	,							0.099	F		8300	G
460) Hamp	To:	I-264 East			1					0.000	•		0000	ч
ALT	From:	Joliff Rd												
460 58 Airline Blvd	City of Chesapeake	1.72 7000 G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7500	G
+500 (60)	To:	WCL Portsmouth												
ALT ~~	From:	ECL Chesapeake												
460 58 Airline Blvd	City of Portsmouth	0.29 12000 G	96%	2%	1%	0%	2%	0%	F	0.082	F	0.529	14000	G
ALT	To: From:	Greenwood Dr												
460 (58) Airline Blvd	City of Portsmouth	0.20 12000 G	96%	2%	1%	0%	2%	0%	F	0.078	F	0.580	13000	G
	To	Elmhurst Lane												
ALT S	From:													
460 (58) Airline Blvd	City of Portsmouth	1.30 10000 G	96%	2%	1%	0%	2%	0%	F	0.079	F	0.571	11000	G
~ ~	To:	VICTORY BLVD												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Lenç	gth AAD	T QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT ALL BL	From:		Victory		000/	20/	10/	00/	201	201	_	0.070	-	0.507	1 1000	
460 58 Airline Blvd	City of Portsn	nouth 0.2	8 1300	00 G	96%	2%	1%	0%	2%	0%	F	0.078	F	0.587	14000	G
ALT	To: From:		US 58, S	R 337												
460 (337) Portsmouth Blvd	City of Portsn	nouth 0.1	0 1300	00 G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.581	14000	G
ALT	To: From:	AL	T SR 337 T	urnpike Rd												
460 (337) Portsmouth Blvd	City of Portsn	nouth 0.1	6 110 0	00 G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.616	12000	G
\sim	To:		I-26	1												
ALT 460 (337) Portsmouth Blvd	City of Portsn	nouth 0.2			99%	0%	1%	0%	0%	0%	N	0.083	F	0.616	12000	N
460 337 Portsmouth Blvd	City of Fortsi	0.2	RT 337 &		9970	076	176	076	0%	076	IN	0.063	Г	0.010	12000	IN
ALT	From:		SR 337 TO													
460 337 Ramp	City of Portsmouth				See	e VA 33	37 for di	rectional	traffic	volume (estima	ates for th	nis se	gment.		
ALT	To: From:	I-	264-E FRO RT 337 &													
460 (264)	City of Portsmouth	(Maint: 64) 0.5		1-204	Se	ee I-264	1 for dire	ectional t	raffic vo	olume e	stimat	es for thi	s sea	ıment.		
400 (204)	Combined Traffic Estimates for 2 Parallel	,		00 G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	60000	G
	To:	ī	JS 17 Frede	rick Blvd												
ALT	City of Portsmouth			ilen Dire	9/	20 L 26/	1 for dire	octional t	raffia v	ماريسم مر	ctimat	es for thi	c coo	ımont		
460 (264)	Combined Traffic Estimates for 2 Parallel	'		00 G	94%	0%	1%	1%	4%	0%		0.090	_	0.591	73000	G
	To To	rioddwdys o'r tins riod			0470	0 / 0		1 70	470	0 /0	•	0.000	•	0.001	70000	ŭ
ALT	From:		Deep Cree	K BIVO												
460 264	City of Portsmouth	,										es for thi		,		•
	Combined Traffic Estimates for 2 Parallel				94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	68000	G
ALT	To: From:		SR 141 Effi	ngham St												
460 264 Elizabeth River Do		'			Se	ee I-264	4 for dire	ectional t	raffic vo	olume e	stimat	es for thi	s seg	ment.		
~~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 8400	00 G	94%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	91000	G
ALT	To: From:		WCL No	orfolk												
460 (264) Elizabeth River Do	owntown Tunnel City of Norfolk (M	Maint: 64) 0.5	5		Se	ee I-264	for dire	ectional t	raffic vo	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 8400	00 G	94%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	91000	G
	To		I-46	1												
ALT 460 (264) (337) Berkley Bric	dge City of Norfolk (N	Maint: 64) 0.4	.1		Se	ae I-264	1 for dire	ectional t	raffic v	olume e	etimat	es for thi	s sen	ıment		
460 (264) (337) Berkley Brid	Combined Traffic Estimates for 2 Parallel	,		0 G	94%	0%	1%	1%	4%	0%		0.086		0.667	101000	G
	To To		SR 337 Ma		0.70			. , 0	.,0	0,0	•	0.000		0.007		<u> </u>
ALT	From:			iii Sireet		1.00	1 6-11		tt: - ·	- سراء		fr11 '				
460 264 337	City of Norfolk (M	,									stimat –	es for thi			00000	_
	Combined Traffic Estimates for 2 Parallel	noadways on this Rou			94%	0%	1%	1%	4%	0%	F	0.085	F	0.508	99000	G
ALT	To: From:		I-26	4												
460 (337)	City of Norfolk (N				98%	1%	1%	0%	0%	0%	Ν	0.084	F	0.782	29000	Ν
\sim	To:	SI	R 337 Tidew	ater Drive												

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

			TVOTIOIN	viairiteriai	icc Air	<u> </u>			T	-1-			1/		D:		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2 A vlo	Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QV
ALT	From	ı:	SR 33	7 Tidewater	Drive			ZAXIE	3+AXIE	IIIali	ZIIali		Factor		racioi		
460	City of Norfolk (N	Maint: 64)	0.24	27000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.782	29000	G
400)	Combined Traffic Estimates for 3 Parallel	•			G								NA			39000	G
	To	z loadwayo on t		St Pauls Blv												00000	Ŭ
ALT	From	r.		Fenchurch S													
460 St Pauls Blvd	City of Norfolk (N	Лaint: 64)	0.45	43000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	46000	G
~~ <u></u>	To		US 46	0 Brambleto	on Ave			_									
ALT 460 (460 St Pauls Blvd	City of North	folk	0.24	21000	F	96%	2%	1%	0%	1%	0%	_	0.077	_	0.542	22000	_
St Pauls Blvd	To	: IOIK		60 Par; Mon			2/0	1 /0	0 /6	1 /0	0 /6	'	0.077	'	0.542	22000	'
	Poor																
ALT	City of Norfolk (N		US-00460(B) 0.17	/10 CITY I	HALL A	VENUE							NA			NA	
Ramp	City of Norion (N		-W010B(B)/F		264 E A	CT VIA A	T 4	_					INA			INA	
	Poor	13-00204	` '			31 VIA A	L1 4	_									
ALT 160 (264) Ramp	City of Portsmouth	(Maint: 64)	0.37	4-W TO RT	337	So	o I-264	for dir	ectional t	raffic ve	oluma as	etimat	es for thi	c con	mont		
160 264 Ramp	To	(IVIAII II. 04)		7 FROM R	т 264	36	e 1-204	ioi dii	ectional ti	iailic vo	Julile es	suma	.65 101 (11)	s seg	ment.		
ALT	From	1:		7 Portsmout													
460 264	City of Portsmouth	(Maint: 64)	0.84			Se	e I-264	for dir	ectional t	raffic vo	olume es	stimat	es for th	s seg	ment.		
180	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	51000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	60000	(
	To			7 Frederick	Dlod												
ALT	From			/ I Tedefick	Divu			<u> </u>									
460 <u>264</u>	City of Portsmouth	,	0.55			Se		for dir	ectional t		olume es	stimat		•			
\rightarrow \bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	67000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	73000	C
ALT	To From		De	ep Creek B	lvd												
~~~	City of Portsmouth	(Maint: 64)	1.17			Se	e I-264	for dir	ectional t	raffic vo	olume es	stimat	es for th	s sen	ment		
460 264	Combined Traffic Estimates for 2 Parallel	,		64000	G	94%	0%	1%	1%	4%	0%	F	0.09		0.577	68000	
	Combined Traine Estimates for 21 drainer	Tioadways on t				J+ /0	0 70	1 /0	1 /0	7/0	0 70	•	0.03	'	0.577	00000	•
ALT	To From	1	SR 1	41 Effingha	m St												
460 264 Elizabeth River	Downtown Tunnel City of Portsmouth	(Maint: 64)	0.45			Se	e I-264	for dir	ectional t	raffic vo	olume es	stimat	es for th	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	84000	G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	91000	(
	To	4	V	VCL Norfol	k												
ALT	Prom	Animate CA)				٥-	- 1.004	fa., al:,		tt: - · · ·		. 4: 4					
460 264 Elizabeth River			0.56		_				ectional to							0.1.000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on t			<u>G</u>	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	91000	(
		1	1.	-464, SR 33	/												
lorth	From	(Maint 04)	0.70	I-64		050/	00/		40/	00/	00/	_	0.400	_		05000	
464	City of Chesapeake	. ,	0.79	30000	G	95%	0%	1%	1%	2%	0%	-	0.122	F	0.010	35000	
~	Combined Traffic Estimates for 2 Parallel	Roadways on t	nis Houte:	62000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	70000	(
lorth		r.	US	13 Military	Hwy												
464)	City of Chesapeake	e (Maint: 64)	1.06	28000	G	95%	0%	1%	1%	2%	0%	F	0.126	F		32000	
707	Combined Traffic Estimates for 2 Parallel	. ,			G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	66000	

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Lengt	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		Freeman Av													
464	City of Chesapeake	•		Α	95%	0%	1%	1%	2%	0%	С	0.148	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>53000</b>	Α	95%	0%	1%	1%	2%	0%	С	0.116	Α	0.664	62000	Α
North	To: From:	SF	R 337 Poindex	ter St												
464)	City of Chesapeake	(Maint: 64) 0.76	26000	F	95%	0%	1%	1%	2%	0%	F	0.11	F		30000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>51000</b>	F	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	59000	F
North	To: From:		SCL Norfol	k												
North 464	City of Norfolk (M	Maint: 64) 0.41	26000	F	95%	0%	1%	1%	2%	0%	F	0.11	F		30000	F
404)	Combined Traffic Estimates for 2 Parallel	•		F	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	59000	F
	Tax		Main Stree	t												
North	City of Norfolk (M	faint: 64) 0.60		F	95%	0%	1%	1%	2%	0%	F	0.108	F		28000	F
464	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	58000	G
	Combined Traine Estimates for 21 drainer	Tioadways on this riout			33 /6	0 70	1 /0	1 /0	270	0 70	•	0.000	•	0.773	30000	a
North	From:		SR 337													
464 337	City of Norfolk (M	•		N	95%	0%	1%	1%	2%	0%	N	0.108	F		28000	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>50000</b> I-264	N	95%	0%	1%	1%	2%	0%	N	0.080	F	0.779	58000	N
NI	From:	<u> </u>														
North (17) Ramp	City of Virginia Beach	L	I-464 North	F								0.095	F		12000	F
404) (17)	To:	1. (	I-64 East									0.000	•		000	•
North	From:		I-464 North	h												
(464)Ramp	City of Chesapeake	(Maint: 64) 0.18	7400	G								0.09	F		7400	G
$\overline{}$	To:	US	13 Military H	ighway												
North	From:	(14 : 1 : 24)	I-464 North									2 222	_		4.400	
464 Ramp	City of Chesapeake	(Maint: 64) 0.10	Freeman Av	G								0.082	F		4400	G
NIII-	From:	<u> </u> 														
North 464)Ramp	City of Chesapeake	(Maint: 64) 0.23	I-464 North	F								0.072	F		2200	F
404)	То:		337 E, Poinde													
North	From:		I-464 North	n												
Ramp	City of Chesapeake	(Maint: 64) 0.10	2200	F								0.15	F		2300	F
$\smile$	To:	SR :	337 W, Poinde	exter St												
North	From:	Asiata OA)	I-464 North		0001	407	401	001	46′	001	_	0.407	_		4000	_
A64 Ramp	City of Norfolk (M	faint: 64) 0.12	South Main	F	93%	1%	1%	2%	4%	0%	F	0.167	F		1800	F
NIdl-	Erone	I ACA NITTO DOL			DIZI EV C	T										
North 464 Ramp	City of Norfolk (M	I-464-N TO ROU Maint: 64) 0.13		51 & BE	KKLEY S	1						NA			NA	
404)	Tay	SR 337-N025		@ ROI	JTE 337											

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-464-N006A	TO ROUT	E 264 W	EST		ZAXIC	O+AXIC	TITAL	ZIIdii		1 actor		1 actor		
Ramp	City of Norfolk (M	laint: 64)	0.04	NA									NA			NA	
<u> </u>	To:		SR 337-N02														
North	City of Norfolk (M		164-N006B INS 0.07	PECTION S NA	STATIO	N ROAD							NA			NA	
Ramp	City of Notion (W	iaiiii. 04)		ATE STRE	ET								INA			INA	
South	From:		51	I-64													
464)	City of Chesapeake	(Maint: 64)	1.32	31000	G	95%	0%	1%	1%	2%	0%	F	0.118	F		36000	G
404)	Combined Traffic Estimates for 2 Parallel	. ,	this Route:		G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	70000	G
	Tax		US	13 Military I	Hwv												
South	City of Chesapeake	(Maint: 64)	0.84	29000	G	95%	0%	1%	1%	2%	0%	_	0.129	_		34000	G
464	Combined Traffic Estimates for 2 Parallel	. ,			G	95% 95%	0%	1%	1%	2%	0%	F	0.129	F	0.775	66000	G
	Combined Trainc Estimates for 2 Faraner	noadways on				33 /6	0 /0	1 /0	1 /0	2/0	0 /0	'	0.065	•	0.773	00000	G
South	From:		Fre	eeman Aven	ue												
464	City of Chesapeake	,	2.01	27000	Α	95%	0%	1%	1%	2%	0%	С	0.162	Α		31000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	53000	Α	95%	0%	1%	1%	2%	0%	С	0.116	Α	0.664	62000	Α
South	To: From:		С	ollector Roa	ıd												
464)	City of Chesapeake	(Maint: 64)	0.43	25000	F	95%	0%	1%	1%	2%	0%	F	0.112	F		29000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	51000	F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	59000	F
	Tæ		9	SCL Norfolk													
South	City of Norfolk (M	laint: 64)	0.36	25000	F	95%	0%	1%	1%	2%	0%	E	0.112	F		29000	E
464	Combined Traffic Estimates for 2 Parallel				F	95%	0%	1%	1%	2%	0%	F	0.112	F	0.64	59000	, E
	Combined Traine Estimates for 2 Taraner	Tioadways on				JJ 70	0 70	1 /0	1 /0	270	0 70	'	0.000	•	0.04	33000	'
South	From:			Main Street													
464	City of Norfolk (M		0.87	26000	G	95%	0%	1%	1%	2%	0%	F	0.105	F		29000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	50000 I-264	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	58000	G
	Town	<u> </u>															
South 464 Ramp	City of Chesapeake	(Maint: 64)	0.22	I-464 South 11000	F								0.101	F		12000	F
464) 1101115	To:	(Marrit. 04)		Exit 291 Co		Rd							0.101	•		12000	•
South	From:			I-464 South													
Ramp	City of Chesapeake	(Maint: 64)	0.36	4800	F								0.112	F		5200	F
	To:			I-64 East													
South	From:			I-464 South													
464 Ramp	City of Chesapeake	(Maint: 64)	0.14	5600	G								0.113	F		5600	G
	To:			Military Hi													
South	From:	(Maries 0.4)		TO FREEM		:							0.447	_		0400	
Ramp	City of Chesapeake		0.13 131-8598; 131-	3100	G	DOM I							0.117	F		3100	G

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

			14011011011	viairiteriai	icc Air	Ju											
Route	Jurisdictio	n .	l enath	AADT	ΟΔ	4Tire	Rus		Trı	uck		QC	K	QK	Dir	AAWDT	OW
riodio	dansaiono	···	Longin	ו אא	Q.A	41110	Ваз	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (	Factor	7011101	٠.,
South	From:			I-464 South													
464 Ramp	City of Chesapeake	(Maint: 64)	0.16	4000	F								0.1	F		4200	F
	To:	SR 337-	W023A FRO	M ROUTE 3	337 WE	ST00- PO	IND										
South	From:		Ramp	from SR 33'	7 West												
(464)Ramp	City of Chesapeake	(Maint: 64)	0.14	2000	F								0.105	F		2100	F
	To:	1 464	S004A TO R	F 227 E A CT	700 POI	NDEVTE	PD.										
South	From:				00- FOI	NDEATE	ZK										
(464)Ramp	City of Chesapeake	(Maint: 64)	0.09	NA									NA			NA	
$\smile$	To:	SR 337	-E023A FRO			POINDE	XT										
South	From:			np from SR													
464 Ramp	City of Chesapeake	(Maint: 64)	0.14	4200	F								0.156	F		4500	F
$\bigcirc$	To:			I-464 South													
North	From:		I-0	64-Westbou	nd												
(564)Ramp	City of Norfolk (M	laint: 64)	0.29	NA	iid								NA			NA	
564) 1 14111	City of Norton (M	idirit: 04)	0.20	IVA									1471			1471	
North	To: From:		Ramps from	uS 460 an	d I-564	Rev											
564 Ramp	City of Norfolk (M	laint: 64)	0.16	NA									NA			NA	
564/1141119	To:	14111t. 0+)		rom I-64 Ea	ath arm d			1					11/1			INA	
North	From:			US 460 Grai													
North	City of Norfolk (M	laint: 64\	0.51	32000	G G	98%	0%	0%	2%	0%	0%	_	0.127	F		38000	G
564												<u>'</u>					
	Combined Traffic Estimates for 2 Parallel	Roadways on t			G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	62000	G
	To:		SR 406 Inte														
North	rioni:		SR 406 Inte									_		_			
564	City of Norfolk (M	,	1.81	13000	G	98%	0%	0%	2%	0%	0%	С	0.216	В		NA	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	34000	G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	To:		SR 337 A	Admiral Tau	ssig Blv	d											
Rev	From:			I-64 Rev													
(564) Reversible Ramp	City of Norfolk (M	laint: 64)	0.31	NA									NA			NA	
364) Novereiere Namp	To:		Ramps to I-56		From I 50	54 CD											
			Kamps to 1-30		10111 1-30	) <del>4</del> 3D											
Rev	From:			I-564 Rev													
S64 Ramp	City of Norfolk (M	laint: 64)	0.08	4700	G								0.292	F		4700	G
$\bigcirc$	To:		I-5	64 Northbou	ınd												
South	From:	1	Ĭ-	64 Eastbour	nd												
(564) Ramp	City of Norfolk (M	laint: 64)	0.16	24000	G								0.140	F		24000	G
564)	To:	1411111 0 1)		R 165 Little		0.4		1					0.110	•		21000	~
South	From:			US 460 Grai		Xu											
564)	City of Norfolk (M	laint: 64)	0.64	20000	G	98%	0%	0%	0%	1%	0%	F	0.153	F		24000	G
204	,	,													0.07		
	Combined Traffic Estimates for 2 Parallel	noadways on t			G	98%	0%	0%	1%	0%	0%	г	0.091	F	0.87	62000	G
0#-	To:			06 Terminial		211											
South	Other of NI of 11 (A.	Initiate CA	SR 406 Inte				00/		00/	40/	00/	_	0.010	Г		00000	_
564	City of Norfolk (M	,	1.84	21000	G	98%	0%	0%	0%	1%	0%	С	0.212	В		26000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	34000	G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	To		SR 337 A	Admiral Tau	ssig Blv	d											

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South	City of Norfolk (M	loint: 64)	I-50 0.16	54 Southbou <b>2400</b>									0.136	F		2400	G
564 Ramp	City of Notion (IV	iaiiii. 64)		East Little (	G Treek Ro	1							0.136	Г		2400	G
Pouth	From:			64 Southbou													
South 564 Ramp	City of Norfolk (M	laint: 64)	0.35	<b>NA</b>	iiiu								NA			NA	
304)	To	, , , , , , , , , , , , , , , , , , ,	CD	406 East Ra	mn												
South	From:				шр												
Ramp	City of Norfolk (M	laint: 64)	0.12	h Ramp to	I CAW.	-4		_					NA			NA	
South	From:	Ramp from	1-564 Sout n I-564 Sout				Blvd										
Ramp	City of Norfolk (M		0.25	NA									NA			NA	
	To:		US	460 Granby	y St												
South	From:		Ramp fro	m I-564 Soi	uthboun	i											
<del>564</del> )Ramp	City of Norfolk (M	laint: 64)	0.45	7000	G								0.107	F		7000	G
<u> </u>	To:		I-6	4 Westbour	nd												
South	From:		I-56	54 Southbou	ınd												
Ramp	City of Norfolk (M	laint: 64)	0.08	7700	G								0.294	F		7700	G
<u> </u>	To:			I-564 Rev													
East	From:			VCL Suffoll													
Hampton Roads Beltwa		,	0.16	39000	F	94%	0%	1%	1%	4%	0%	F	0.089	F		42000	F
	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	87000	G
		Eas	t I-664 is	signed as	s Souti	h I-664											
East	To: From:		64-65	9 Pughsvill	le Rd												
Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64)	2.02	39000	F	94%	0%	1%	1%	4%	0%	F	0.083	F		43000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	s Route:	79000	F	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	87000	F
		Eas	t I-664 is	signed as	s Souti	h I-664											
	To:			Portsmout													
East	From:	(14 : 1 : 24)				0.40/	20/	40/	40/	40/	00/	_	0.070	_		45000	_
Hampton Roads Beltwa		,	1.10	41000	F	94%	0%	1%	1%	4%	0%	F _	0.079	F		45000	F
	Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4%	0%	F	0.076	F	0.516	92000	F
	To:	Eas	t I-664 is	<i>signed as</i> x Landing R		า 1-664		_									
ast	From:			Oock Landii													
Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64)	1.18	43000	F	94%	0%	1%	1%	4%	0%	F	0.079	F		47000	F
	Combined Traffic Estimates for 2 Parallel	` '			F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.507	95000	F
		•	t I-664 is		s Souti	h I-664											
	Ter		13, US 58,														
East	From:						00/		40/	40/		_	2.00	_		04000	_
Hampton Roads Beltwa		,	1.13	56000	F	94%	0%	1%	1%	4%	0%	F	0.09	F	o == :	61000	F
	Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	124000	F
	1		t I-664 is														
	Τα	U	S 13, US 460	) Military H	lighway	South											

Route	Jurisdictio	n	l enath	AADT	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. OA
	Caribalono						Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	Q. (	Factor	70,000	Q,
East 664 Hampton Roads Beltway	City of Chesapeake		US 13, US 46 0.27	0 Military H <b>54000</b>	lighway i	South 94%	0%	1%	1%	4%	0%	_	0.089	F		58000	F
					-		0%	1%		4 % 4%		F		'		121000	F
,	Combined Traffic Estimates for 2 Parallel	-			F	94%	0%	170	1%	4%	0%	Г	NA			121000	Г
	To	Ea	st I-664 is		s South	1 I-664											
East	From:		L-664 Fas	I-64; I-264 t; Ramp to I	-264 Fas	t											
Ramp	City of Chesapeake	(Maint: 64)	0.46	36000	F								0.075	F		39000	F
504)	То:	(**************************************		I-64 West	-									-			-
East	From:			I-664 East				1									
Ramp	City of Chesapeake	(Maint: 64)	0.35	6400	F								0.128	F		6900	F
564). 14	To:	(Marrie 01)		Pughsville Ro									0.120	·		0000	
	Franc				-												
East 064 Ramp	City of Chesapeake	(Maint: 64)	0.36	I-664 East <b>2700</b>	F								0.09	F		2800	F
564 / Tamp	Oity of Offesapeake	(Mant. 04)		W, Portsmo				_					0.03	'		2000	'
_	T		SIX 337		uiii Divu												
East	City of Changanaka	(Maint, C4)	0.22	I-664 East	F								0.006	F		4700	F
Ramp	City of Chesapeake	(Marrit. 64)		4400									0.096	Г		4700	-
			SK 337	E, Portsmou	ıın Biva												
East	From:	(14 : 1 04)	0.00	I-664 East									0.440	_		0000	
Ramp	City of Chesapeake	(Maint: 64)	0.06	2100	F								0.110	F		2200	ı
	I t.C.		I-664 E	ast Exit 12E	3 Ramp												
ast	From:			I-664 East										_			
Ramp	City of Chesapeake	(Maint: 64)	0.47	11000	F								0.087	F		11000	ı
<u> </u>	10:		US 58 V	V, Military I	lighway												
East	From:			I-664 East										_			
Ramp	City of Chesapeake	(Maint: 64)	0.25	2100	F								0.138	F		2300	F
<u> </u>	To:		US 58 I	E, Military H	Iighway												
ast	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.12	2500	F	91%	0%	1%	1%	6%	0%	F	0.123	F		2600	F
<u> </u>	To:		US 13	3; 1US 13-P	FRO												
ast	From:		I-664 Eas	t; Ramp to I	I-64 Wes	t											
Ramp	City of Chesapeake	(Maint: 64)	0.56	21000	F								0.114	F		22000	F
<u> </u>	To:			I-264 East													
Vest	From:		1	WCL Suffoll	K												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.62	41000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		45000	(
,	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	80000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	87000	(
		We	est I-664 is	signed a	s Nortl	ı I-664											
	To		64-65	9 Pughsville	Road												
Vest	From:																
Hampton Roads Beltway	City of Chesapeake		2.10	40000	F	94%	0%	1%	1%	4%	0%	F	0.086	F		44000	F
$\smile$	Combined Traffic Estimates for 2 Parallel				F	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	87000	F
		We	est I-664 is	signed a	s Nortl	ı I-664											
	To:			7 Portsmout													

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

									Tru	ck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:			7 Portsmout													
Hampton Roads Beltway		,	1.03	43000	F	94%	0%	1%	1%	4%	0%	F	0.081	F		47000	F
	Combined Traffic Estimates for 2 Parallel	-			F	94%	0%	1%	1%	4%	0%	F	0.076	F	0.516	92000	F
		<i>V</i>	Nest I-664 is			h I-664											
West	To: From:		Doc	k Landing F	Road												
(664) Hampton Roads Beltway	y City of Chesapeake	(Maint: 64)	1.48	43000	F	94%	0%	1%	1%	4%	0%	F	0.076	F		48000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	87000	F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.507	95000	F
		ν	Nest I-664 is	signed a	s Nort	h I-664											
	To:		US 13, US 58,	US 460 Mi	litary Hi	ighway											
West 664 Hampton Roads Beltway	y City of Chesapeake	(Maint: 64)	1.21	57000	F	94%	0%	1%	1%	4%	0%	F	0.088	F		63000	F
664 Hampton Houds Beitway	Combined Traffic Estimates for 2 Parallel	,				94%	0%	1%	1%	4%	0%	F	0.076	F	0.571	124000	F
	Combined Traine Edimates for ET drainer	-	Nest I-664 is				0 70	1 70	1 70	170	0 70	·	0.070	•	0.07 1	121000	•
	To:	:		I-64; I-264	.0 / 10/1												
West	From:	:		I-664 West													
(664) Ramp	City of Chesapeake	(Maint: 64)	0.19	6600	F								0.093	F		7100	F
	То:	:	I-664 W	est Exit 10	B Ramp												
West	From:	:		I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.22	3400	F								0.097	F		3600	F
	10:			W, Portsmo	uth Blvc	l											
West	City of Chesapeake	(Maint: 64)	0.36	I-664 West 6700	F								0.085	F		7200	F
664 Ramp	City of Chesapeake	(Mairit. 64)		E, Portsmo									0.065	Г		7200	Г
West	From:	:		I-664 West	aui Diva												
(664) Ramp	City of Chesapeake	(Maint: 64)	0.14	2700	F								0.107	F		2800	F
004) **	To:	:	I-664 W	est Exit 12	B Ramp												
West	From:			I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.06	27000	F								0.097	F		29000	F
	To		I-664	4 West Exit	13B												
West 664 Ramp	City of Chesapeake	(Maint: 64)	0.53	25000	F								0.095	F		27000	F
004/141119	Tr.	(IVIAIIII. 0+)		V, Military I		7							0.000	'		27000	'
West	From:			4 West Exit													
Ramp	City of Chesapeake	(Maint: 64)	0.10	1300	F								0.153	F		1400	F
	Tor			E, Military F	Iighway												

								l	tenance Area	tolk Mair	Nor					
W Year	QW	AAWDT	Dir Factor	QK	K actor	 J _F	QC		Truck +Axle 1Trail		Bus	4Tire	QA	AADT	Length	Route
																City of Norfolk
2018	F	4600	0.581	F	).105	C	F	0%	1US 460-P 0% 0% Pauls Blvd	1%	1%	98%	F	4300 To	0.25	460 (7) Monticello Ave
																City of Virginia Beach
06/19/2018		NA	0.520	F	] ).144	C			nt University Dr		134		R	520 To:	0.55	(F143) Midtown Way
									nt Chiveisity Di	-0001 Reg	134					City of Chesapeake
06/19/2018		NA			NA	_			R 168				R	3800	0.10	(F144)
					1				d End				l	From:		
06/19/2018		NA	0.598	F	).148	C			ern St	1 int			R	590	0.06	(F145) Bulldog Rd
					<u> </u>				d End					To		<u> </u>
04/06/2018		NA	0.5	F	 ).161	(			1 End	Dea			R	50	0.10	(F148) Tennyson St
									t Bridge Blvd	R 190 Gre	S			To		,
04/06/2019		NA	0.609	F	).112				en Rd	Mul				From:	0.34	Libertaville Pd
04/06/2018		IVA	0.608	Г	7.112				nbridge Blvd	SR 166 Ba			R	1300 To:	0.34	(F ₁₅₀ ) Libertyville Rd
									way St					From:		
04/06/2018		NA	0.511	F	.233	C							R	50	0.17	(F151) Firman St
					<u> </u>	<u> </u>			d End				<u> </u>	To		<u> </u>
2018	F	690	0.692	F	).126		С	0%	ary Highway 0% 3%	2%	2%	93%	F	640	1.67	(F153) Rotunda Ave
V 2018	N	690	0.692	F	).126	C	N	0%	ortsmouth 0% 3% reenwood Dr	2%	2%	93%	N	From:	0.69	(F153) Rotunda Ave
									icenwood Bi	121 03 10 0						City of Portsmouth
2.1/2.2/2.2.1				_	J				d End	Dea				From:		
04/06/2018		NA	0.556	F	0.22 <b>7</b>				well St	Taze			R	9 To:	0.40	F ₁₅₄ Liberty St
					•											City of Chesapeake
04/06/2018		NA	0.516	F	).246				as Rd	Doro			R	220	0.12	E156 Burns St
04/00/2010		INA	0.510	'	7.240	_			d End	Dea				<b>220</b>	0.12	(F156) Burns St
																City of Norfolk
2018	F	2600	0.547	F	).101		С	0%	d End 0% 0% litary Hwy	2%	0%	97%	F	2500 To:	0.29	(F157)
													•			City of Chesaneake
03/30/2018		NA	0.583	F	).222				Jolliff Rd	SR 191			R	From:	0.19	O 1 111/4 D 1
03/30/2010		INA	0.505	'	7.222				d End	Dea			<u> </u>	To:	0.13	(F336) Jolliff Rd
									d End	Dea				From:		_
03/30/2018		NA	0.5	F	).128 <b>7</b>				Jolliff Rd	SR 101			R	60 To:	0.47	F337 Branchview Way
					1								l	From		
04/06/2018		NA	0.614	F	0.092	C							R	1000	0.32	(F683) Blake St
	_				<u> </u>	<u>=</u>							<u> </u>	From		
04/06/2018		NA	0.563	F	).253	(			ı Briage Blvd	K 190 Gre	S		R	690	0.13	(F684) Finck Lane
					<u>_</u>	_			d End	Dea				To		
03/30/2018		NA	0 524	F	1 247				d End	Dea			L	470	0.06	W Military Huny
03/30/2018		INA	0.524	ı	,. <u>2</u> 41				FR-923	US 58			<u> </u>	470 To:	0.06	(F808) VV WIIIILAI Y FIWY
					<u>]</u>	C				Dea Dea Dea				1000 From: 690 From: 470		

					No	rfolk Main	tenance <i>I</i>	Area							
Route	Length	AADT	QA	4Tire	Bus			rail 2Tra	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			•												
	0.65	770	L			Dead	d End			 0.168	F	0.571	NA		03/30/2018
(F809)	0.03	To	Ë			US 58 Mi	litary Hwy			0.100	•	0.57 1	INA		03/30/2010
		From					litary Hwy			1					
(F812) Ridgeway Ave	0.46	110	R			00 15 141	intary 11wy			0.179	F	0.519	NA		03/30/2018
3 ,		To				Dead	d End								
		From				US 58 Mi	litary Hwy								
(F923) Snowden St	0.58	570	R							0.381	F	0.625	NA		03/30/2018
$\overline{}$		To				Dead	d End								
City of Norfolk		From	ı							•					
1 Corporate Blvd	0.47	5100	F	99%	0%	O%	ew Dr 0% 0	% 0%	F	0.13	F	0.808	5400	F	2018
Corporate Bivd	0.47	3100 To		99 /0	0 /6		litary Hwy	/6 0 /6	- '	0.13	•	0.000	3400	'	2010
		From					orview Ave								
Sewells Point Rd	1.96	7500	F	97%	1%	2%		% 0%	С	0.085	F	0.563	8000	F	2018
3 Sewells Point Rd		То					le Creek Ro						-		
		From				Dul	ke St								
4 Tazewell St	0.06	1600	F							0.121	F	0.574	1600	F	2018
122		То				Alt SR 33	7 Boush St								
		From				Tazev	well St								
5 Duke St	0.29	1500	F	95%	1%	2%	1% 0	% 0%	С	0.098	F	0.503	1600	F	2018
Combin	ned Traffic:	40000	F	95%	1%	2%	1% 0	% 0%	F	NA			43000	F	
		To				Bramble	eton Ave								
$\sim$		From				7 State St; 12		_							
6 State St	0.40	840	G	92%	2%	4%		% 0%	С	NA NA			910	G	2018
		То					Maintenance								
$\bigcirc$ 5	0.07	From	Ļ		I-464-N	1006A STAT	E ST @ RO	UTE 337			_		0000	_	2010
Ramp	0.07	3600 _{To}	G		Τ. 44	CA NOOCD EI	OM CTAT	E CT		0.127	F		3600	G	2018
					1-40	64-N006B FI		E 51							
7 Monticello Ave	0.47	From		98%	1%	City H	all Ave	% 0%	С	0.110	F	0.558	2800	F	2018
Monticello Ave	0.47	2600		90%	1 70				U	0.110	Г	0.556	2000	Г	2010
Mantinalla Ava	0.05	From	<u> </u>	000/	10/	SR 337 Bra				0.105		0.504	4000		0010
Monticello Ave	0.25	4300 _{To}	F	98%	1%	1%	0% C	% 0%	F	0.105	F	0.581	4600	F	2018
		E													
8 City Hall Ave WB	0.13	From <b>NA</b>				Alt US 46	0 Overpass			NA			NA		
City Hall Ave WB	0.15	To				Ramp Fro	m I-64 WB						INA		
		From					Ave								
(8023) Ramp	0.14	6000	G			Бау	Ave			0.205	F		6000	G	2018
8023) Ramp	0.11	To	Ť			I-64	East				•		0000	ŭ	2010
		From					tan Ave								
(8560) 49th St	0.56	4800	F	97%	1%	2%		% 0%	С	0.076	F	0.518	5100	F	2018
(8560) 49th St		То					mpton Blvd								
<u> </u>		From					on Blvd								
8560 49th St	0.42	3200	F	97%	1%	2%		% 0%	F	0.086	F	0.535	3400	F	2018
		То	i.				y Ave								
○ B # A	0.40	From	<u> </u>	000/	10/		tan Ave	0/ 00/			_	0.570	4000	_	0010
8561 Bolling Ave	0.48	1800	F	98%	1%	1%	0% 0	% 0%	С	0.103	F	0.573	1900	F	2018
O D III	<u> </u>	From		0.57			mpton Blvd						225		
8561 Bolling Ave	0.48	2100	F	98%	1%	1%		% 0%	С	0.122	F	0.5	2200	F	2018
		To				Jamestow	n Crescent								
<u></u>		From	L	0=::			tan Ave	0/			_	0.05=		_	
8562 43rd St	0.98	11000	F	97%	1%	2%		% 0%	F	0.079	F	0.602	11000	F	2018
		To					y Ave								
Callan Arm	0.01	From	Ļ_	000/	00/		nbleton Ave				_	0.000	10000	_	0010
(8563) Colley Ave	0.21	15000	F	99%	0%	0%		% 0%	F	0.085	F	0.693	16000	F	2018
		To	1			Olne	y Rd								

					No	rfolk Mainte	nance Area	l							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	1.			Olnov	DA			$\overline{}$					
8563 Colley Ave	0.40	12000	F	99%	0%		0%	0%	F	0.085	F	0.638	12000	F	2018
Oallan Ana	0.07	From	ᄂ	000/	00/	Princess A		00/				0.504	10000		0010
S ₅₆₃ Colley Ave	0.37	12000	F	99%	0%	0% 0	0%	0%	F	0.084	F	0.504	13000	F	2018
		To From	i.			21st St	reet								
8563 Colley Ave	0.30	13000	F	99%	0%	0% 0	1% 0%	0%	F	0.098	F	0.526	14000	F	2018
		To				27th St									
Colley Ave	1.04	13000	F	99%	0%	27th 3	St 1% 0%	0%	С	0.09	F	0.531	14000	F	2018
Jamestown Crescent	0.74	7600	F	99%	0%	52rd St 0% 0	reet 1% 0%	0%	F	0.091	F	0.566	8100	F	2018
		To	<u> </u>			SR 337 Ham	pton Blvd								
		From				Dead I	End								
Powhatan Ave	0.75	1400	F	97%	2%	1% 0	1% 0%	0%	С	0.093	F	0.541	1500	F	2018
172)		To				Bolling	Δνε								
Powhatan Ave	0.81	6400 From	F	99%	0%		1% 0%	0%	F	0.075	F	0.547	6900	F	2018
Powhatan Ave	3.01	To		- 50 /0	3,0	38th 3		0,0		<u> </u>	•	0.071	3000	•	_5.0
		From	ı			Powhatai				$\dashv$					
3564) 38th St	0.57	5400	F	99%	0%		1% 0%	0%	F	0.081	F	0.576	5700	F	2018
38th St										<b>—</b>					
20th Ct	0.41	From	F	000/	00/	SR 337 Ham		00/	F	0.006		0.500	6000		2010
38th St	0.41	5800		99%	0%	1% 0	0%	0%		0.086	F	0.529	6200	F	2018
~		To From				Colley .	Ave			ightharpoons					
38th St	0.53	8300	F	99%	0%	1% 0	% 0%	0%	С	0.089	F	0.541	8800	F	2018
(22)		То				Llewelly	n Ave			<b>—</b>					
3564) 38th St	0.17	4100 From	F	99%	0%		1% 0%	0%	F	0.087	F	0.739	4300	F	2018
38th St	0.17	То			0 /0	US 460 Gr		0 /0			•	0.700	.500	•	_0.0
		From				US 460 GI				+					
R564 La Vallette Ave	0.48	1800	F	96%	1%		% 0%	0%	С	0.113	F	0.537	1900	F	2018
La Vallette Ave		To	):			Columbu	s Ave			$\neg$					
		From	1:												
S565) Colonial Ave	1.08	5900	F	99%	0%	Olney 1% 0	1% 0%	0%	F	0.093	F	0.544	6300	F	2018
8565 Colonial Ave	1.00	3900		33 /6	0 /6	170 0	1/6 0/6	0 76		0.033	'	0.544	0000	· ·	2010
		To From				27th									
Colonial Ave	1.07	2100	F	99%	0%	1% 0	% 0%	0%	F	0.109	F	0.702	2300	F	2018
<u>~</u>		То	<b>↓</b>			New Hamps				——					
Name Harman	0.04	From	<u> </u>	0501	101	Gasnold		001			_	0.007	100	_	001
New Hampshire Ave	0.24	110	<u>_F</u>	95%	1%		<u> </u>	0%	С	0.121	F	0.667	120	۲	2018
<u> </u>		То	<u> —</u>			Colonial	Ave			<u> </u>					
		From				Colley .						_	_		
8566) 41st St	0.05	800	F	99%	0%		% 0%	0%	F	0.107	F	0.619	850	F	2018
<i>'''</i>		To				Mayflow									
<u> </u>		From	<u> </u>	007:		Carolina					_	0.0/-		_	
Mayflower Ave	0.22	1200	F	99%	0%		0%	0%	С	0.107	F	0.619	1300	F	2018
$\overline{}$		To	<u> </u>			Delaware				$-\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$					
Dolowers Ave	0.55		<u></u>	000/	00/	Mayflow 19/ 0		00/			г	0.540	4E00	C	2010
8566 Delaware Ave	0.55	4200	G	99%	0%	1% 0	0%	0%	F	0.084	F	0.543	4500	G	2018
		To From	10			Llewelly	n Ave			$\Box$ —					
Delaware Ave	0.12	7000	F	99%	0%	1% 0	% 0%	0%	С	0.109	F	0.727	7400	F	2018
172)		To				US 460 Gr	anby St								
		From				Brambleto	on Ave								
Boush St	0.21	10000	F	99%	0%		1% 0%	0%	F	0.091	F	0.650	11000	F	2018
Boush St	J							0,0			•	0.000		•	_0.0
<u> </u>		From	<u>.</u>			Va Beach									
8567) Llewellyn Ave	0.30	7600	F	99%	0%	0% 0	0%	0%	F	0.101	F	0.574	8100	F	2018
122										—					
8567 Llewellyn Ave		To	e e			Princess A	nne Rd								
8567 Llewellyn Ave	0.50	8300 From	F	99%	0%	Princess A 0% 0	nne Rd 1% 0%	0%	F	0.103	F	0.503	8900	F	2018

					INO	HOIK IVIA	intenanc	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
8567 Llewellyn Ave	0.72	6300	F	99%	0%	0%	st Street 0%	0%	0%	F	0.094	F	0.505	6700	F	2018
8567 Llewellyn Ave	0.14	7100 From	F	99%	0%	0%	th Street 0% th Street	0%	0%	С	0.099	F	0.581	7600	F	2018
		From					38th St									
8567 Llewellyn Ave	0.20	11000	F	99%	0%	0%	0% aware Ave	0%	0%	F	0.094	F	0.545	12000	F	2018
(8567) Llewellyn Ave	0.28	7800 From	F	99%	0%	0%	0%	0%	0%	F	0.083	F		8300	F	2018
8567 Llewellyn Ave		То	:			US 46	0 Granby S	St								
		From				Co	lley Ave									
8568 Olney Rd	0.50	8700	F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.679	9300	F	2018
Olnov Pd	0.21	From		000/			Beach Blv			С	0.000		0.71	2000	F	2019
8568 Olney Rd	0.31	1800 To		98%	0%	1%	0% ticello Ave	0%	0%	U	0.099	F	0.71	2000	Г	2018
		From					585 Main S									
(8569) Granby St	0.36	4100	R			122-0.	Jos Main S	οι -			0.089	F	0.515	NA		05/18/2015
(8569) Granby St	0.00	То	Ė			US 58 B	rambleton	Ave				•	0.0.0			00/10/2010
		From					bleton Ave									
(8569) Granby St	1.27	7800	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.570	8300	F	2018
		То					hurch St									
Olavamant Ava	0.51	From	<u> </u>	000/	00/		eigh Ave	00/	00/		0.117	_		000	_	0010
(8572) Claremont Ave	0.51	930	F	99%	0%	0%	0% Hampton E	0%	0%	F	0.117	F		990	F	2018
8572 21st St	0.29	6200 From	F	99%	0%	0%	0%	0%	0%	С	0.091	F	0.570	6700	F	2018
8572 21st St	0.48	11000	F	99%	0%	0%	olley Ave	0%	0%	F	0.087	F	0.541	12000	F	2018
		To From				Lle	wellyn St									
8572 122 21st St	0.25	8400	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.515	9000	F	2018
		To	<u> </u>			Mon	ticello Ave									
O 5 11 11 51 1		From			121		a Beach B									2212
8573 Ballentine Blvd	0.50	12000	F	95%	1%	2%	2%	1%	0%	С	0.075	F	0.587	13000	F	2018
Dellantina Dhal	0.54	From	<u> </u>	050/			rincess Ann		00/	F		_	0.504	0000	F	0010
8573 Ballentine Blvd	0.54	9200 To	F	95%	1%	2%	2% t Terrace	1%	0%	Г	0.084	F	0.524	9900	Г	2018
		From					334 Tait Te	rr								
(8573) Ballentine Blvd	0.49	8200	F	95%	1%	2%	2%	1%	0%	F	0.085	F	0.525	8700	F	2018
		To	:		1	22-8613	Chesapeak	e Blvd								
		From	:				0 Granby S									
(8574) Willow Wood Dr	1.10	9700	F	98%	1%	1%	0%	0%	0%	С	0.097	F	0.595	10000	F	2018
		10					Tidewater									
Ot Davila Divid	0.01	From	<u> </u>	000/			37 Watersi		00/		0.100	_	0.570	11000	_	0010
8575 St Pauls Blvd	0.31	10000	F	98%	1%	1%	0%	0%	0%	F	0.129	F	0.578	11000	F	2018
<u> </u>	0.44	From	<u> </u>	000/	10/		60; Marke		00/				0.004	7000		0010
8575 Fenchurch St	0.41	6600	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.624	7000	F	2018
		From	<u> </u>				Brambleton					_			_	
8575 Church St	0.23	17000	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.543	18000	F	2018
		From					ginia Beacl									
8575 Church St	0.13	18000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.591	19000	F	2018
(8575) Church St	0.84	22000	F	97%	1%	1%	ess Anne R 1%	1%	0%	С	0.084	F	0.528	24000	F	2018
122/		To	1		SR 2	47 Lafave	ette Blvd; 2	6th Stree	t							
(8575) Church St	0.05	14000	F	97%	1%	1%	1%	1%	0%	F	0.082	F	0.538	15000	F	2018
122/		To				2	27th St									

						rtolk Ma	interiane	o moa								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
R575 Church St	0.21	11000	F	97%	1%	1%	27th St 1%	1%	0%	F	0.082	F	0.565	12000	F	2018
(8575) Church St	V	To				460 Granb						•			-	
		From:					ead End									
8576) Princess Anne Rd	0.62	1300	F	97%	1%	1%	0%	0%	0%	С	0.132	F	0.577	1300	F	2018
(8576) Princess Anne Rd	0.02			0.70	. , 0							•	0.07.7	.000	•	_0.0
Orinaaaa Arma Dd	0.00	From:		070/	10/		Hampton B		00/		0.075	_	0.510	FF00		0010
Princess Anne Rd	0.08	5200	F	97%	1%	1%	0%	0%	0%	F	0.075	F	0.519	5500	F	2018
<u> </u>		To: From:					lley Ave									
Princess Anne Rd	0.32	7800	F	97%	1%	1%	0%	0%	0%	F	0.084	F	0.651	8300	F	2018
		To:					onial Ave									
Orinaaaa Arma Dd	0.10	From:	_	070/	10/		Colonial .		00/	_	0.000	_	0.500	10000	_	0010
Princess Anne Rd	0.18	11000	F	97%	1%	1%	0%	0%	0%	F	0.082	F	0.569	12000	F	2018
		To: From:				Llew	ellyn Ave									
8576 Princess Anne Rd	0.28	9800	F	97%	1%	1%	0%	0%	0%	F	0.080	F	0.549	11000	F	2018
100		To				Mon	ticello Ave				$\neg$					
8576 Princess Anne Rd	0.49	8300 From:	F	97%	1%	1%	0%	0%	0%	С	0.086	F	0.565	8900	F	2018
Princess Anne Rd	<del>-</del>		-	- /-				- / -								
Dringson Arms Del	0.00	From:		070/	10/		nurch St	00/	00/		0.070		0.500	15000	г	0010
Princess Anne Rd	0.29	14000	F	97%	1%	1%	0%	0%	0%	F	0.079	F	0.502	15000	F	2018
_		10.					ewater Dr									
O 21 1 11 2		From:					ticello Ave				<u></u>	_			_	
Charlotte St	0.17	3100	F	97%	0%	1%	0%	0%	0%	F	0.115	F	0.719	3300	F	2018
		To: From:					Bus Wood	St								
Mood St	0.12		G	079/	00/		S US 460	00/	00/		0.097	_		010	G	2010
8580 Wood St	0.13	830	G	97%	0%	1%	0%	0%	0%	F	0.087	F		910	G	2018
<u> </u>		To: From:				Fen	church St									
S580 Charlotte St	0.32	1900	F	97%	0%	1%	0%	0%	0%	С	0.082	F	0.571	2100	F	2018
122)		To				Tide	ewater Dr									
		From:				Chesa	peake Blv	d								
8581 Fishermans Rd	0.44	4500	F	98%	1%	1%	0%	0%	0%	С	0.096	F	0.626	4800	F	2018
122		To:				Sti	ırgis Rd									
		From:					ermans Rd									
Sturgis Rd	0.11	620	F	97%	1%	2%	1%	0%	0%	С	0.136	F	0.511	660	F	2018
		To:				Bay	View Blvd									
Sturgis St	0.64	1200	F	98%	1%	1%	0%	0%	0%	С	0.098	F	0.603	1300	F	2018
122		To:				Ocean	View Ave	e								
		From:					337 Bouch									
8582) City Hall Ave	0.14	6400	G			in on	JO , DOUCH	Ji			NA			7000	G	2018
122	2													. 300		
Other Hall Acco	0.45	From:				Mon	ticello Ave				0.100		0.000	0.400		0010
8582 City Hall Ave	0.45	8800	F								0.109	F	0.662	9400	F	2018
Combin	ed Traffic:	36000	G								NA			39000	G	
		To:				Alt	US 460									
8582 City Hall Ave	0.18	25000	F								0.105	F	0.811	27000	F	2018
122/		To:		122-858	82-E001	B MARKE	T STREE	T CONN	UNDERP	A						
East		From:			122-	08582(B)/	TO RTE 2	64 WEST			1					
8582 Ramp	0.10	NA				- (-)'					NA			NA		
122	- · <del>-</del>	To:		A1US-	00460-P	(L)/IS-002	64-W(B)/I	FROM ST	PAULS 1	В				•		
Eact		From:									<u> </u>					
East Ramp	0.45	NA	L	122-8	JOZ IVIA	ARKET ST	KEEI CO	ININ UINL	EKPASS		NA			NA		
8582 1222 Ramp	0.40	To:			1,264 1	E EDOM C	TTV LIAT	ΙΔΥΕΝΠ	TIE					14/4		
		-			1-204-l	E FROM C		LAVEN	UĽ							
Mata 2:	0.0-	From:		0751	001		oush St	001	601			_	o == :	7000	_	00.
8585) Main St	0.25	7400	F	97%	0%	1%	1%	0%	0%	F	0.122	F	0.574	7900	F	2018
		To: From:					ank St									
8585) Bank St	0.16	2300	G	97%	0%	1%	1ain St 1%	0%	0%	F	0.129	F	0.82	2500	G	2018
8585 Daile Ot	0.10	<b>∠300</b> To:	<u> </u>	JI /0					U /0	'	0.129	'	0.02	2300	u	2010
-		10.				A1US 460	r City Ha	ıı Ave								

					INO	rtoik iviai	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	ı				1.0									
8586 Plume St	0.42	2700 To	F	97%	0%	1%	oush St 1% auls Blvd	0%	0%	F	0.12	F	0.522	2900	F	2018
		From	l													
8588 Corprew Ave	0.77	4400 To	F	97%	0%	1%	rk Ave 1% imac Ave	0%	0%	F	0.076	F	0.588	4700	F	2018
		From					37 State St									
Indian River Rd	0.23	920 To	F	94%	1%	4%		0%	0%	С	0.165	F	0.776	980	F	2018
8590 Indian River Rd	0.66	2000 From	F	97%	0%	1%		0%	0%	С	0.123	F	0.542	2200	F	2018
$\sim$		From					dey Ave									
8590 Indian River Rd	0.53	13000	_ <u>F</u> _	97%	0%	1%		0%	0%	F	0.106	F	0.510	14000	F	2018
<u> </u>		То				US 460	Wilson Rd									
Librardo Ot	0.57	From	Ļ_	000/	10/		37 Main S	10/	00/		0.005	_	0.515	F000	_	0010
Eiberty St	0.57	4800 To	F	93%	1%	1%		1%	0%	F	0.095	F	0.515	5200	F	2018
		From					Chesapeake				_					
Berkley Ave	0.11	12000	G	95%	1%	2%		2%	0%	С	0.088	F	0.552	13000	G	2018
8592 1222 Berkley Ave	0.21	13000	G	96%	0%	2%	1%	1%	0%	F	0.101	F	0.547	14000	G	2018
Daviday Ava Evt	0.00	From	<u> </u>	000/	00/		quier St	10/	00/		0.001		0.504	4000		0010
Berkley Ave Ext	0.80	3700	G	96%	0%	2%	1%	1%	0%	С	0.091	F	0.534	4000	G	2018
Porklay Ava Ext	0.45	From	<u> </u>	069/	00/		Wilson Rd	10/	00/	_	0.005	F	0.500	4000		2010
Berkley Ave Ext	0.45	3600	G	96%	0%	2%	1%	1%	0%	F	0.085	Г	0.538	4000	G	2018
	0.07	From	<u> </u>	050/	40/		ostella Rd	10/	00/				0.500	0500		0010
Berkley Ave Ext	0.27	3300 _{To}	F	95%	1%	2%	1% Chesapeake	1%	0%	С	0.094	F	0.569	3500	F	2018
		From			1CD 2			EVA	7							
Ramp	0.09	1500	G		1SR 3	137-P; 122-8	8592 BERKI	LEYA	/		0.228	F		1500	G	2018
8592 Ramp	0.00	To	Ĕ		I-464-	S FROM B	BERKLEY A	VENU	E		7	•		1000	u	2010
		From					ostella Rd									
Springfield Ave	0.52	180	F	96%	1%	2%		0%	0%	С	0.131	F	0.625	190	F	2018
Springfield Ave		To					amore St									
		From				Milit	ary Hwy									
Spring Meadow Blvd	0.55	830	F	98%	1%	1%		0%	0%	С	0.094	F	0.598	890	F	2018
322)		То				Hı	unt Rd									
		From					erty St									
8595 S Main St	0.27	1600	<u>_F</u>	96%	1%	2%		0%	0%	С	0.113	F	0.841	1700	F	2018
<u> </u>		To					River Rd									
		From	<u> </u>	000/	00/		eside Rd	<b>5</b> 0/	00/	_		_	0.570	4000	_	0040
8607 Village Ave/Sewells Po	oint <b>11:10</b> 1/	3900 To	F	89%	2%	2%		5%	0%	С	0.094	F	0.578	4200	F	2018
		From					ss Anne Rd									
8609) North Shore Rd	0.57	640	F	97%	1%	2%	curry Rd 1%	0%	0%	С	0.109	F	0.716	690	F	2018
North Shore Rd	0.57	040		31 /6	1 /0			0 /0	0 /0	U	0.109	'	0.710	090	ı	2010
North Chara Dd	0.70	From	ᄂ	000/	10/		pton Blvd	00/	00/				0.600	1400		0010
North Shore Rd	0.73	1300 _{To}	F	98%	1%	1%	0% iven St	0%	0%	С	0.099	F	0.669	1400	F	2018
		From					Shore Rd									
8609 Diven St	0.60	1400	F	97%	1%	1%		1%	0%	С	0.084	F	0.592	1500	F	2018
122/		To			I	nternationa	l Terminal B	lvd								
		From				SR 337 H	Iampton Blvo	1								
8610 Beechwood Ave	0.49	310	F	98%	1%	1%		0%	0%	F	0.101	F	0.528	330	F	2018
\(\(\omega\)		To				Beech	wood Ave									

Kinglesy Lane						No	rfolk Ma	intenance	e Area								
Kingleey Lane	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Kingisey Lane	City of Norfolk																
Newport Ave   1.16   2800   F   97%   1%   1%   1%   0%   0 %   0 0   1.07   F   0.532   3000   F   2018	(8611) Kinglsey Lane	0.25	4500	F	97%	1%	1%	1%	0%	0%	F	0.09	F	0.636	4800	F	2018
Labs Cross Rd			From					-									
Second   Color   Col	(8611) Newport Ave	1.16	2800	F	97%	1%	1%	1%	0%	0%	С	0.107	F	0.532	3000	F	2018
Maltby Ave   0.27   2800   F   93%   1%   15%   25%   3%   0%   C   0.099   F   0.512   3000   F   2018	122)		To				Little	Creek Rd									
Carry No.   Carr			From	:			Prince	ss Anne Rd									
Maltby Ave   0.15   3200   F   95%   1%   1%   1%   1%   0%   0%   C   0.098   F   0.518   3400   F   2018	Maltby Ave	0.27	2800	F	93%	1%			3%	0%	С	0.099	F	0.512	3000	F	2018
Malithy Ave   0.20   770   F   97%   1%   1%   0%   0%   0%   0%   C   0.103   F   0.652   820   F   2018	8613 Maltby Ave	0.15		F	95%	1%			1%	0%	С	0.098	F	0.518	3400	F	2018
Mailtby Ave		0.00			070/	40/			20/	00/			_	0.050	200	_	0010
Maltby Ave   0.12   60   F   95%   1/6   A%   0/%   0%   0%   0%   0   0.556   70   F   2018	(8613) Maltby Ave	0.20	770	<u>-</u> -	97%	1%			0%	0%	C	0.103	F	0.652	820	F	2018
Malitby Ave   0.12			From														
Chesapeake Blvd	Malthy Ave	0.12	60		95%	1%			N%	0%	С	0.130	F	0.556	70	F	2018
Tait Terrace	86 13 Waitby 7100	0.12	To	<u> </u>	0070	1 /0			0 70	0 70		-0.100	•	0.000	70	•	2010
Chesapeake Blvd 0.62 1100 G 96% 0% 2% 1% 1% 0% F 0.095 F 0.52 1200 G 2018    Statishner Ave			From														
Chesapeake Blvd   0.14   1300   C   96%   0%   2%   1%   1%   0%   F   0.08   F   0.542   1400   G   2018	R613) Chesapeake Blvd	0.62	1100	G	96%	0%			1%	0%	F	0.095	F	0.52	1200	G	2018
Chesapeake Blvd 0.14 1300 G 96% 0% 2% 1% 1% 0% F 0.08 F 0.542 1400 G 2018 Blade Blvd	122																
Norview Ave   0.51   14000   F   99%   0%   0%   0%   0%   0%   0%   0	Chananagka Plyd	0.14		<u> </u>	069/	00/			10/	00/				0.540	1400		2010
Saluemark Bivol	8613) Unesapeake Bivo	0.14	1300	G	90%	0%			170	U%	г	0.08	Г	0.542	1400	G	2018
Norview Ave   0.51   14000   F   99%   0%   0%   0%   0%   0%   0%   0			From	:													
Norview Ave   0.21   13000   F   99%   0%   0%   0%   0%   0%   0%   F   0.076   F   0.556   14000   F   2018	Norview Ave	0.51	14000	F	99%	0%			0%	0%	С	0.079	F	0.603	15000	F	2018
Norview Ave   0.21   13000   F   99%   0%   0%   0%   0%   0%   F   0.076   F   0.556   14000   F   2018	122	0.01			0070	0 / 0				070		0.070	•	0.000	10000	•	2010
Norfolk International Airport   Straight	<u> </u>		From	<u> </u>	2221								_				
State   Stat	(8613) Norview Ave	0.21	13000	<u> </u>	99%					0%	F	0.076	F	0.556	14000	F	2018
Bay View Blvd   0.61   7300   F   99%   0%   1%   0%   0%   0%   F   0.089   F   0.53   7800   F   2018			10	9		N	lorfolk Int	ernational A	irport								
Secondary   Superior			From														
Bay View Blvd   0.52   11000   F   99%   0%   1%   0%   0%   0%   0%   0%   0	8618 Bay View Blvd	0.61	7300	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.53	7800	F	2018
Bay View Blvd   0.52   11000   F   99%   0%   1%   0%   0%   0%   0%   C   0.088   F   0.626   12000   F   2018	122)		To				Tid	ewater Dr									
Cape View Ave	Bay View Blyd	0.52		F	99%	0%			0%	0%	С	0.088	F	0.626	12000	F	2018
Bay View Blvd	122	0.02				0 70				0,0			•	0.020	000	•	_0.0
Cape View Ave	O 5 1/1 51 1			<u> </u>	2221								_				
Cape View Ave	(8618) Bay View Blvd	1.10	5900	F_	99%	0%			0%	0%	F	0.089	F	0.58	6300	F	2018
Cape View Ave   0.41   4100   F   98%   0%   1%   0%   0%   0%   0%   0%   0	9		To														
Shepard Ave	Cono View Ave	0.41		<u> </u>	000/	Λ0/			00/	00/		0.000	_	0.616	4200	_	2010
Second National Process   Second National	8618 Cape view Ave	0.41			90%	0%				0%	C	0.098	Г	0.010	4300	Г	2018
Beach View St   0.71   890			10	1													
Shepard Ave   0.54   1100   F   97%   0%   1%   1%   0%   0%   0%   C   0.094   F   0.590   1200   F   2018																	
Shepard Ave   0.54   1100   F   97%   0%   1%   1%   0%   0%   0%   C   0.094   F   0.590   1200   F   2018	8619 Beach View St	0.71	890	F	97%	1%			0%	0%	С	0.112	F	0.620	940	F	2018
Shepard Ave 0.54 1100 F 97% 0% 1% 1% 0% 0% C 0.094 F 0.590 1200 F 2018    Chesapeake Blvd   1200 F 97% 1% 2% 0% 0% 0% C 0.094 F 0.702 1200 F 2018			То				Ocea	an View St									
Shepard Ave   0.49   1200   F   97%   1%   2%   0%   0%   0%   0%   C   0.094   F   0.702   1200   F   2018			From				Tid	ewater Dr									
Shepard Ave   0.49   1200   F   97%   1%   2%   0%   0%   0%   C   0.094   F   0.702   1200   F   2018	8620 Shepard Ave	0.54	1100	F	97%	0%	1%	1%	0%	0%	С	0.094	F	0.590	1200	F	2018
Shepard Ave   0.49   1200   F   97%   1%   2%   0%   0%   0%   C   0.094   F   0.702   1200   F   2018	122		To				Chec	maaka Blyd									
Cape View Ave   Cape View Av	Shenard Ave	0.49	1200 From	F	97%	1%				0%	C	0.094	F	0.702	1200	F	2018
Sheppard Ave   Shep	122	0.10	То	Ė	5,70	. 70			J /J	3 / 3		3.004	•	J., JL	50	•	_0.0
Cape View Ave   0.19   280   F   99%   1%   1%   0%   0%   0%   C   0.123   F   0.73   300   F   2018			From														
Cape View Ave   0.04   280   N   99%   1%   1%   0%   0%   0%   N   0.123   F   0.73   300   N   2018	(8620) Cape View Ave	0.19	280	F	99%	1%			0%	0%	С	0.123	F	0.73	300	F	2018
Cape View Ave 0.04 280 N 99% 1% 1% 0% 0% 0% N 0.123 F 0.73 300 N 2018    Cape View Ave	122		т_									<u> </u>					
Cape View Ave   0.46   600   F   98%   0%   1%   0%   0%   0%   0%   F   0.108   F   0.628   640   F   2018	Cono View Ave	0.04			000/	10/			00/	00/	N.I	0.100		0.70	200	NI	2010
Sunset Drive   Suns	8620) Cape view Ave	0.04	<b>∠</b> 80	- N	99%	1%			υ%	U%	IN	0.123	г	0.73	300	IN	2018
Cape View Ave 0.46 600 F 98% 0% 1% 0% 0% 0% F 0.108 F 0.628 640 F 2018    Sheppard Ave   Sheppar			From	-													
Bay View Blvd     Bay View B	Cane View Ave	0.46		<u> </u>	080/	Nº/			Nº/:	<b>∩</b> º/	F	 0 100	F	0.629	640	F	2010
Sheypard Ave   Shey	8620 Cape View Ave	0.40			3070	U 7/0			U /o	0 70	Г	0.108	Г	0.020	040	ı.	2010
8621 Old Ocean View Rd 0.64 <b>2400 F</b> 98% 1% 1% 0% 0% 0% C 0.114 F 0.625 2600 F 2018  Sheppard Ave  9621 Old Ocean View Rd 0.73 <b>2300 F</b> 98% 1% 1% 0% 0% 0% C 0.109 F 0.62 2500 F 2018																	
Sheppard Ave   Shep	O 0110 = :			<u> </u>								<u>ب</u>	_			_	
Sheppard Ave   Sheppard Ave   Sheppard Sheppard Sheppard Ave   Sheppard S	(8621) Old Ocean View Rd	0.64	2400	F	98%	1%	1%	0%	0%	0%	С	0.114	F	0.625	2600	F	2018
8621) Old Ocean View Rd 0.73 <b>2300 F</b> 98% 1% 1% 0% 0% 0% C 0.109 F 0.62 2500 F 2018	$\overline{}$		To				She	ppard Ave				$\neg$ —					
\ 199 /	8621) Old Ocean View Rd	0.73		F	98%	1%			0%	0%	С	0.109	F	0.62	2500	F	2018
	122	-	To			-			-	-	•						=

					INO	noik iviaintei	nance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
O 0110 V' D1	0.70	From	<u> </u>	070/	40/	Bay View		201			_	0.040	700	_	0010
Old Ocean View Rd	0.76	730	F	97%	1%	1% 0		0%	С	0.104	F	0.619	780	F	2018
		10	1			Tidewate									
O D A	0.00	From	<u> </u>	000/	00/	US 460 Gra		00/			_		4000	_	0040
8623 Bay Ave	0.33	1700	F	99%	0%	1% 0	% 0%	0%	С	0.177	F		1900	F	2018
		From				I-64									
8623 Bay Ave	0.30	13000	F	98%	1%	0% 0	% 0%	0%	С	0.11	F	0.799	14000	F	2018
		To From				First View									
First View St	0.36	8200	F	98%	1%	8ay Av		0%	F	0.109	F	0.74	8700	F	2018
B623 First View St	0.00	0200		0070	1 /0			070	•		•	0.7 1	0,00	•	
C [: ]	0.47	From	<u> </u>	000/	40/	Beardon		00/				0.004	0000		0046
First View St	0.47	5600	F	98%	1%	0% 09	% 0%	0%	F	0.11	F	0.934	6000	F	2018
		From				Cherry				$\Box$					
First View St	0.44	6200	F_	98%	1%	0% 0	% 0%	0%	F	0.101	F	0.743	6600	F	2018
		To	:			US 60 Ocean	View Ave								
		From				First View	w St								
Maple Ave	0.35	730	F	97%	1%	2% 0	% 0%	0%	С	0.154	F	0.532	770	F	2018
<i></i>		То				Dead E	nd								
		From				Granby	St								
8625 Suburban Pkwy	0.87	1500	F	97%	1%	1% 0	% 0%	0%	С	0.131	F	0.548	1600	F	2018
122		To				Thole S	St								
		From	:			Granby	St								
Thole St	0.39	9600	F	98%	1%	1% 0		0%	F	0.086	F	0.536	10000	F	2018
122)		To				Dorkdolo	De								
R626) Thole St	0.72	9500 From	F	98%	1%	Parkdale 1% 0°		0%	С	0.094	F	0.549	10000	F	2018
8626 Thole St	0.72	To	Ė	0070	170	SR 168 Tidev		070	<u> </u>		•	0.010	10000	•	
		From				Little Cree									
Meadow Creek Rd	0.49	2200	F	96%	1%	3% 0°		0%	С	0.091	F	0.555	2400	F	2018
Meadow Creek Rd	00	To	Ė	0070	. , ,	Dead E		0,0			•	0.000		•	_0.,
		From	1												
8630) Heutte Dr	1.20	2800	F	99%	0%	Azalea Gard		0%	С	0.109	F	0.546	3000	F	2018
Heutte Dr	1.20	<b>2000</b> To	Ė	33 76	0 70	Shore I		0 70		0.103	•	0.540	3000	•	2010
		From													
3631) Johnstons Rd	0.21	5700	F	98%	1%	122-3 Sewells I 1% 0°		0%	С	0.088	F	0.529	6100	F	2018
Johnstons Rd	0.21	3700		90 /o	1 /0	1/6 U	/6 0 /6	0 /6	U	0.000	'	0.529	0100	'	2010
		From				Chesapeak									
8631 Johnstons Rd	0.58	11000	F	98%	1%	1% 09	% 0%	0%	F	0.099	F	0.581	12000	F	2018
<u> </u>		To From				Military I	Hwy			$\Box$					
Johnstons Rd	0.93	7400	F	98%	1%	1% 0°		0%	С	0.093	F	0.542	7900	F	2018
122/		To	-			Little Cree									
8631) Halprin Dr	1.05	3600 From	F	98%	1%	1% 0°		0%	F	0.124	F	0.733	3800	F	2018
8631) Haiprin Dr				/ 0	. , 0				•		•	230	3000	•	_5.0
Eth Day Ct	0.16	From	<u> </u>	000/	10/	Dead E		00/		0.100		0.500	270		2010
8631 5th Bay St	0.16	340 To	F	98%	1%	1% 0°		0%	F	0.100	F	0.583	370	F	2018
						Pleasant									
Namiau A	0.00	From	<u> </u>	000/	00/	Tidewate		00/			_	0.004	0000	_	001
Norview Ave	0.29	5800	F	98%	0%	1% 09	% 0%	0%	F	0.102	F	0.661	6200	F	2018
<u>~</u>		To From				Sedgefiel									
$\widehat{}$		5300	F	98%	0%	1% 0	% 0%	0%	С	0.105	F	0.648	5600	F	2018
Norview Ave	0.79	0000	-			Chesapeak	e Blvd								
Norview Ave	0.79	То				Chesapean									
Norview Ave	0.79		1			Heutte									
(122)	0.79	То	F	98%	0%		Dr	0%	С	0.105	F	0.907	690	F	2018
(122)		From 650	F	98%	0%	Heutte	Dr % 0%	0%	С	0.105	F	0.907	690	F	2018
8633) Walters Dr	0.20	From  From  From  From  From  From				Heutte 1% 0°	Dr % 0%			$\supset$					
(122)		From 650	F F	98%	0%	Heutte	Dr % 0%	0%	C	0.105	F	0.907 0.705	690 1100	F	2018

					INOI	HOIK Maili	enance Area								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk										. doto.		. 40101			
<u> </u>	0.40	From	<u> </u>	000/	40/	Militar		00/			_	0.570	700	_	0010
Meadow Lake Dr	0.43	690	F	98%	1%		0% 0%	0%	С	0.096	F	0.578	730	F	2018
		From	]			Aldo									
8636) Robin Hood Rd	0.99	5300		96%	1%	Chesape:	ake Blvd 0% 1%	0%	F	 0.1	F	0.511	5700	F	2018
(8636) Robin Hood Rd	0.55	To		90 /6	1 /0	Sewells 1		0 /6	-	<b>—</b> 1.1	'	0.511	3700	ı	2010
		From	c			Sewells									
8636 Robin Hood Rd	0.36	4100	F	96%	1%	2%	0% 1%	0%	F	0.102	F	0.643	4400	F	2018
122)		То	-			Azalea G	arden Rd			$\neg$ —					
Robin Hood Rd	0.40	6800	F	96%	1%	2%	0% 1%	0%	С	0.099	F	0.609	7200	F	2018
122/		To	_			Ellsme	re Ave								
Robin Hood Rd	0.33	8500 From	F	96%	1%	2%	0% 1%	0%	F	0.095	F	0.731	9100	F	2018
8636) RODIN HOOD RD		То					Military Hwy								
		From	c		1	122-8639 Kir	nball Terrace								
8637 Ballentine Blvd	0.23	3900	F	97%	1%	2%	0% 0%	0%	С	0.119	F	0.609	4200	F	2018
122		To	c		I-264	; SR 405 Bal	lentine Blvd; Ga	р							
<u> </u>		From	L	022:			Beach Blvd; Gap				_	0.0/=		_	
8637 Merrimac Ave	0.36	1300	F	98%	1%	1%	0% 0%	0%	С	0.098	F	0.617	1300	F	2018
		То	1				ess Anne Rd								
( Washing D	0.00	From	<u> </u>	0001	401	Northamp		001			_	0.000	00000	_	0015
Wesleyan Dr	0.36	<b>22000</b>	F	96%	1%	2%	0% 1%	0%	F	0.104	F	0.698	23000	F	2018
		10				WCL Virg									
(Virale all Tarrass	0.00	From	<u> </u>	000/	10/	Bramble		00/		0.110	_	0.500	4400	_	0010
Kimball Terrace	0.99	3800 To	F	96%	1%	2%	1% 1%	0%	F	0.110	F	0.596	4100	F	2018
		From	·			Ballenti Chic									
8639 Westminister Ave	0.50	2400	F	67%	2%		23% 3%	0%	С	0.082	F	0.537	2500	F	2018
122/		To				Staplet	on Ave								
O Washinistan Assa	0.00	From	<u> </u>	000/	F0/	Dead		00/			_	0.0	400	_	0040
Westminister Ave	0.33	120	F	86%	5%	7%	0% 1%	0%	С	0.158	F	0.6	120	F	2018
		From	c			Inglesid Westmin									
8639 Ingleside Rd	1.00	3200	F	97%	1%	1%	0% 0%	0%	С	0.089	F	0.583	3400	F	2018
(8639) Ingleside Rd		To				Vo Dag	ala Divid								
8639 Ingleside Rd	0.65	15000	F	96%	1%	Va Bea	1% 1%	0%	F	0.084	F	0.512	16000	F	2018
100 Ingleside Rd	0.00			0070	1 70			0 70			•	0.012	10000	•	2010
Inglosido Pd	0.46	16000	F	96%	1%	Princess 2%	Anne Rd 1% 1%	0%	С	0.081	F	0.552	17000	F	2018
8639 Ingleside Rd	0.40	10000		90 /6	1 /0	2/0	1/0 1/0	0 /6		0.001	'	0.552	17000	'	2010
O 0	0	From		0.000	4-1	Tait T		001				0.500	47000	-	001-
8639 Cromwell Rd	0.58	15000	F	96%	1%	2%	1% 1%	0%	F	0.080	F	0.539	17000	F	2018
		From				Chesape									
8639 Cromwell Rd	0.85	12000	F	96%	1%		1% 1%	0%	F	0.08	F	0.518	13000	F	2018
<u> </u>		То				Tidewa									
		From				Va Bea	ch Blvd				_			_	
Azalea Garden Rd	0.79	11000	F							0.094	F	0.55	12000	F	2018
<u> </u>		To From				Princess	Anne Rd			$\Box$					
8641 Azalea Garden Rd	0.31	16000	F							0.094	F	0.523	17000	F	2018
····						Sewells	s Pt Rd			$\neg$					
8641 Azalea Garden Rd	0.64	7900	F	96%	1%		1% 1%	0%	F	0.104	F	0.544	8400	F	2018
122/		To	4			Robin H				<b>—</b> —					
Azalea Garden Rd	0.39	7200 From	F			KOOM I	u			0.095	F	0.598	7700	F	2018
Azalea Garden Rd	0.50					F1 :					•	2.000	50	•	_5.0
Azalea Garden Rd	0.42	7600	F			Elmhur	st Ave			0.090	F	0.601	8100	F	2018
Azalea Garden Rd	0.42	7600 To				Militar	v Hwv			0.090	1	0.001	0100	ı	2010
			1				y 11w y								
		TS.				****	1 101 1								
8642) Raby Rd	0.25	12000		94%	2%	US 58 Va I	Beach Blvd 1% 1%	0%	С	0.082	F	0.589	13000	F	2018

							intenane									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk			1													
8642) Sabre Rd/Lowery Rd	0.45	9200	<u>F</u>	94%	2%	3%	aby Rd 1%	1%	0%	F	0.084	F	0.566	9900	F	2018
B642 Lowery Rd	0.43	8500 From	F	94%	2%	US 13	Military Hy 1%	ху 1%	0%	F	0.088	F	0.552	9100	F	2018
		To	c			SR 165	Kempsville	Rd								
Poplar Hall Dr	0.56	2100	F	98%	1%	Sand 1%	piper Lane 0%	0%	0%	F	0.086	F	0.6	2200	F	2018
9644 Poplar Hall Dr	0.59	14000	F	98%	1%	1%	Military Hv 0%	wy 0%	0%	С	0.093	F	0.588	15000	F	2018
8644 1222 Glenrock Rd	0.40	From <b>5200</b>	F	98%	1%		nrock Rd ar Hall Dr 0%	0%	0%	F	0.105	F	0.507	5500	F	2018
1997		To	:			US 58 V	a Beach B	lvd								
8646 122 S Military Hwy	0.19	2100	F	85%	5%	Cı 5%	irlew Dr 3%	2%	0%	С	0.083	F	0.540	2200	F	2018
		To					llger Dr				_					
Sellger Dr	0.59	<b>3400</b>	F	99%	0%	1%	0%	0%	0%	С	0.099	F	0.584	3600	F	2018
O		From	<u> </u>				llger Dr									
Kidd Blvd	0.24	2500 _{то}	F	99%	0%	1%	0%	0%	0%	F	0.102	F	0.547	2700	F	2018
		From	:				ırlew Dr									
Newtown Rd	0.57	4500		98%	0%	Susq 1%	uehanna Di 0%	0%	0%	F	0.086	F	0.577	4800	F	2018
Newtown Rd		To	Ė	0070			incess Anr		<u> </u>							
		From	L			US 58 V	a Beach B	lvd				_				
Newtown Rd	0.16	39000 _{To}	<u> </u>	98%	0%	1%	0%	0%	0%	F	0.08	F	0.528	42000	F	2018
_		From	<u>.</u>				Va Beach				<del> </del>					
8754) Herbert St	0.42	490		97%	1%	Robi	n Hood Rd 0%	0%	0%	С	0.123	F	0.567	530	F	2018
Herbert St	0.12	To	•	01 70	1 70		ermere Ave		070			•	0.007	000	•	2010
O		From	:				erbert St								_	
Windermere Ave	0.23	360 To	F	96%	2%	2%	0%	0%	0%	С	0.102	F	0.537	380	F	2018
		From	1				ells Pt Rd									
Raleigh Ave	0.15	2200		94%	1%	1%	ıl-de-Sac 1%	3%	0%	С	0.102	F	0.611	2400	F	2018
Raleigh Ave	0.10	To	:	0470	1 /0		remont St	070	0 70		7	•	0.011	2400	•	2010
		From	:				view Ave									
8765) Sedgefield Dr	0.54	980	F	99%	0%	1%	0%	0%	0%	С	0.112	F	0.535	1000	F	2018
122/		To	c			Phi	lpotts Rd									
		From					h Bay St		<b>-</b>	_		_			_	
8766 Pleasant Ave	1.18	750	F	96%	1%	1%	1%	0%	0%	С	0.11	F	0.528	800	F	2018
		From					hore Dr Shore Av	e			-					
8766 Pleasant Ave	0.49	1800	F	96%	1%	2%	0%	0%	0%	С	0.09	F	0.790	1900	F	2018
		To				30th	Bay Street									
<u> </u>		From					sailles Ave					_			_	
Norway Place	0.76	1200	F	98%	1%	1%	0%	0%	0%	С	0.136	F	0.567	1300	F	2018
		To	<u> </u>				w Wood D									
8768 Dominion Ave	1.49	1300 To	F	98%	1%	1%	0% Creek R 0% alters Dr	0%	0%	С	0.098	F	0.575	1400	F	2018
		From					ore Place									
8770 Alsace Ave	0.16	1000	F	92%	4%	2%	1%	0%	0%	С	0.165	F	0.566	1100	F	2018
122/		To	:			Tid	ewater Dr	_								
<u> </u>		From	:				6Th St									
Eindenwood Ave	0.52	3900	F	97%	1%	1%	0%	0%	0%	С	0.083	F	0.536	4200	F	2018
		To					ewater Dr									

					INO	noik Maintenance Area	Į.							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk														
Muskagaa Ava	0.29	1600	<u> </u>   F	98%	1%	Tappahannock Dr 1% 0% 0%	0%	С	0.096	F	0.650	1700	F	2018
Muskogee Ave	0.29	1000		90%	1 70	176 076 076	0%	C	0.096	Г	0.652	1700	Г	2010
O Dielle ette Del	0.00	Fron		050/	40/	Tidewater Dr	00/				0.550	0000	_	0040
Philpotts Rd	0.80	2100 _{то}	F	95%	1%	3% 0% 0% Sewells Point Rd	0%	С	0.097	F	0.556	2200	F	2018
		Fron												
R784 Curlew Dr	1.61		<u></u>	95%	1%	Huntsman Rd 2% 1% 1%	00/	С		F	0.544	2000	F	2018
Curlew Dr	1.61	2700 _{то}		95%	1 70		0%	U	0.1	Г	0.544	2900	Г	2010
		Fron				Newtown Rd								
9791) 35th St	0.00		`L	98%	1%	Hampton Blvd	0%	F	0.123	F	0.65	1200	F	2018
3791 35th St	0.22	1100		90%	1 70	1% 0% 0%	0%	F	0.123	Г	0.65	1200	F	2010
<u> </u>		Fron	1:			Killam Ave			<u> </u>				_	
3791 35th St	0.18	1400	F	98%	1%	1% 0% 0%	0%	F	0.109	F	0.614	1500	F	2018
		T/ Fron	2			Colley Ave								
35th St	0.47	3000	F	98%	1%	1% 0% 0%	0%	С	0.086	F	0.567	3200	F	2018
122/		Te				Debree Ave								
35th St	0.08	3200 From	F	98%	1%	1% 0% 0%	0%	F	0.089	F	0.529	3400	F	2018
122	00			/ •	- / -			-		-			-	
25th Ct	0.16	Fron		000/	10/	Llewellyn Ave	00/		0.00	_	0.575	2100	_	2010
8791) 35th St	0.16	2900 _{To}	F	98%	1%	1% 0% 0%	0%	F	0.09	F	0.575	3100	F	2018
						Granby St								
	0.00	Fron	" <u> </u>	000/	40/	Olney Rd W	00/			_	0.000	400	_	0046
Mowbray Arch	0.66	400 Ta	F	98%	1%	1% 0% 0%	0%	F	0.116	F	0.696	420	F	2018
			1			Olney Rd E								
<u> </u>		Fron	1:			Ballentine Blvd				_			_	
Tait Terrace	0.09	2700	F	97%	1%	1% 1% 0%	0%	С	0.096	F	0.504	2800	F	2018
		Te	):			Ingleside Rd								
$\sim$		Fron				21St Street								
Ocean View Ave	0.44	430	F_	95%	2%	3% 0% 0%	0%	С	0.110	F	0.74	460	F	2018
		Te	n.			28Th Street								
$\widehat{}$		Fron				Tidewater Dr								
8837 Rugby St	0.33	820	F_	98%	1%	1% 0% 0%	0%	С	0.107	F	0.564	880	F	2018
		Te	):			Maltby Ave								
_		Fron	1:			122-8644 Glenrock Rd								
Poplar Hall Dr	0.41	8800	F	99%	0%	1% 0% 0%	0%	С	0.091	F	0.550	9400	F	2018
<i></i>		Te	):			US 58 Va Beach Blvd								
		Fron	1:			A1SR 337 Waterside Dr								
Atlantic St	0.07	2400	F	96%	0%	2% 1% 1%	0%	F	0.115	F	0.616	2600	F	2018
<i></i>		Te	):			122-8585 Main Street								
		Fron	1:			Bayville St								
9001 Ramp	0.03	660	G						0.122	F		660	G	2018
122/		Te	):			I-64 East								
		Fron	1:			New Gate Rd								
9002 Ramp	0.13	1300	G						0.152	F		1300	G	2018
122		Te	):			I-64 East								
<u></u>		Fron	n-		-	South Main St								
99017)Ramp	0.10	1700	F	93%	1%	1% 2% 4%	0%	F	0.173	F		1800	F	2018
122		Te	n.			I-464 South								
<u> </u>		Fron	1:			Robin Hood Rd			1					
9026 122 122	0.06	NA							NA			NA		
122		Te	):			SR 165 Ramp						-		
Sity of Dortsmout!			-			•			•					
City of Portsmouth		Fron	1:			Mt Vernon Ave			1					
1 Bayview Blvd	0.21	390	G	99%	0%	1% 0% 0%	0%	С	0.104	F	0.643	430	G	2018
124		Te	):			Chautauqua Ave								
		Fron	1:			124-8525 River Shore Rd								
G516) Cedar Lane	0.42	820	G			12 / 0020 KIVEL SHOLE KU			0.152	F	0.636	890	G	2018
B516 Cedar Lane	· <b>-</b>	Te				Dead End				-			-	_3.0
			1			Dodd Liid			ı					

						noik Maintenand	C AIC	•							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	•		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth			1												
8520) Towne Point Rd	0.71	9900	G	99%	0%	ECL Suffolk	0%	0%	F	0.094	F	0.566	11000	G	2018
(8520) Towne Point Rd		To	-			Twin Pines Rd									
8520 Towne Point Rd	0.13	23000	G	99%	0%	0% 0%	0%	0%	F	0.082	F	0.519	25000	G	2018
	0.04	From		000/	00/	SR 164 Western F		00/	0			0.504	00000		0040
Towne Point Rd	0.31	20000 Te	G	99%	0%	0% 0%  NCL Chesapeak	0%	0%	С	0.085	F	0.521	22000	G	2018
		From	:			Elm Ave									
8522 Portsmouth Blvd	0.34	5500	G	99%	0%	1% 0%	0%	0%	F	0.146	F	0.759	6000	G	2018
Double would be Divid	0.55	From		000/	00/	Effingham St	00/	00/		0 140	_	0.000	4000		0010
Portsmouth Blvd	0.55	4000 To	G	99%	0%	1% 0% Portcenter Pkwy	0%	0%	С	0.142	F	0.808	4300	G	2018
_		From	:			Town Point Rd				1					
8523 Twin Pines Rd	0.90	9100	G	98%	1%	1% 0%	0%	0%	С	0.091	F	0.567	9900	G	2018
174		To From				Swannanoa Dr									
8523 Twin Pines Rd	0.51	3500	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.561	3800	G	2018
<u> </u>	0.10	From		000/	10/	Twin Pines Rd	00/	00/	N.			0.501	0000	NI.	0010
Twin Pines Rd	0.12	3500	N	98%	1%	1% 0%	0%	0%	N	0.096	F	0.561	3800	N	2018
8523) Hedgerow Ln	0.28	1300	G	98%	1%	Hedgerow Cir 1% 0%	0%	0%	F	0.129	F	0.554	1400	G	2018
Hedgerow Ln	0.20	To		30 /6	1 /0	River Shore Rd	0 /6	0 70	-	0.123	'	0.554	1400	ч	2010
		From	:			ECL Chesapeak	)								
8524 Churchland Blvd	0.09	13000	G	99%	1%	0% 0%	0%	0%	F	0.097	F	0.557	14000	G	2018
124/		To				West Norfolk Re									
8524) W Norfolk Rd	0.11	3200	G	99%	1%	Churchland Blvd	0%	0%	F	0.089	F	0.536	3500	G	2018
W Norfolk Rd	••••	To				Tyre Neck Rd									
8524 W Norfolk Rd	1.05	5300 From	G	99%	1%	0% 0%	0%	0%	С	0.094	F	0.594	5700	G	2018
124/		To	-			Cedar Lane									
8524 W Norfolk Rd	1.47	3800 From	G	99%	1%	0% 0%	0%	0%	F	0.129	F	0.754	4100	G	2018
		To From				SR 164 Western F	wy								
8524 W Norfolk Rd	0.46	250	G	99%	1%	0% 0%	0%	0%	F	0.136	F	0.672	270	G	2018
<u> </u>		To				Broadway St									
8525) Sterling Point Rd	0.38	1400	G	98%	1%	Feudist Drive	0%	0%	F	0.101	F	0.534	1500	G	2018
Sterling Point Rd	0.50	1400		30 /6	1 /0		0 /6	0 76		0.101	'	0.554	1300	ч	2010
8525) Cedar Lane	1.18	10000	G	98%	1%	High St 1% 0%	0%	0%	С	0.088	F	0.528	11000	G	2018
8525 Cedar Lane	1.10	To	Ť	0070	1 70	West Norfolk Re		070				0.020	11000	Ğ	2010
		From		2221		W Norfolk Rd					_		.=		
8525 Cedar Ln	0.23	14000	G	98%	1%	1% 0%	0%	0%	F	0.126	F	0.694	15000	G	2018
8525) Cedar Ln	0.47	8700	G	98%	1%	SR 164 Western Fre 1% 0%	eway 0%	0%	F	0.103	F	0.518	9500	G	2018
(8525) Cedar Ln	0.47	7 OO To		30 /6	1 /0	River Shore Rd	0 /6	0 /6	-	0.103	'	0.516	9300	G	2010
$\widehat{}$		From	i:			Cedar Lane									
8525 River Shore Rd	0.11	7600	G	98%	1%	1% 0%	0%	0%	F	0.091	F	0.585	8300	G	2018
		From		2221		Oakhurst Rd									
8525 River Shore Rd	0.85	3400 _{то}	G	98%	1%	1% 0% Hedgerow Lane	0%	0%	F	0.084	F	0.543	3700	G	2018
		From	:							<u> </u>					
8526) Chautauqua Ave	0.58	940	G	97%	0%	Cul-d-Sac 1% 1%	1%	0%	F	0.099	F	0.688	1000	G	2018
(8526) Chautauqua Ave		To				Cleveland St									
8526 Chautauqua Ave	0.12	1600	G	97%	0%	1% 1%	1%	0%	С	0.087	F	0.58	1700	G	2018
(8526) Chautauqua Ave		To	_			Detroit St								-	
8526 Chautauqua Ave	0.14	1100	G	97%	0%	1% 1%	1%	0%	F	0.095	F	0.5	1200	G	2018
\1247		- <del>-</del>			-	Wesley St	-	-				•			

					No	rtolk Maii	ntenance <i>P</i>	rea								
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				***	1 0									
8526) Chaltauqua Ave	0.26	890	G	97%	0%	1%	sley St 1% 1	%	0%	F	0.078	F	0.684	970	G	2018
(8526) Chaltauqua Ave		To	·				iew Blvd									
		From	:			West N	Vorfolk Rd									
8528 Churchland Blvd	0.13	9900	G	98%	0%	1%	0% 0	%	0%	F	0.097	F	0.502	11000	G	2018
<u> </u>		To From				Tyre	Neck Rd									
8528 Churchland Blvd	0.27	9300 _{To}	G	98%	0%	1%		%	0%	С	0.099	F	0.501	10000	G	2018
		From					St US 17									
(8532) Tyre Neck Rd	0.24	9600	L	99%	0%	0%	hesapeake 0% 0	%	0%	F	0.097	F	0.608	10000	G	2018
1yre Neck Rd	0.2	To		00,0	0 / 0			,,,	0 70	•		•	0.000	.0000	<u> </u>	
(8532) Tyre Neck Rd	0.18	4900 From	G	99%	0%	0%	igh St 0% 0	%	0%	С	0.094	F	0.522	5300	G	2018
1yre Neck Rd		To					nland Blvd									
8532) Tyre Neck Rd	0.09	3100 From	G	99%	0%	0%		%	0%	F	0.104	F	0.506	3400	G	2018
(8532) Tyre Neck Rd		То	:				orfolk Rd									
		From				Ced	ar Lane									
(8534) Hatton Pt Rd	0.56	2500	G	99%	0%	0%	0% 0	%	0%	F	0.1	F	0.628	2700	G	2018
		То	1				off St									
Wastern Branch Blad	0.50	4600	<u> </u>	97%	1%	1%	igh St	%	0%	F	0.094	F	0.578	5000	G	2010
Western Branch Blvd	0.58	4600	G	3170	170			/0	U 70		0.094	Г	0.378	5000	G	2018
Hartford St	1.00	2800	<u> </u>	97%	1%	1%	igh St 0% 0	0/_	0%	С	0.093	F	0.529	2100	G	2018
(8536) Hartford St	1.00	2800 To	G	JI 70	I 7/0		ernon Ave	%	U /0	U	0.093	Г	U.32 <del>8</del>	3100	G	2010
		From	· · · · · ·				ory Blvd				<u> </u>					
(8537) Elmhurst Ln	1.41	3600	G	97%	1%	1%		%	0%	F	0.085	F	0.547	3900	G	2018
124/		То	-				ood Ave									
(8537) Elmhurst Ln	0.18	3500 From	G	97%	1%	1%		%	0%	F	0.094	F	0.658	3800	G	2018
124		То				Airli	ne Blvd									
8537 Elmhurst Ln	0.71	6900 From	G	97%	1%	1%		%	0%	С	0.095	F	0.506	7500	G	2018
124/		To From	-			Cher	okee Rd				$\neg$ —					
8537 Elmhurst Ln	0.31	6700	G	97%	1%	1%		%	0%	F	0.097	F	0.561	7300	G	2018
(124)		To From				Portsm	outh Blvd									
8537 Elmhurst Ln	0.89	5300	G	97%	1%	1%		%	0%	F	0.096	F	0.52	5700	G	2018
124		То	:				ore Dr									
OI : 5:	c ==	From		0=-:			s Ferry Rd	0.1	061	_		-	0 =	105-		66:-
8538 Cherokee Rd	0.67	3800 _{To}	G	97%	1%	1%		%	0%	F	0.095	F	0.508	4200	G	2018
		From					Park Ave									
(8539) County St	0.40	1500	G	97%	0%	1%	tution Ave 2% 0	%	0%	F	0.091	F	0.616	1600	G	2018
(8539) County St		т		0.70				. •	3,3	•				. 500		
(8539) County St	0.31	2200 From	G	97%	0%	1%	sula Ave 2% 0	%	0%	С	0.091	F	0.564	2400	G	2018
(8539) County St				/-	- , ,									00		
(8539) County St	0.33	4200	G	94%	4%	2%	n Ave 0% 0	%	0%	F	0.101	F	0.882	4600	G	2018
(8539) County St				/ •	.,•			-		-						
(8539) County St	0.34	2500 From	G	94%	4%	2%	gham St 0% 0	%	0%	С	0.114	F	0.716	2700	G	2018
(8539) County St							ourt St									
(8539) County St	0.16	2300 From	G	94%	4%	2%		%	0%	F	0.099	F	0.744	2500	G	2018
(8539) County St		То					vford St									
		From	:			Portsmouth	n Blvd SR 337	7								
8540 Hodges Ferry Rd	0.28	6800	G	99%	0%	0%			0%	F	0.091	F	0.55	7300	G	2018
		To From				Lo	gan St									
(8540) Hodges Ferry Rd	0.26	5800	G	99%	0%	0%		%	0%	F	0.088	F	0.506	6300	G	2018
124		To				Cher	okee Rd									

					No	rfolk Ma	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	г			G!	1 71									
Hodges Ferry Rd	0.76	6300	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.517	6900	G	2018
8540 Greenwood Dr	0.57	16000	G	99%	0%	0%	line Blvd 0%	0%	0%	F	0.082	F	0.594	18000	G	2018
Greenwood Dr	0.57	10000		33 /o	0 /6			0 /6	0 /6	'	0.062	'	0.554	10000	G	2010
8540 Greenwood Dr	0.80	14000	G	97%	1%	2%	I-264 0%	0%	0%	F	0.087	F	0.55	16000	G	2018
8540 Greenwood Dr	0.63	10000	G	97%	1%	2%	0%	0%	0%	F	0.085	F	0.541	11000	G	2018
8540 Greenwood Dr	1.05	4300 From	G	97%	1%	2%	0%	0%	0%	С	0.1	F	0.534	4700	G	2018
<u> </u>		To From					endence S									
Greenwood Dr	0.36	4300	G	97%	1%	2%	0%	0%	0%	F	0.111	F	0.523	4700	G	2018
^		To From					Creek Blv									
Greenwood Dr	0.50	3200 To	G	97%	1%	2%	0%	0%	0%	F	0.099	F	0.532	3500	G	2018
			<u> </u>				ashington				<u> </u>					
East 8540) Ramp	0.19	3300	G		1	24-8540 E	s, Greenwo	ood Dr			0.085	F		3300	G	2018
8540 Ramp	0.19	3300 To	<u> </u>			I-2	64 West				0.000	1.		3300	G	2010
East		From			1	124-8540 E		and Dr								
Ramp	0.24	NA				24-034U I	, GICCHW	JUL DI			NA			NA		
8540) Ramp	•	То				I-2	264 East									
West		From				124-8540	Greenwoo	od Dr								
	0.10	NA	l			12.00.0	<u> </u>	Ju 21			NA			NA		
8540) Ramp		To				I-2	264 East									
Vest		From			1	24-8540 V	V, Greenw	ood Dr								
Ramp	0.21	2000	G								0.112	F		2000	G	2018
124/		To				I-2	64 West									
		From				Chandl	er Harper	Dr								
Snead Fairway	0.30	560	G	98%	1%	1%	0%	0%	0%	С	0.107	F	0.714	610	G	2018
124		То				Hodge	es Ferry R	d								
$\sim$		From					Airline Bl									
8543 City Park Ave	0.79	1900	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.577	2100	G	2018
		To From				SR 337 P	ortsmouth	Blvd			$\Box$					
8543 City Park Ave	0.58	4500	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.530	4900	G	2018
124		To From					ifford St									
8543) Clifford St	0.53	7300	L	98%	1%	1%	Park Ave 0%	0%	0%	С	0.102	F	0.56	7900	G	2018
8543) Clifford St		То					hatan Ave		- / -							
$\sim$		From					ifford St									
Powhatan Ave	0.26	5800	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.568	6300	G	2018
<u> </u>		To From					King St hatan Ave									
8543 King St	0.79	6000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.583	6600	G	2018
8543) King St		То					lman Ave									
	-	From				SR 337 P	ortsmouth	Blvd						-		
Rodman Ave	0.58	7400	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.516	8000	G	2018
124/		To					oline Ave									
Carolina Ave	0.40	Prom 260	<u> </u>	000/	00/		lman Ave	00/	00/		0.104	_	0.500	400	_	0010
8544 Caroline Ave	0.19	360	G	99%	0%	0%	0%	0%	0%	F	0.124	F	0.533	400	G	2018
	,	From					Airline Bl							•		
8544 Caroline Ave	1.05	2200 _{To}	G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.557	2400	G	2018
			<u> </u>				andoah St									
Dodes are Acce	0.01	From	<u> </u>			US 58	Airline Bl	vd			0.001	_	0.544	7400	_	0010
8545 Rodman Ave	0.61	6800 To	G				Eab Cr				0.091	F	0.544	7400	G	2018
		10	I			ŀ	ligh St									

								e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From					-I C4				1					
8546 Elliott Ave	1.60	2400	G			M	cLean St				0.106	F	0.508	2600	G	2018
8546 Elliott Ave		To				Frederic	k Blvd US	17								
		From	:			N CL	Chesapeak	e								
8547 Deep Creek Blvd	0.21	5300	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.618	5800	G	2018
		To					litary Rd tory Blvd									
8547) Deep Creek Blvd	0.91	6600	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.567	7100	G	2018
Deep Creek Blvd		То														
8547) Deep Creek Blvd	0.27	7500 From	G	98%	1%	1%	nwood Dr 0%	0%	0%	F	0.09	F	0.554	8200	G	2018
Deep Creek Blvd	0.2.				. , ,			0,0		•		•	0.00	0200	<u>.</u>	
8547) Deep Creek Blvd	0.46	7500	G	98%	1%	1%	right Ave 0%	0%	0%	С	0.087	F	0.577	8100	G	2018
Deep Creek Blvd	0.40	7500		30 /6	1 /0				0 78		0.007	'	0.577	0100	u	2010
De este Oste elle Dilette	0.40	From	<u> </u>	000/	40/		mouth Blvc		00/			_	0.540	0000		0040
Deep Creek Blvd	0.16	8500	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.542	9300	G	2018
		From					erick Blvd									
Deep Creek Blvd	0.78	6100	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.535	6600	G	2018
<u> </u>		То	1			Des 1	Moines Ave	)								
O W 1 0	0.04	From	<u> </u>	2021	40/		ernon Ave		201			_	0.500	400	•	0010
8548 Wesley St	0.21	450	G	89%	1%	2%	3%	4%	0%	F	0.113	F	0.523	490	G	2018
		From					tauqua Ave	;								
8548 Wesley St	0.12	530	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.632	580	G	2018
		To				I	ee Ave									
$\sim$		From					ligh St									
Mt Vernon Ave	0.14	3200	G	97%	1%	2%	1%	1%	0%	F	0.094	F	0.599	3500	G	2018
_		To From				Lo	don Blvd									
Mt Vernon Ave	1.21	2600	G	97%	1%	2%	1%	1%	0%	С	0.09	F	0.524	2800	G	2018
124/		To				Bay	View Blvd									
		From				Mt V	ernon Ave									
8550 Cleveland St	0.21	2000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.552	2200	G	2018
124)		To From	_			Chau	tauqua Ave	;								
8550 Cleveland St	0.16	3900	G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.519	4300	G	2018
124		To				SR 168	ML King F	rwy								
		From	:			Eff	ngham St									
8552 London St	0.49	6000	G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.568	6500	G	2018
124/		To				Cra	wford St									
		From	:			C	ounty St									
8553 Peninsula Ave	0.10	500	G	96%	0%	1%	1%	1%	0%	F	0.116	F	0.553	540	G	2018
124)		To	_			1	ligh St									
8553) Peninsula Ave	0.16	2500 From	G	96%	0%	1%	1%	1%	0%	F	0.105	F	0.552	2700	G	2018
8553) Peninsula Ave		To				SD 141	London Bl	vd								
8553) Peninsula Ave	0.33	2300 From	G	96%	0%	1%	1%	1%	0%	F	0.090	F	0.583	2500	G	2018
Peninsula Ave	0.00	To	<u> </u>		0 70		eckie St	. , 0	0,0	•		•	0.000		<u> </u>	_0.0
		From	1				ounty St									
8554) Constitution Ave	0.10	1300	G	97%	1%	2%	0%	0%	0%	F	0.094	F	0.574	1400	G	2018
8554 Constitution Ave		To									_					
$\circ$		2200 From		07%	10/		ligh St	0%	0%	F	0.094	F	0.574	2200	G	2018
	0.10		G	97%	1%	2%	0%		0%		0.094	1	0.574	2300	G	2010
	0.19	2200														
8554 Constitution Ave		To From					London Bl				<u> </u>	_			_	
8554 Constitution Ave	0.19	2100 From	G	97%	1%	2%	0%	vd 0%	0%	F	0.094	F	0.574	2300	G	2018
8554 Constitution Ave		To From	G	97%	1%	2% L	0% eckie St	0%	0%	F	0.094	F	0.574	2300	G	2018
Constitution Ave  8554 Constitution Ave	0.37	Prom From To	:			2% L Cons	0% eckie St titution Ave	0%								
8554 Constitution Ave		2100 To	G	97%	1%	2% L Cons 2%	0% eckie St titution Ave 0%	0%	0%	F	0.094	F F	0.574	2300	G G	
Constitution Ave  8554 Constitution Ave	0.37	Prom From To	:			2% L Cons 2%	0% eckie St titution Ave	0%								2018

					No	rfolk Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
8554 124 Fort Lane	0.07	1100 To	G	97%	1%	Leckie St  2% 0%  Crawford Pkwy	0%	0%	F	0.203	F	0.848	1200	G	2018
		From				Fort Lane									
8554 Crawford Pkwy	0.06	2200	G	97%	1%	2% 0%	0%	0%	F	0.132	F	0.757	2400	G	2018
		To From				Effingham St									
(8554) Crawford Pkwy	0.28	3200	G	97%	1%	2% 0%	0%	0%	F	0.13	F	0.784	3400	G	2018
O 0 ( 18)	0.05	From	<u> </u>	070/	10/	Court St	00/	00/				0.510	0700		0010
8554 Crawford Pkwy	0.35	2500	G	97%	1%	2% 0%	0%	0%	F	0.1	F	0.516	2700	G	2018
8554 Crawford St	0.10	4900	G	97%	1%	London Blvd 2% 0%	0%	0%	F	0.113	F	0.665	5300	G	2018
(8554) Crawford St	0.10	4300		31 /6	1 70		0 70	0 70	'	0.110	•	0.000	3300	G	2010
8554) Crawford St	0.11	5400	G	97%	1%	High St 2% 0%	0%	0%	F	0.1	F	0.699	5800	G	2018
Crawford St	0.11	3400		01 70	1 /0		0 70	0 70		——————————————————————————————————————	•	0.000	0000	ŭ	2010
8554) Crawford St	0.12	5200	G	97%	1%	County St 2% 0%	0%	0%	С	0.099	F	0.655	5600	G	2018
(8554) Crawford St	0.12	To	Ť	0.70	1 70	Wythe St	0 70	070			•	0.000	0000	Ğ	20.0
		From	:			South St									
8555 Washington St	0.57	980	G	97%	1%	2% 0%	0%	0%	F	0.115	F	0.592	1100	G	2018
124/		То				Crawford Pkwy	/								
O		From				London Blvd								_	
8557 Effingham St	0.09	15000	G	99%	0%	0% 0%	0%	0%	F	0.08	F	0.767	16000	G	2018
$\widehat{}$		From				North St									
Effingham St	0.20	14000	G	99%	0%	0% 0%	0%	0%	С	0.087	F	0.816	15000	G	2018
		From				Crawford Pkwy									
8557 Effingham St	0.09	14000	G	99%	0%	0% 0%	0%	0%	F	0.101	F	0.896	15000	G	2018
		From	1			Ent. OSN. Hospi									
8558 Elm Ave	0.76	7400	G	99%	0%	Portsmouth Blv	0%	0%	С	0.114	F	0.624	8000	G	2018
8558 Elm Ave	0.70	7400		33 /6	0 70		0 70	0 70			•	0.024	0000	G	2010
8558 Elm Ave	0.03	7400	N	99%	0%	I-264 1% 0%	0%	0%	N	0.114	F	0.624	8000	N	2018
8558 Elm Ave	0.00	7-400 To		0070	0 70		0 70	070		<del></del>	•	0.021	0000	.,	20.0
8558 Elm Ave	0.19	9700	1	99%	0%	South St 1% 0%	0%	0%	F	0.114	F	0.543	11000	G	2018
8558 Elm Ave	0.10	7.00		0070	0 70		0 70	070		<del></del>	•	0.010	11000	Ğ	20.0
8558) Elm Ave	0.10	11000	G	99%	0%	County St 1% 0%	0%	0%	F	0.109	F	0.517	12000	G	2018
8558 Elm Ave	0.10	11000			0 70		0 70	0 70			•	0.017	12000	ŭ	2010
8558 Elm Ave	0.11	7800	G	99%	0%	High St 1% 0%	0%	0%	F	0.114	F	0.519	8500	G	2018
8558 Elm Ave	0.11	7000		33 /6	0 70		0 70	0 70	'		•	0.515	0000	G	2010
8558 Elm Ave	0.38	4100	G	99%	0%	London Blvd 1% 0%	0%	0%	F	0.137	F	0.833	4400	G	2018
8558 Elm Ave	0.00	<b>4100</b>	_	33 /6	0 70	Leckie St	0 70	0 70	- '	0.107	•	0.000	4400	G	2010
		From	:			Portsmouth Blv	d								
8559 Des Moines Ave	0.59	980	G	97%	1%	1% 0%	0%	0%	F	0.105	F	0.595	1100	G	2018
124		To	-			Deep Creek Blv	rd								
8559 Des Moines Ave	0.07	5000	G	97%	1%	1% 0%	0%	0%	С	0.100	F	0.520	5400	G	2018
124		To				I-264				_					
Des Moines Ave	0.05	5000 From	N	97%	1%	1% 0%	0%	0%	N	0.100	F	0.520	5400	Ν	2018
124/		To	·			South St									
$\sim$		From	:			NCL Chesapeak									
8599 Cavalier Blvd	0.68	10000	G	98%	1%	1% 0%	0%	0%	С	0.097	F	0.667	11000	G	2018
<u> </u>		To From				Tazewell St; King	St								
8599 Cavalier Blvd	0.83	3000	G	98%	1%	1% 0%	0%	0%	F	0.097	F	0.89	3200	G	2018
		То	<u> </u>			Victory Blvd				<u> </u>					
O 00001111	0.70	From		000/	401	NCL Chesapeak		001	_	0.000	_	0.570	F700		0015
8601 Gust Lane	0.70	5200	G	98%	1%	1% 0%	0%	0%	F	0.086	F	0.578	5700	G	2018
		To	Ì			Victory Blvd									

					INO	noik iviain	tenance Are	1							
Route	Length	AADT	QA	4Tire	Bus		Truck B+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth			T												
(8606) Afton Pkwy	0.28	2400	G	98%	Geo 1%	orge Washin 1%	gton Pkwy US 1 0% 0%	7 0%	F	0.116	F	0.703	2600	G	2018
8606 Afton Pkwy	0.20	<b>2-700</b>	Ť	30 70	1 /0		Pkwy Gap	0 70	•	0.110	•	0.700	2000	ď	2010
After Divini	0.51	From		000/			Prospect Pkwy	00/		0.141	_	0.740	1000	•	0010
8606 Afton Pkwy	0.51	1600 _{то}	G	98%	1%	1% Victory	0% 0% Blvd 239	0%	F	0.141	F	0.742	1800	G	2018
		From					orfolk Rd								
(8755) Coast Guard Blvd	0.97	3000	G	98%	1%	1%	0% 0%	0%	F	0.147	F	0.885	3200	G	2018
124		То				Maii	n Gate								
O		From					wood Dr							_	
8756 Garwood Ave	0.17	3100 To	G	98%	1%	1%	0% 0%	0%	F	0.113	F	0.788	3300	G	2018
_		From					rst Lane								
(8758) High St	0.12	12000	G	98%	1%	1%	derick Blvd 0% 0%	0%	F	0.087	F	0.599	13000	G	2018
(8758) High St	•	То			.,,		irline Blvd				-				
O High Ct	0.00	From		000/	10/		ne Blvd	00/		0.000		0.547	11000		2010
(8758) High St	0.22	10000	G	98%	1%	1%	0% 0%	0%	F	0.082	F	0.547	11000	G	2018
(8758) High St	0.47	12000	G	98%	1%	Mt Ver	non Ave 0% 0%	0%	F	0.085	F	0.570	13000	G	2018
(8758) High St	0.47	12000		JU /0	1 /0			U /o	1.	0.000	1.	0.570	13000	G	2010
O750 High St	0.79	From 10000	G	98%	1%	ML Ki 1%	ng Frwy 0% 0%	0%	С	0.101	F	0.663	11000	G	2018
8758 High St	0.73			JU /0	1 /0			U /0			•	0.000	11000	J	2010
(8758) High St	0.32	5700	G	98%	1%	1%	0% 0%	0%	F	0.098	F	0.640	6100	G	2018
(8758) High St	0.02	То			1 70			0,0			·	0.010	0.00	Ğ	20.0
8758 124 High St	0.51	4800 From	G	98%	1%	1%	gham St 0% 0%	0%	F	0.087	F	0.511	5200	G	2018
124		То					ford St								
		From				Greenv	wood Dr								
(8759) McLean St	0.92	6800	G	98%	1%	1%	0% 0%	0%	F	0.087	F	0.574	7400	G	2018
<u> </u>		To					ne Blvd								
(8760) Lincoln St	0.83	1500	G	99%	0%	Deep C:	reek Blvd 0% 0%	0%	F	0.094	F	0.705	1700	G	2018
(8760) Lincoln St	0.00	1300 To		0070	0 70			070		0.004	•	0.700	1700	u	2010
(8760) Lincoln St	0.66	3800 From	G	99%	0%	1%	tham St 0% 0%	0%	F	0.162	F	0.959	4200	G	2018
(8760) Lincoln St	0.00	То	Č	0070	0 70		st St	0,0	•		·	0.000	1200	<u> </u>	20.0
		From				Portsmo	outh Blvd								
8761 124 Port Centre Pkwy	0.67	6400	G	99%	0%	1%	0% 0%	0%	С	0.121	F	0.914	7000	G	2018
		To From				Crawford S	St Near I-264			$\Box$					
8761 124 Court St	0.21	6300	G	98%	1%	1%	0% 0%	0%	F	0.096	F	0.674	6900	G	2018
		To From					nty St			$\exists$ —					
8761 Court St	0.11	5400	G	98%	1%	1%	0% 0%	0%	С	0.102	F	0.599	5800	G	2018
		From					gh St		_						
8761 Court St	0.11	2700	G	98%	1%	1%	0% 0%	0%	F	0.101	F	0.528	2900	G	2018
<u> </u>		From		0001	401		don St	001	_			0.704	4000		0010
8761 Court St	0.23	940 To	G	98%	1%	1%	0% 0% ord Pkwy	0%	F	0.118	F	0.791	1000	G	2018
		From	1				as Avenue								
8762 124 South St	0.10	660	G	97%	1%	1%	0% 0%	0%	F	0.127	F	0.970	720	G	2018
124		To				Swanson	n Parkway								
South St	0.09	970	G	97%	10/	Swanse 1%	on Pkwy 0% 0%	0%	F	0.122	F	0.934	1100	G	2018
8762) South St	0.09	970		3170	1%			U%	Г	0.122		0.934	1100	G	2010
South St	0.38	4700	G	97%	1%	Des Mo	0% 0%	0%	С	0.098	F	0.557	5100	G	2018
8762 South St	0.30	4700		JI /0	1 /0			U /0	<u> </u>	0.030	'	0.557	3100	u	2010
8762 South St	0.34	2700 From	G	97%	1%	1%	0% 0%	0%	F	0.075	F	0.521	3000	G	2018
(0/02) 300111 01	0.04	<b>2700</b> To		J1 /0	1 /0		tham St	U /0	- 1	0.073	•	0.021	3000	u	2010

							intoriariot	oa								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
West	0.21	3100	G			В	art St				0.183	F		3100	G	2018
99024)Ramp	0.21	To	Ť			I-26	64 West				0.100	•		0100	u	2010
City of Chesapeake																
	0.07	From	<u> </u>	050/	00/		hland Blvd	10/	00/			_	0.500	00000	_	0040
1 Towne Point Rd	0.07	22000 To	G	95%	2%	1% 8520 JB-13	1%	1%	0%	F	0.092	F	0.508	23000	G	2018
		From	:			North Card		•								
2 Backwoods Rd	0.73	1600	G	99%	1%	0%	0%	0%	0%	С	0.123	F	0.785	1800	G	2018
131/		To	:			131-8796	Ballahack	Rd								
		From			US	17 George	Washingto	on Hwy								
3 Douglas Rd	2.95	390	G	95%	2%	1%	1%	1%	0%	С	0.154	F	0.54	420	G	2018
		10					nefit Rd									
1 Indian Creek Rd	5.92	2400	G	95%	1%	3us US 168 1%	Battlefield 1%	Blvd 1%	0%	С	0.102	F	0.523	2600	G	2018
131 Indian Creek Rd	0.02	<b>2400</b> To		33 /6	1 /0		rginia Beac		0 70		0.102	•	0.525	2000	G	2010
		From	:				vo Pkwy									
5 Crossways Blvd	0.32	12000	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.609	13000	G	2018
131/		То		_	_	Eden V	Way North	_	_							
O		From					oriar Pkwy			_	<b>_</b>	_			_	
6 Woodlake Dr	0.23	<b>22000</b>	G	98%	1%	1%	0%	1%	0%	С	0.085	F	0.634	23000	G	2018
		From	!				enbriar Pkw	vy								
7 Old Greenbriar Rd	0.43	11000	G	98%	1%	1%	dlake Dr 0%	0%	0%	С	0.089	F	0.54	12000	G	2018
7 Old Greenbliai Tid	0.40	То	Ť	0070	1 70		dilitary Hw		0 70		0.000	•	0.04	12000	u	2010
<u> </u>		From					ary Hwy								_	
7 Old Greenbriar	0.46	4500 To	G	98%	1%	0%	0%	0%	0%	F	0.106	F	0.621	4800	G	2018
		From	<u> </u>				dence Rd				_					
Bunch Walnuts Rd	3.01	1500	G	98%	1%	1%	hack Rd	0%	0%	С	0.097	F	0.525	1600	G	2018
Bunch Walnuts Rd		То			.,,		nefit Rd								-	
		From				WCL	Va Beach									
9 Paramont Ave	1.11	4100	G	97%	1%	1%	0%	0%	0%	С	0.101	F	0.572	4300	G	2018
1017		То				US 13 N	Iilitary Hw	'y								
Olava Bia a Bal	0.40	From	<u> </u>	000/	40/		nefit Rd	00/	00/	_	0.407	_	0.070	0000	0	0040
10 Sign Pine Rd	2.43	3400 _{To}	G	98%	1%	0% Bus SR 168	0%	0%	0%	С	0.107	F	0.678	3600	G	2018
		From				58 Battlefiel										
11) Campostella Rd	0.44	11000	G	96%	0%	1%	1%	2%	0%	F	0.083	F	0.518	11000	G	2018
131		To				131-8640										
11) Campostella Rd	1.34	12000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.611	12000	G	2018
131		То	:		S	R 246 Liber	rty St; Boro	der Rd								
		From		_		SR 165 Mo	ses Grandy	y Rd								
12 Cedar Rd	3.05	6600	G	97%	2%	0%	0%	0%	0%	С	0.09	F	0.562	7000	G	2018
<u> </u>		То	1			SR 165 Mo		y Rd								
Old Galberry Rd	0.34	140	G			De	ad End				0.117	E	0.5	140	G	2010
13) Old Galberry Rd	0.34	14U				Dead En	d Bus US 1	17			0.117	٢	0.5	140	G	2018
		From	-				Branch Blv									
8524 Churchland Blvd	0.57	5800	G	99%	0%	1%	0%	0%	0%	С	0.079	F	0.574	6100	G	2018
131/		To				Towns	e Point Rd									
8524 Churchland Blvd	0.09	13000	N	99%	1%	0%	0%	0%	0%	N	0.097	F	0.557	14000	Ν	2018
131/		To				WCL I	Portsmouth									
		From					l Jolliff Rd									
8527 Dock Landing Rd	0.27	5800	G	99%	0%	1%	0%	0%	0%	F	0.104	F	0.648	6100	G	2018
<u> </u>		То	1			I	-664									

Review   Length   AADT   QA   4Tire   Bus   2   2   2   2   2   2   2   2   2						No	rtolk Ma	untenand	ce Area								
City of Chesaneales	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Barriary   Dock Landing Rd   0.89   6000   G   98%   1%   0%   0%   0%   0%   0%   0%   0	City of Chesapeake																
Taylor Rd   1.85   1000   G   98%   1%   0%   0%   0%   0%   0%   0%   0		0.00	From	<u> </u>	000/	10/			20/	201	_		_	0.000	0000	•	0010
Company   Comp	(8527) Dock Landing Rd	0.89	6000	G	98%	1%	0%	0%	0%	0%	C	0.098	F	0.608	6300	G	2018
Dock Landing Rid   2.23   5900   C   395%   2%   0%   0%   0%   0%   0%   0%   0			To From				Eag	le Hill Dr									
Dock Landing Rid   2.23   5800   G   98%   2%   0%   0%   0%   0%   0%   0%   0	(8527) Dock Landing Rd	0.24	5600	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.604	5900	G	2018
Dock Landing Rd			To	-			De	evon Dr				$\neg$					
Pamp	8527 Dock Landing Rd	2.23	5900	G	98%	2%			0%	0%	С	0.101	F	0.51	6300	G	2018
Ramp	131		To				SR 337 P	ortsmouth	Blvd								
Ramp			From	:			Dock	Landing R	d								
	Ramp	0.27	2900	F								0.137	F		3100	F	2018
Ramp	131		To				I-6	664 East									
Pughaville Rd			From				Dock	Landing R	d								
Pughsville Rd	Ramp	0.28	2500	F			Doen	Landing 1				0.099	F		2700	F	2018
Pughsville Rd	131		To				I-6	64 West									
Pughsville Rd   0.85   11000   G   93%   0%   0%   1%   5%   0%   C   0.087   F   0.568   12000   G   2018			From			133 6	50 Dughes	ville <b>D</b> d: F	CL Suffo	11/-							
Pughsville Rd	Pughsville Rd	0.85	11000	G	93%						С	0.087	F	0.568	12000	G	2018
Pughsville Rd  0.16  2000  G  98% 0% 0% 0% 0% 0% 0% 0% 0% 0 0% 0 0% 0	131	3.00		_		- / -			- / •	- / -			•	2.200	000	-	_5.5
Taylor Rd 1.65 13000	Dughayilla Dal	0.10	From	<u> </u>	000/	00/			00/	00/		0.004	Г	0.555	04000		0010
Taylor Rd 1.65 13000 G 98% 0% 0% 0% 0% 0% 0% 0	(8529) Pugrisville Ka	0.16	22000	G	98%	υ%				υ%	Ü	0.084	г	U.335	∠4000	G	2018
Taylor Rd			From						Kū								
Second   Pughsville Rd   Second   Pughsville Rd   Second   Second   Pughsville Rd   Second   Second	8529 Taylor Rd	1.65	13000	G	98%	0%			0%	0%	F	0.088	F	0.572	14000	G	2018
Ramp   0.09   6700   F	(131)		То	:													
Ramp   0.09   6700   F			From				Pug	hsville Rd									
North Nort	Ramp	0.09	6700	F			rug	nsvine ra				0.101	F		7100	F	2018
North   Samp   North   North	131	0.00	То	Ė			I-6	564 East					•			-	
Name	North		From			121 952			EASTSOI	TTU		<u> </u>					
South   Sout		0.07	NΔ			131-032	.9 10 KO	O I E 004 I	2A313O	JIII		NA			NΑ		
North   Samp   North   Samp   North   Samp   North   Samp   Samp   North   Samp   Samp   North   Samp   S	(8529) Hamp	0.07	To			1	31-8529-8	000A TO	ROUT						INA		
South   Sout	NI II		From														
South	$\bigcirc$ 5	0.10		<u> </u>			Pugnsv	ille Ra No	rtn			0.124	F		970	F	2018
South   Sout	(8529) Hamp	0.19		<u>-</u>			1.6	64 West				0.124	'		370	'	2010
Samp   0.05			E	<u>.                                    </u>													
South   Sout	$\bigcirc$ 5	0.05				13	1-8529 TC	) & FROM	1 ROUT			NIA.			NIA		
South	(8529) Ramp	0.05				121 052	0 N1000 A -	121 0520	A TO D	OUT		- NA			INA		
Ramp   0.29   6000   F				1		131-852				001							
SR 337 Portsmouth Blvd   SR 337 Portsmouth B		0.00		L			Pughsv	ille Rd Soi	uth				_		0.400	_	0010
SR 337 Portsmouth Blvd   SR 337 Portsmouth B	(8529) Hamp	0.29	6000	F				C 4 YYY				0.102	۲		6400	F	2018
Taylor Rd   1.70   20000   G   99%   0%   0%   0%   0%   0%   0%   0			То	<u> </u>			I-6	004 West									
Secondary   Column   Column	<u> </u>																
Taylor Rd   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.20   1.	(8530) Taylor Rd	1.70	20000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.517	21000	G	2018
Region   Taylor Rd   Rd   Rd   Rd   Rd   Rd   Rd   Rd			To From				B	ruce Rd				$\Box$					
Solution   To   Solution   T	(8530) Taylor Rd	0.29	22000	G	99%	0%			0%	0%	F	0.088	F	0.552	23000	G	2018
Solution   Dunedin Dr   Duned	131/		То	:			131-8529	9 Pughsvill	e Rd								
Solution   Dunedin   Dun			From	-	· <u></u>		Ta	aylor Rd									
State   Stat	(8531) Dunedin Dr	0.99	1800	G	98%	1%			0%	0%	С	0.095	F	0.622	1900	G	2018
Signature   Sign	131/		To			t	JS 17 Wes	tern Branc	h Blvd								
Bruce Rd   1.54   12000   G   98%   1%   0%   0%   0%   0%   0 %   C   0.099   F   0.559   13000   G   2018	<del></del>	-	From												-		
Solution   Total   Tyre Neck Rd   1.26   8600   G   99%   0%   0%   0%   0%   0%   0%   0	8532 Bruce Rd	1.54	12000	G	98%	1%			0%	0%	С	0.099	F	0.559	13000	G	2018
Solution   Solution	(iii)		To														
SCL Portsmouth   WCL	$\sim$						В	ruce St									
Solution   Solution	(8532) Tyre Neck Rd	1.26		G	99%	0%				0%	С	0.105	F	0.606	9100	G	2018
Deep Creek Blvd   0.60   4600   G   98%   1%   1%   0%   0%   0%   C   0.118   F   0.574   4900   G   2018	101/		То				WCL	Portsmout	h								
R547   Deep Creek Blvd   0.60   4600   G   98%   1%   1%   0%   0%   0%   C   0.118   F   0.574   4900   G   2018			From				Gı	ust Lane									
SCL Portsmouth   US 460 22nd St   US 4	(8547) Deep Creek Blvd	0.60	4600	G	98%	1%			0%	0%	С	0.118	F	0.574	4900	G	2018
(8591) Liberty St 0.40 <b>3300 G</b> 90% 1% 1% 2% 5% 0% F 0.088 F 0.543 3500 G 2018	131/		To	:	_		SCL	Portsmout	h								
(8591) Liberty St 0.40 <b>3300 G</b> 90% 1% 1% 2% 5% 0% F 0.088 F 0.543 3500 G 2018			From	:			US 4	60 22nd S	t								
To: SCL Norfolk	(8591) Liberty St	0.40	3300	G	90%	1%				0%	F	0.088	F	0.543	3500	G	2018
	131		To				SCI										

						rfolk Mainte									
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:					2.44								
8592) Berkley Ave	0.39	1700	G	98%	1%	ECL No 1% 0	rtolk 1% 0%	0%	С	0.092	F	0.64	1800	G	2018
8592 Berkley Ave	0.00	To		0070	. , 0	Wingfield		0,0			•	0.0.	.000	<u>.</u>	
		From:				Bank St	treet			i					
8596 Rosemont Ave	0.13	240	G	83%	0%		% 14%	0%	С	0.128	F	0.575	250	G	2018
131/		To				Hill St									
Rosemont Ave	0.37	450	G	71%	3%	2% 2	St 2% 21%	0%	С	0.12	F	0.557	480	G	2018
Rosemont Ave	0.57	430 To:	<u> </u>	/ 1 /0		US 460 Bainb		0 /6		0.12	'	0.557	400	G	2010
		From:				US 460 Bainb									
8597) Chesapeake Dr	0.45	2000	G	97%	1%		% 0%	0%	С	0.102	F	0.509	2200	G	2018
8597 Chesapeake Dr		To				Chesapeal									
		From:				Buell	St								
Freeman Ave	0.65	4100	G	59%	1%		30%	0%	С	0.098	F	0.537	4300	G	2018
131		To				I-464	1								
8598) Freeman Ave	0.25	8700 From:	G	59%	1%		30%	0%	F	0.083	F	0.563	9200	G	2018
Preeman Ave		To:				US 460 Bainb									
		From:			131-8598	3 I-464-S003A	TO AND FRO	OM I-							
8598 Ramp	0.13	4500	G							0.101	F		4500	G	2018
131/		To			I-46	64-S FROM FI	REEMAN Ave								
_		From:		1	31-8598	I-464-N003A	FROM AND T	ORT							
8598) Ramp	0.13	3800	G							0.12	F		3800	G	2018
<u> </u>		To			I-46	4-N FROM FI	REEMAN Ave								
_		From:			Į	JS 13 & 460 M	Iilitary Hwy								
8599 Cavalier Blvd	1.24	12000	G	90%	1%	1% 2	2% 5%	0%	С	0.095	F	0.520	12000	G	2018
		To				SCL Ports	mouth								
O		From				JS 13 & 460 M									
Deep Creek Blvd	0.94	3200	G	97%	1%		1% 0%	0%	С	0.098	F	0.740	3400	G	2018
		From:				Gust L Deep Cree									
8601 Gust Lane	0.44	5600	G	99%	0%	•	1% 0%	0%	С	0.100	F	0.52	6000	G	2018
131)		To				SCL Ports	mouth								
		From:				Sir Galah	ad Dr								
8602 Camelot Blvd	0.59	7200	G	97%	1%	1% C	% 0%	0%	С	0.089	F	0.572	7600	G	2018
131/		To				Deep Cree	k Blvd								
8602) Camelot Blvd	0.32	4600 From:	G	90%	1%		2% 5%	0%	F	0.089	F	0.573	4900	G	2018
131		To					ashington Hwy								
		From:			US	13, US 460 Mi	litary Highway	,							
8604 Galberry Rd	2.41	2600	G	97%	2%		0%	0%	С	0.144	F	0.812	2800	G	2018
1.31/															
		To			Bus I	JS 17 George V	Washington Hy	vv							
8604) Shell Rd	0.87	From:	G	98%	Bus U		Washington Hy	vy 0%	F	0.101	F	0.566	5600	G	2018
Shell Rd		From: 5300	G	98%		0% 0	0%		F	0.101	F	0.566	5600	G	2018
		To:	G G		1%	0% C Firmar	0% 0%				F F		5600 4600	G G	
	0.87	5300  To From: 4300		98%		0% 0 Firmar 1% 0	0% 0% 1St 0% 0%	0%	F C	0.101		0.566 0.645			
8604 Shell Rd	0.87	4300 From:	G	97%	2%	0% 0 Firmar 1% 0 Canal	0% 0% os	0%	С	0.112	F	0.645	4600	G	2018
8604 Shell Rd	0.87	To:			1% 2%	0% 0  Firmar  1% 0  Canal  1% 0	0% 0% o 0	0%							2018
Shell Rd	0.87	4300 From:	G	97%	1% 2%	0% 0  Firmar 1% 0  Canal 1% 0  S 13, US460 M	0% 0% on St	0%	С	0.112	F	0.645	4600	G	2018
8604 Shell Rd 8604 Shell Rd	0.87 0.81 1.12	4300 To Prom: 2500 From: From:	G G	97%	1% 2% 1% U	0% 0  Firmar 1% 0  Canal 1% 0  S 13, US460 N  Shell 1	9% 0% a St b% 0% Dr by 0% Military Hwy	0%	C	0.112	F	0.645	4600 2600	G G	2018
8604 Shell Rd 8604 Shell Rd	0.87	4300 From: F	G	97%	1% 2% 1% U	0% C Firmar 1% C Canal 1% C S 13, US460 M	9% 0% a St 9% 0% Dr 9% 0% Military Hwy Rd 9% 0%	0%	С	0.112	F	0.645	4600	G	2018
8604 Shell Rd 8604 Shell Rd	0.87 0.81 1.12	4300 To Prom: 2500 From: From:	G G	97%	1% 2% 1% U 1%	0% C Firmar 1% C Canal 1% C S 13, US460 N Shell 1 1% C US 13 & 460 N	9% 0%  1 St 19% 0%  Dr 19% 0%  Military Hwy  Rd 19% 0%  Military Hwy	0% 0% 0%	C	0.112	F	0.645	4600 2600	G G	2018
6604 Shell Rd 6604 Shell Rd 6605 Canal Dr Ext	0.87 0.81 1.12	4300  A300  To  2500  From  4700  To:	G G	97%	1% 2% 1% U 1%	0% C Firmar 1% C Canal 1% C S 13, US460 N Shell 1 1% C US 13 & 460 N 460, SR 166 B	9% 0% a St 9% 0% Dr 9% 0% Military Hwy Rd 9% 0%	0% 0% 0%	C	0.112 0.118 0.101	F	0.645	4600 2600	G G	2018 2018 2018
8604 Shell Rd 8605 Canal Dr Ext	0.87 0.81 1.12 0.51	4300 To From 2500 To 4700 To T	G G G	97% 97% 98%	1% 2% 1% U 1% U US	0% C Firmar 1% C Canal 1% C S 13, US460 N Shell 1 1% C US 13 & 460 M 460, SR 166 B	9% 0%  1 St 19% 0%  Dr 19% 0%  Military Hwy  Rd 19% 0%  Military Hwy  ainbridge Blvd 19% 0%	0%	C	0.112	F F	0.645 0.688 0.632	4600 2600 4900	G G G	2018 2018 2018
8604 Shell Rd 8604 Shell Rd 8605 Canal Dr Ext	0.87 0.81 1.12 0.51	4300 From 2500 To From 5900	G G G	97% 97% 98%	1% 2% 1% U 1% U US	0% C Firmar 1% C Canal 1% C S 13, US460 M Shell 1 1% C US 13 & 460 M 460, SR 166 B 1% C Camposte	9% 0%  I St  9% 0%  Dr  1% 0%  Military Hwy  Rd  1% 0%  Military Hwy  ainbridge Blvd  1% 0%  30%	0%	C	0.112 0.118 0.101	F F	0.645 0.688 0.632	4600 2600 4900	G G G	2018 2018 2018
8604 Shell Rd  8604 Shell Rd  8605 Canal Dr Ext	0.87 0.81 1.12 0.51	4300 From 2500 To From 4700 To	G G G	97% 97% 98%	1% 2% 1% U 1% U US	0% C Firmar 1% C Canal 1% C S 13, US460 N Shell 1 1% C US 13 & 460 N 460, SR 166 B 1% C Camposte Providen	9% 0%  I St  9% 0%  Dr  1% 0%  Military Hwy  Rd  1% 0%  Military Hwy  ainbridge Blvd  1% 0%  30%	0%	C	0.112 0.118 0.101	F F	0.645 0.688 0.632	4600 2600 4900	G G G	2018 2018 2018 2018 2018

					No	rtolk Ma	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
8635 Dunbarton Rd	0.18	1400	G	98%	2%	Longd 0%	ale Cresce 0%	0%	0%	С	0.1	F	0.595	1500	G	2018
(8635) Dunbarton Rd	0.16	610 From	G	97%	2%	Crov	n Crescen 0%	t 0%	0%	С	0.093	F	0.64	650	G	2018
(131)		То				Longd	ale Cresce	nt								
		From	1			Cam	postella Ro	i								
Providence Rd	1.55	15000	G	98%	1%	0%	0%	0%	0%	F	0.107	F	0.655	16000	G	2018
8640 Providence Rd	0.99	14000	G	98%	1%	0%	ngora Dr 0%	0%	0%	С	0.101	F	0.573	15000	G	2018
		10	1				'irginia Be	ach								
Charrow Pd	0.00	From	<u> </u>	98%	1%	1%	itary Hwy	0%	0%	F	0.089	F	0.500	5500	G	2019
Sparrow Rd	0.23	5200	G	90%	1 70		0% vidence Rd		0%	- Г	0.069	Г	0.589	5500	G	2018
Sparrow Rd	0.84	9600 From	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.626	10000	G	2018
0	0.57	From		070/	401		n River Ro		00′				0.500	0000		0010
Sparrow Rd	0.57	3100	G	97%	1%	1%	0%	0%	0%	С	0.104	F	0.599	3300	G	2018
		From					Beaver Ro									
Sparrow Rd	0.28	1400	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.543	1500	G	2018
		То	<u> </u>			Go	ldcrest Dr									
<u> </u>		From					Campostell		• • • • • • • • • • • • • • • • • • • •					45	_	
8647 Border Rd	0.47	4100	G	98%	2%	0%	0%	0%	0%	С	0.089	F	0.537	4300	G	2018
<u> </u>		From					gfield Ave order Rd									
8647) Wingfield Ave	0.08	2000	G	98%	2%	0%	0%	0%	0%	F	0.098	F	0.544	2200	G	2018
Wingfield Ave	0.00	2000	<u> </u>	0070	270				0 70		0.000	•	0.011	2200	u	2010
Minafield Ave	0.40	2400	<u> </u>	079/	10/		2 Berkley		00/	С	0.000	Е	0.560	2600	G	2010
Wingfield Ave	0.48	2400 To	G	97%	1%	1%	0% mstown Ro	0%	0%	U	0.098	F	0.562	2600	G	2018
		From					gfield Ave									
8647 Tatemstown Rd	0.34	3700	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.589	3900	G	2018
131		To	:			SR 407 I	ndian Rive	r Rd								
		From	1		Е	Sus SR 16	8 Battlefiel	d Blvd								
8648 Albemarle Dr	1.19	5000	G	99%	0%	0%	0%	0%	0%	С	0.121	F	0.949	5300	G	2018
131		То				C	edar Rd									
		From	:			Mt	Pleasant									
8649) Woodford Dr	0.28	840	G	96%	3%	1%	0%	0%	0%	С	0.106	F	0.604	900	G	2018
131		To	:			Roy	al Oak Dr									
		From	:			Wa	alnut Ave									
8650 Cornick Ave	0.14	680	G	97%	2%	1%	0%	0%	0%	С	0.115	F	0.627	720	G	2018
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		To	1			Ole	ander Ave				<b>—</b>  —					
8650) Cornick Ave	0.60	920 From	G	97%	2%	1%	0%	0%	0%	С	0.108	F	0.637	980	G	2018
(8650) Cornick Ave		То				Sp	arrow Rd									
		From				Do	uglas Rd									
8653 131 West Rd	0.79	160	G	95%	3%	0%	2%	1%	0%	С	0.146	F	0.519	170	G	2018
131		To	_			R ₆	enefit Rd									
8653) West Rd	5.27	930	G	93%	4%	1%	1%	1%	0%	С	0.125	F	0.777	980	G	2018
8653) West Rd	J	То	<u> </u>		. , •		Dominion E		- / 0			•		-00		_0.0
		From	1				enefit Rd				i					
8655) Shillelagh Rd	6.96	800	G	96%	3%	1%	1%	0%	0%	С	0.125	F	0.651	850	G	2018
Shillelagh Rd		To	1	/ •			Dominion E					-			-	
		From	:		р		8 Battlefiel				Ī					
8656) Benefit Rd	1.96	1600	G	95%	3%	1%	1%	0%	0%	С	0.116	F	0.612	1700	G	2018
Benefit Rd		-	_		- / -			- / •	- / •			•				_0.0
Renofit Pd	1.00	From		060/	10/		n Pine Rd	<b>Λ</b> 0/	Uo/		0 115	Е	0.500	2100	G	2010
8656 Benefit Rd	1.92	3000 To	G	96%	1%	1%	0%	0%	0%	С	0.115	F	0.599	3100	G	2018
		10				John	nstown Rd									

					INO	HOIK IVIA	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Panafit Dd	0.16	From	<u> </u>	070/	10/		stown Rd	00/	00/			г	0.574	1400	_	0010
8656 Benefit Rd	3.16	1300 _{To}	G	97%	1%	1%	0% uglas Rd	0%	0%	С	0.119	F	0.574	1400	G	2018
		From	l					LVO.			1					
(8657) Old Atlantic Ave	0.07	8100	G	97%	1%	1%	Atlantic A	0%	0%	F	0.098	F	0.549	8600	G	2018
8657 Old Atlantic Ave	0.07	To		0.70	. , ,							•	0.0.0	0000	<b>C</b> .	
(8657) Old Atlantic Ave	0.24	4600 From	G	97%	1%	1%	rk Ave 0%	0%	0%	F	0.091	F	0.505	4900	G	2018
8657 Old Atlantic Ave	0.21	7000	<u> </u>	0.70	1 /0					•	——————————————————————————————————————	•	0.000	1000	ŭ	2010
(8657) Cascade Blvd	0.41	1100	G	98%	1%	0%	6 Liberty S 1%	0%	0%	С	0.111	F	0.664	1100	G	2018
(8657) Cascade Bivd	0.41	To		30 /6	1 /0		dina Ave	0 /6	0 76	0	0.111	'	0.004	1100	u	2010
		From				SR 166 B		Dlvd								-
8658 Booker St	0.58	570	G	97%	2%	2%	0%	<u>ом</u>	0%	С	0.112	F	0.515	600	G	2018
8658 131 Booker St	0.00	То	Ť	0.70		SR 190 Gr			0,0		<u> </u>	•	0.0.0	000	<b>C</b> .	_0.0
		From				Bus SR 168										
8661) Centerville Tpke	3.76	5600	G	96%	2%	1%	1%	0%	0%	С	0.118	F	0.669	5900	G	2018
(8661) Centerville Tpke		To				Ethorida	e Manor E	Dlvd								
8661) Centerville Tpke	1.03	8700 From	G	96%	2%	1%	1%	0%	0%	F	0.118	F	0.669	9300	G	2018
(8661) Centerville Tpke		т.	_	/ •	_,•					-						
(8661) Centerville Tpke	1.14	8700	G	97%	1%	1%	tress Rd 1%	0%	0%	С	0.106	F	0.625	9300	G	2018
(8661) Centerville Tpke	1.17	0700		31 /6	1 /0				0 70		0.100	'	0.023	3300	a	2010
Contonvilla Taka	1.05	From	<u> </u>	070/	00/		At Pleasan		00/	F	0 101		0.67	16000		2010
(8661) Centerville Tpke	1.25	15000 _{To}	G	97%	0%	1% 131-8665 1	1%	0%	0%	Г	0.101	F	0.67	16000	G	2018
		From			-		Station Ro									
8661 Centerville Tpke	0.46	9900	G	97%	0%	1%	1%	0%	0%	С	0.1	F	0.629	11000	G	2018
131		To					)5 Elbow l	Rd								
Conton illa Talca	1.70	From	<u> </u>	070/	00/		bow Rd	00/	00/		0.100	_	0.054	0000	_	0010
8661 Centerville Tpke	1.76	8700	G	97%	0%	1%	1% Va Beach	0%	0%	F	0.100	F	0.654	9200	G	2018
		From	l													
(8662) Green Tree Rd	0.73	10000	G	99%	0%	0%	Kempsville 0%	0%	0%	С	0.119	F	0.528	11000	G	2018
8662 131 Green Tree Rd	0.70	To	<u> </u>	00 /0	0 70		Grove Rd		0 70		0.110	•	0.020	11000	ŭ	2010
_		From			В	Bus US 168										
8662 131 Oak Grove Rd	0.86	9100	G	98%	1%	0%	0%	0%	0%	С	0.103	F	0.623	9700	G	2018
(131)		To				Gree	n Tree Rd									
$\sim$		From					nefit Rd									
8663 Johnstown Rd	5.94	3200	G	98%	0%	1%	0%	0%	0%	С	0.112	F	0.660	3400	G	2018
<u> </u>		То			В	Bus US 168										
		From		0651			stown Rd		051			_		0==		0015
8664 Woodbridge Dr	0.19	820	G	96%	3%	1%	0%	0%	0%	С	0.129	F	0.703	870	G	2018
		From					rfield Dr Ibridge Di	r								
8664 Briarfield Dr	0.68	2700	G	97%	2%	0%	0%	0%	0%	С	0.132	F	0.532	2900	G	2018
131/		To				Sr 165	5 Cedar Ro	d								
		From				Prov	idence Rd									
8665 Dunbarton Rd	0.65	5800	G	97%	2%	0%	0%	0%	0%	С	0.121	F	0.536	6200	G	2018
		To Er				US 13 I	Military H	wy								
8665 131 Greenbrier Pkwy	0.28	29000	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.538	31000	G	2018
(131)		_ To				Woo	odlake Dr				<b>—</b>					
_	0.22	51000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.586	54000	G	2018
(8665) Greenbrier Pkwy		To					I-64									
Greenbrier Pkwy			<u> </u>	070/	1%	1%	1%	1%	0%	F	0.084	F	0.552	80000	G	2018
Cycombying Plans	0.94	75000	G	97%	1 70	1 /0	1 /0				-					-
(8665) Greenbrier Pkwy (8665) Greenbrier Pkwy	0.94	75000 To	G	97%	1 70											
8665 Greenbrier Pkwy		To From				Ed	en Way		0%	F	0.092		0 606	44000		2018
Cusanbular Plans	0.94	75000 To From 42000	G G	97%	1%	Ed 1%	en Way 1%	1%	0%	F	0.092	F	0.606	44000	G	2018
8665 Greenbrier Pkwy		To From				Ed 1%	en Way		0%	F	0.092	F	0.606	44000 28000	G G	2018

Composte						No	rfolk Mainte	nance Area	l							
St. 100 Keepworks Ed.   St. 100   G. 97%   1%   1%   1%   1%   0%   F. 0.107   F. 0.638   15000   G. 2011	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
### Butts Station Rd	City of Chesapeake						AD 100 Y									
Pamp	Butte Station Rd	2.08			07%	10/			0%	F	0.107	E	0 638	15000	G	2018
	8665 Dulis Station nu	2.00	To		31 /6				0 /6	-	0.107	'	0.030	13000	G	2010
Ramp	F		From:	l				•			1					
		0.35		ᄃ		1.	51-8005 S, Gre	enbrier Pkwy			0.085	F		6200	F	2018
Figure   Campostella Rd   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.34   1.	8665	0.00		Ė			L-64 Fast Col	llector Rd			0.003			0200	•	2010
F	F4		From:			1.0					_					
Main		0.19		F		1.	51-8003 E, GIE	elibrier Pkwy			0.113	F		5100	F	2018
Part	131	0.10	<b>4000</b> To:	Ė			I-64 West Co	llector Rd						0100	•	2010
Ramp   0.20   10000   F	A/		From:			1.0					_					
New   131-8665 N, Greather Psuy   1-40		0.20	10000	F		1.3	01-8003 W, GIE	enoner Pkwy			0.075	F		11000	F	2018
Pamp	8665	0.20		Ė			I-64 East Col	llector Rd			7	•		11000	•	2010
Ramp   0.38   13000   F	Mont		From:			13										
Features Airfield Rd	$\bigcirc$ 5	0.38	13000	F		1,	71-8003 IN, GIE	elibriel Fkwy			0.09	F		14000	F	2018
WCL Va Beach   WCL	131	0.00	To:				I-64 West Co	llector Rd				•			-	_0.0
Blackwater Rd			From:	- I							1					
Fentress Airfield Rd	8667 Blackwater Rd	2.62		G	94%	1%			0%	С	0.097	F	0.715	2800	G	2018
Fentress Airfield Rd	131	ý <u>–</u>	To:	Ī										- 7 -		
SR 165 MF Pleasant Rd			From:													
Bigs R   R   S   N   Pealsan   R   S	Fentress Airfield Rd	0.15	5000	G	95%	1%			0%	С	0.099	F	0.702	5300	G	2018
Hickory Rd East   0.81   4400   G   96%   2%   1%   1%   0%   0%   C   0.15   F   0.839   4600   G   2011	<u> </u>		To:	<u> </u>			SR 165 Mt Pl	easant Rd			<u></u> l					
Centerville Tiple   Centerville Tiple Tiple   Centerville Tiple	$\sim$															
Centerville Tybe   Company   Compa	Hickory Rd East	0.81	4400	G	96%	2%	1% 1	% 0%	0%	С	0.15	F	0.839	4600	G	2018
WCI_Virginia Beach   WCI_Vir	<u> </u>		To:				Centerville	e Tpke								
Bus SR 168 Battlefield Blvd   SR 165 Mr   Bus SR 168 Battlefield Blvd   SR 168 Battlefield B	Head Of River Rd	4.89		G	97%	1%	1% 1	% 0%	0%	С	0.104	F	0.698	2200	G	2018
Ashley Rd  0.42 2900 G 99% 0% 1% 0% 0% 0% C 0.112 F 0.545 3100 G 2011    SR 165 Mt Pleasant Rd	131/		To:				WCL Virgin	ia Beach								
SR 165 Mt Pleasant Rd			From			I	Bus SR 168 Bat	tlefield Blvd								
SK 168 MT Pleasant Na	8674 Ashley Rd	0.42	2900	G	99%	0%	1% C	0%	0%	С	0.112	F	0.545	3100	G	2018
Compostella Rd   Comp	1317		To				SR 165 Mt Pl	easant Rd								
DeBaun Ave   O.49   A600   G   98%   1%   1%   0%   0%   0%   0%   0.0118   F   0.691   4900   G   2013			From:													
DeBaun Ave   0.49   4600   G   98%   1%   1%   1%   0%   0%   0%   0%   0	₈₆₉₅ ) Lindale Dr	0.67	3700	G	98%	1%	1% C	0%	0%	С	0.134	F	0.797	3900	G	2018
DeBaun Ave   0.49   4600   G   98%   1%   1%   0%   0%   0%   0%   0 0 0.118   F   0.691   4900   G   2011	<u> </u>		To:								-					
SR 168 Battlefield Blvd   SR 168 Battlefie	DeBaun Ave	0.49			08%	1%			Nº/-		 118	E	0 601	4900	G	2018
Crystalwood Circle   Crystal	8695 DCDadii AVC	0.43	<b>4000</b> To:		30 70	1 /0			0 70			'	0.001	4300	ď	2010
Second   S			From:	l							1					
Nolvo Pkwy   0.26   9700   G   99%   0%   0%   0%   0%   0%   0%   0	Volvo Pkwy	0.30			99%	0%			0%	F	0.098	F	0 604	910	G	2018
Second   S	8/17/ VOIVO I KWY	0.00	000		0070	0 70			070		0.000		0.004	010	u	2010
Street   S		0.00	From:	<u> </u>	000/	00/			00/			_	0.004	10000		0040
Notice   Piece   Field   Piece   Pie	8717) VOIVO PKWY	0.26	9/00	G	99%	υ%	U% (	170 U%	0%	Ü	0.106	г	0.921	10000	G	2018
Second   S			To: From:													
Bus SR 168 Battlefield Blvd   1.38   24000   G   98%   0%   1%   1%   1%   0%   C   0.087   F   0.504   25000   G   2018	(8717) Volvo Pkwy	0.25	21000	G	99%	0%	0% 0	0%	0%	F	0.094	F	0.659	23000	G	2018
ST   10   10   10   10   10   10   10   1			To: From:			I	Bus SR 168 Bat	tlefield Blvd								
Second   Compostella Rd   Compostella	8717) Volvo Pkwy	1.38	24000	G	98%	0%	1% 1	% 1%	0%	С	0.087	F	0.504	25000	G	2018
STATE   Volvo Pkwy   0.45   25000   G   98%   0%   1%   1%   1%   0%   F   0.094   F   0.634   26000   G   2018	131)		To:				Greenbrie	Pkwv								
SR 190 Great Bridge Blvd   SR 190 Great Bridge	8717) Volvo Pkwy	0.45	25000	G	98%	0%			0%	F	0.094	F	0.634	26000	G	2018
Strip   Coffman Blvd   1.49   26000   G   98%   0%   1%   1%   1%   0%   F   0.102   F   0.667   28000   G   2018	131/		To				Eden V	Vay								
Trop   Dead End   Docklanding Rd   Doc															_	
From   Docklanding Rd     Docklanding Rd     Docklanding Rd     Docklanding Rd     Docklanding Rd     Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Docklanding Rd   Dock	Volvo Pkwy	1.49	26000	G	98%	0%			0%	F	0.102	F	0.667	28000	G	2018
Coffman Blvd 0.70 1800 G 98% 1% 1% 0% 0% 0% C 0.112 F 0.565 1900 G 2018    SR 337 Portsmouth Blvd   SR 190 Great Bridge Blvd   SR	<u> </u>		To	<u> </u>												
SR 337 Portsmouth Blvd   From   SR 190 Great Bridge Blvd   SR 190 Great B	<u> </u>											_				
SR 33/ Portsmouth Bivd   SR 33/ Portsmouth Bivd   SR 190 Great Bridge Blvd   SR 190 Great Bridge Blv	(8757) Coffman Blvd	0.70	1800	G	98%	1%			0%	С	0.112	F	0.565	1900	G	2018
Campostella Rd 1.34 6000 G 96% 2% 1% 0% 0% 0% C 0.123 F 0.75 6300 G 2018    Strip Great Bridge Brid	<u> </u>		To:	<u> </u>			SR 337 Portsn	nouth Blvd								
US 13 Military Hwy    US 13 Military Hwy	$\overline{}$															
US 13 Military Hwy  87633 Campostella Rd 1.06 15000 G 95% 1% 1% 2% 1% 0% C 0.084 F 0.615 16000 G 2018	(8763) Campostella Rd	1.34	6000	G	96%	2%	1% 0	0%	0%	С	0.123	F	0.75	6300	G	2018
8763) Campostella Rd 1.06 <b>15000 G</b> 95% 1% 1% 2% 1% 0% C 0.084 F 0.615 16000 G 2018	<u> </u>		To				US 13 Milit	ary Hwy			<u> </u>					
	8763) Campostella Rd	1.06		G	95%	1%			0%	С	0.084	F	0.615	16000	G	2018
	131/		To:				SR 168 Battle	field Blvd								

					No	rtolk Maint	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Virginia Ava	0.50	From	<u> </u>	069/	20/	US 460 Bair		/ 00/		0 1 4 5	_	0.664	1000	_	2010
Virginia Ave	0.50	1500	G	96%	2%	1%	1% 0%	<u>6 0%</u>	С	0.145	F	0.664	1600	G	2018
		From				Virgin	ake Ave ia Ave			-					
8771 Chesapeake Ave	1.12	2400	G	96%	2%	1%	0% 0%	6 0%	С	0.109	F	0.637	2500	G	2018
131		To				Park	Ava								
R771 Chesapeake Ave	0.41	1800	G	98%	1%	1%	0% 0%	6 0%	С	0.094	F	0.563	1900	G	2018
Onesapeake Ave	0	То	Ť		. , 0	SR 246 Po		0 0,0			•	0.000		<b>.</b>	_0.0
		From				US 460 Bair				1					
8776) Park Ave	0.37	1200	G	96%	2%	1%	0% 0%	6 0%	С	0.099	F	0.512	1200	G	2018
Park Ave	0.07	1200		0070				0 070		0.000	•	0.012	1200	G	20.0
O Barda Arra	0.05	From	<u> </u>	000/	00/	Chesape		/ 00/			_	0.044	4000		0040
Park Ave	0.35	3800 _{To}	G	96%	2%	1%	0% 0%	<u>6 0%</u>	F	0.094	F	0.641	4000	G	2018
		10				Old Atla	ntic Ave								
<u> </u>		From				Dead					_			_	
Barnes Rd	0.45	1000	G	80%	1%	3%	3% 14	% 0%	С	0.159	F	0.753	1100	G	2018
<u> </u>		То				US 460 Bair	ibridge Blvd								
<u> </u>		From				17 George V							<del></del>		
Ballahack Rd	11.72	930	G	96%	2%	1%	1% 1%	6 0%	С	0.122	F	0.677	990	G	2018
		To From				Old Battle	field Blvd			$\supset$ —					
8796 Ballahack Rd	0.10	930	N	96%	2%	1%	1% 1%	6 0%	N	0.122	F	0.677	990	N	2018
131/		To				SR 168 Batt	lefield Blvd								
		From			I	JS 17 Wester	n Branch Blv	d							
8797) Poplar Hill Rd	0.23	11000	G	99%	0%	0%	0% 0%		С	0.093	F	0.572	12000	G	2018
Poplar Hill Rd		To				Churchla	and Blvd								
		From				SR 165 W	Cedar Rd								
8798 Bells Mill Rd	2.38	1800	G	97%	1%	1%	0% 0%	6 0%	С	0.103	F	0.568	1900	G	2018
Bells Mill Rd		To				SR 165 E,									
		From				Washin	oton Dr								
8799 Waters Rd	0.36	8600	G	98%	1%	0%	0% 0%	6 0%	С	0.101	F	0.621	9100	G	2018
8799 Waters Rd		То			- , -	SR 165 C								-	
		From													
8800 Millville Rd	0.69	1700	G	98%	1%	Ceda 0%	0% 0%	6 0%	С	0.113	F	0.714	1800	G	2018
Millville Rd	0.00	1700		0070							•	0.7 1 1	1000	G	20.0
<u> </u>		From				R 165 Moses									
Millville Rd	0.42	2900	G	97%	1%	1%	1% 0%	6 0%	С	0.097	F	0.616	3100	G	2018
		To From				Burso	on Dr								
8800 Millville Rd	0.65	1000	G	95%	2%	1%	1% 1%	6 0%	С	0.108	F	0.6	1100	G	2018
131/		То				Shipya	ard Rd								
		From				SR 165 C	Cedar Rd								
8801 Shipyard Rd	0.99	1200	G	97%	2%	1%	0% 0%	6 0%	С	0.102	F	0.585	1200	G	2018
131/		To	_			Burso	on Dr								
8801) Shipyard Rd	1.28	290 From	G	94%	2%	2%	1% 0%	6 0%	С	0.110	F	0.514	310	G	2018
Shipyard Rd	1.20	<b>230</b> To		0470	270	Millvi		0 070				0.014	010	u	2010
		From								-					
8802) Hanbury Rd	1.00	9200	G	98%	1%	Johnsto 0%	0% 0%	6 0%	С	0.102	F	0.55	9800	G	2018
(8802) Hanbury Rd	1.00	3200		30 /6						0.102	'	0.55	3000	ч	2010
<u> </u>		From				Bus SR 168 I				<u> </u>					
8802 Hanbury Rd	0.51	15000	G	98%	1%	0%	0% 0%	6 0%	С	0.105	F	0.517	16000	G	2018
		To				Hillw	ell Rd								
<del></del>		From				Bus SR 168 B									
O	_	3300	G	97%	2%	0%	0% 0%	6 0%	С	0.112	F	0.562	3500	G	2018
8803) Hillwell Rd	2.36	3300													
Hillwell Rd	2.36	3300 To				SR 165 Mt	Pleasant Rd								
8803 Hillwell Rd	2.36	To			_	SR 165 Mt									
	1.80	То	G	98%	1%			6 0%	С	0.108	F	0.55	3200	G	2018
		To	G	98%	1%	SR 165 Mt	Pleasant Rd 0% 0%	6 0%	С	0.108	F	0.55	3200	G	2018
		To	G	98%	1%	SR 165 Mt 0% Centervi	Pleasant Rd 0% 0% lle Tpke	% 0%	С	0.108	F	0.55	3200	G	2018
(31)		From 3000	G G	98%	1%	SR 165 Mt 0%	Pleasant Rd 0% 0% lle Tpke		C	0.108	F	0.55	3200 5600	G G	2018

Section   Factor						No	rtolk Ma	ıntenan	ce Area	l							
Blow Rd   3,05   8100   G   100%   0%   0%   0%   0%   0%   0%	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Yea
Bibow Rd   3.05 8100	City of Chesapeake		From				Ct-										
WCL Vigens Beach	Elbow Rd	3.05		G	100%	0%				0%	С	0.112	F	0.552	8600	G	2018
Eden Way N   0.49   11000   G   99%   1%   0%   0%   0%   0%   F   0.104   F   0.552   12000   G   201	131		To		,.												
Commonweight   Comm			From				Vo	lvo Pkwy									
Eden Way N   0.68   12000   G   99%   1%   0%   0%   0%   0%   0 0 0.099   F   0.575   13000   G   201	8806) Eden Way N	0.49	11000	G	99%	1%			0%	0%	F	0.104	F	0.552	12000	G	2018
Eden Way N   0.68   12000   G   99%   1%   0%   0%   0%   0%   0%   0%   0	131		To				White	Oak Cross	sing			_					
Convenior Play   Conv	8806) Eden Way N	0.68	12000	G	99%	1%				0%	С	0.099	F	0.575	13000	G	2018
Commonweight   Comm	1310		To				Сталь	ahai an Dirr									
Crossways Bird	Eden Way N	0.85	13000	L G	99%	1%				0%	F	0 102	F	0.632	14000	G	2018
The Northina Reach	131	0.00		r <u> </u>	0070	. , 0				0,70	•		•	0.002		<u> </u>	
134-7 F, Indian River Rd	ity of Vinginia Roach											•					
Set   Set	ast		From:				134-7 E,	Indian Riv	er Rd								
Set   Set	7 Ramp	0.24	5600	F								0.089	F		5600	F	2018
Alamp	134/		To				I-	64 East									
Alamp	ast		From:				134-7 E,	Indian Riv	er Rd								
Set   Set	Ramp	0.18	4000	F								0.076	F		4300	F	201
Ramp	1.34/		To				I-	64 West									
Ramp	Vest		From:	L			134-7 W.	Indian Riv	ver Rd								
Feet		0.19	13000	F								0.082	F		13000	F	201
Ramp   0.28   17000   F	134					_	I-	64 East									
Ramp   0.28   17000   F	Vest		From:				134-7 W,	Indian Riv	ver Rd								
16th Bay St   510	7 Ramp	0.28	17000	F								0.096	F		18000	F	201
16th Bay St   510   F	134		To				I-(	64 West									
16th Bay St   510   F	ity of Norfolk																
Pleasant Ave   Plea	IV OI NOITOIK		From				Ocea	n View Av	ve								
Second Principle   Content of the	16th Bay St		510	F								0.113	F	0.636	540	F	201
24th St			To				Ple	asant Ave									
Serry Hill Rd   Serry Hill R			From:				Llev	vellyn Ave	2								
Signature   Sign	24th St		440	F								0.105	F	0.693	470	F	201
Statist   Stat			To				Omo	hundro Av	/e								
36th St   360   F   Colley Ave   State   Sta			From:				Ki	llam Ave									
A5th St   1800   F   Colley Ave	36th St		360	F								0.107	F	0.510	380	F	201
## Sth St			To				Co	lley Ave									
After the content of the content o			From:				Co	ollev Ave									
Hampton Blvd   Free	45th St		1800	F								0.086	F	0.618	1900	F	201
Albert Ave 110 F 0.116 F 0.556 120 F 201    Pugh St							Han	npton Blvc	i								
Albert Ave 110 F			From:				Gle	n Oak Dr									
Pugh St	Albert Ave		110	F			Gie	ii Ouk Di				0.116	F	0.556	120	F	201
Almeda Ave 3400 F			To:				F	Pugh St									
Almeda Ave 3400 F			From:				Rohi	n Hood R	d								
Henneman Dr   Campostella Rd   Campost	Almeda Ave		3400	F			Rooi	ii Hood IC	u			0.093	F	0.648	3600	F	201
Arlington Ave 250 F			To:				Hen	neman Dr									
Arlington Ave 250 F			From:				Com	nostalla P	A			1					
Berry Hill Rd   Prom   Brookville Rd   D.1   F   0.554   310   F   201	Arlington Ave			F			Calli	postena K	u			0 11	F	0.656	270	F	201
Berry Hill Rd   290   F   0.1   F   0.554   310   F   201	, amigion , to		To	· ·			Oa	kwood St				<u> </u>	•	0.000	2,0	•	
Berry Hill Rd   290   F			From:						ı								
Poplar Hall Dr	Born, Hill Rd			ᆮ			Bro	okville Ka					E	0.554	310	F	201
Brentwood Dr         1100 r         F         Merrit St         0.105 r         0.527 r         1200 r         F         201 r           Brookville Rd         200 r         Barn Hollow Rd         0.122 r         F         0.527 r         220 r         F         201 r           Burksdale Rd         750 r         F         Old Ocean View Rd         0.098 r         0.669 r         800 r         D         201 r	Don'y Filli 170			Ė			Pop	lar Hall De	<u> </u>			<b>⊣</b> i'		0.004	310	'	20 I
Brentwood Dr         1100         F         0.105         F         0.527         1200         F         201           Brookville Rd         200         F         Barn Hollow Rd         0.122         F         0.527         220         F         201           To         Bayberry Dr         Old Ocean View Rd         0.098         F         0.669         800         F         201           Burksdale Rd         750         F         0.098         F         0.669         800         F         201												<u> </u>					
From   Glade Rd   Barn Hollow Rd   D.122   F   0.527   220   F   201	Brontwood Dr			<u> </u>			N	ierrit St				0.105	_	0.507	1000	_	204
Brookville Rd         200         F         Barn Hollow Rd         0.122         F         0.527         220         F         201           To         Bayberry Dr           From:         Old Ocean View Rd           Burksdale Rd         750         F         0.098         F         0.669         800         F         201	DIEHLWOOD DE		1 1 UU					lade D ¹				0.105	Г	0.527	1200	Г	∠01
Brookville Rd         200         F         0.122         F         0.527         220         F         201           From         Old Ocean View Rd           Burksdale Rd         750         F         0.098         F         0.669         800         F         201				<u> </u>													
To         Bayberry Dr           From         Old Ocean View Rd           Burksdale Rd         750         F         0.098         F         0.669         800         F         201	Donalo (III D.)			<u> </u>			Barn	Hollow R	d				_	0.507	000	_	00.
From:         Old Ocean View Rd           Burksdale Rd         750         F           0.098         F           0.669         800         F           201	Brookville Rd		200	F				, -				0.122	F	0.527	220	F	201
Burksdale Rd <b>750 F</b> 0.098 F 0.669 800 F 201			To	<u> </u>			Bay	yberry Dr									
							Old Oc	ean View	Rd					<del></del>			
To: Colin Dr	Burksdale Rd		750	F		_						0.098	F	0.669	800	F	201
			To		· <u></u>		C	Colin Dr									

				INO	noik iviai	ntenanc	e Area								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From	l			Pide	efield Dr				1					
Camellia Rd	480	F			Kiug	eneid Di				0.104	F	0.642	520	F	2018
	To				Fa	ber Rd									
	From:					port Ave									
Carlisle Way	<b>290</b>	G	98%	0%	1%	0%	0%	0%	С	0.106	F	0.698	290	G	2018
	From					Grove Rd				_					
Catherine St	90	F			Oak	Glove Ku				0.234	F	0.723	90	F	2018
	To:				Sir	clair St									
	From:				We	llman St									
Chambers St	<b>220</b>	F			г.	11. 4				0.106	F	0.585	240	F	2018
	From:					zell Ave									
Commodore Dr	270	F			Swa	nson Rd				0.098	F	0.541	280	F	201
	To:				Roc	lman Rd								-	
	From:				Kem	osville Rd									
Cornick Rd	260	F								0.113	F	0.546	280	F	201
	To:				Ma	ary Ave									
Dean Dr	From: <b>120</b>	F			Ве	eatty St				0.137	F	0.694	130	F	201
Dean Di	120 To:	Г			Mi	llard St				0.137	•	0.034	130	ı	201
	From:					gfield Ave									
Decker St	80	F				,				0.109	F	0.571	90	F	201
	To:				Whe	eling Ave									
51.1.5	From:				Galve	eston Blvd					_			_	
Dixie Dr	360 _{то}	F			G	len Rd				0.113	F	0.784	380	F	201
	From:					mon Rd									
Dunway St	180	F			DCa	illoli Ku				0.102	F	0.55	190	F	201
	To:				Kenne	ebeck Ave									
	From:				Не	rbert St									
Elmhurst Ave	740	F			TEL	C.				0.104	F	0.592	790	F	201
	From:					omas St									
Evans St	680	F			Ha	ven Dr				0.165	F	0.664	730	F	201
	To:				Stra	ntford St									
	From:				Whit	ney Blvd									
Faulk Rd	240	F								0.106	F	0.597	260	F	201
	10:					Clure Rd									
Finney St	From: <b>180</b>	F			We	llman St				0.141	F	0.5	190	F	201
i iiiioy ot	To:	•			De	ad End					•	0.0	100	•	201
	From:					nian Ave									
Frank St	160	F								0.13	F	0.592	170	F	201
	To					incy St									
O a levi a I. Du	From:				River	r Oaks Dr					_	0.050	000	_	004
Gabriel Dr	190	F			Ro	slyn Dr				0.111	F	0.652	200	F	201
	From					neadow Bl	vd								
Gardner Dr	700	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.511	700	G	201
	To				Bar	ning Rd									
_	From:				Hud	son Ave									
George St	1100	F				L-4 A				0.096	F	0.515	1200	F	201
	From:					bot Ave									
Glen Rd	620	F			Ke	ene Rd				0.087	F	0.662	660	F	201
										0.001		J.JJL	550		

				INO	rfolk Maintenanc	e Area								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Norfolk	From													
Gosnold Avenue	690	G	98%	0%	Virginia Ave 1% 0%	0%	0%	С	0.091	F	0.605	690	G	2018
Goshold Avenue	To:		30 /6	0 76	Maryland Ave	0 76	0 /6		0.031	'	0.005	030	ч	2010
	From:				New St				1					
Hammet Ave	340	F			Tiew Bt				0.198	F	0.612	360	F	2018
	To				Dune St									
	From				Grandy Ave									
Hanbury St	660	F							0.089	F	0.543	700	F	2018
	To:				Ballentine Blvd									
Hama Bal	From:	<u> </u>			Raby Rd				0.007	_	0.004	4400	_	004
Harmony Rd	990 To:	F			Quail Rd				0.097	F	0.634	1100	F	2018
	From													
Hilton St	1900	F			Military Hwy				0.094	F	0.522	2000	F	2018
Timori ot	To:	Ė			Caribou Ave				0.004	•	0.022	2000	•	2010
	From:				Gondola Rd				i					
Inventors Rd	310	F							0.124	F	0.622	330	F	2018
	To				Production Rd									
	From:				Thurston St									
Iowa Ave	600	F							0.105	F	0.515	650	F	2018
	To:				Bessie St									
	From:				Nottoway St								_	
Jersey Ave	350	F							0.090	F	0.776	370	F	2018
	To:	<u> </u>			Amherst St									
Kennebec Avenue	1200	<u> </u>	000/	00/	Sewells Point Ro		00/		0.002	_	0.576	1000	_	2011
Kennebec Avenue	1300 To:	G	98%	0%	2% 0% Humboldt St	0%	0%	С	0.093	F	0.576	1300	G	201
	From	l			Village Ave				_					
Kingwood Ave	1300	F			Village Ave				0.095	F	0.549	1300	F	201
9	To:				Va Beach Blvd									
	From				Liberty St									
Lancaster St	580	F			*				0.088	F	0.588	620	F	2018
	To:				Walker Ave									
	From:				Eagle Ave									
Lion Ave	280	F							0.117	F	0.592	300	F	201
	To:				Little Creek Rd									
	From:				Carlllo Ave					_			_	
Magnolia Ave	1700	F			11 D 1 D				0.087	F	0.601	1800	F	201
					Upper Brandon P	l.			_					
Marshall Ave	900	F			Olney Rd				0.109	F	0.689	970	F	201
Marshall Ave	900 To:				Brambleton Ave				0.109	Г	0.009	970	Г	201
	From:				Whitney Blvd									
McGuinnis Cir	220	F			willing bivu				0.094	F	0.609	240	F	201
	To				Faulk Ave					•			-	
	From				Colony Pt Rd									
Millbrook Rd	150	F							0.131	F	0.614	160	F	201
	To:				Ruthven Rd									
	From				Azalea Garden R	d								
Miller Store Rd	3300	F							0.096	F	0.738	3500	F	201
	To				Wise St									
	From:				Elaine Ave									
Mona Avenue	2000	G	99%	0%	0% 0%	1%	0%	С	0.089	F	0.55	2000	G	2018
	To:	<u> </u>			Calvin Ave				<u> </u>					
	From:				Tarpon Pl									
Murray Ave	210	F			~ .				0.121	F	0.517	230	F	2018
	To	1			Azalea Garden R	d								

				1101	rfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck	QC _	K	QK	Dir	AAWDT	QW	Year
ity of Norfolk	-				2Axle 3+Axle 1Trail 2Trail	F	actor		Factor			
	From				Newport Ave							
New York Ave	210	F			0.1.:14	0	.109	F	0.731	220	F	2018
	From:				Colonial Ave		1					
Norman Ave	630	F			Tidewater Dr	0	105	F	0.579	670	F	2018
Norman Ave	To:	•			Old Ocean View Rd		1	'	0.575	070	'	2010
_	From				Colonial Ave							
Oxford St	1900	F				0	.117	F	0.686	2000	F	2018
	To:				Granby St							
	From:			,	Winward Rd							
Patridge St	990	F				0	.260	F	0.695	1100	F	2018
	To:				Palem Rd							
Pinedale St	From:	G			Euwanee Pl		122	F	0.515	140	G	2018
Filledale St	120	G			E Chester St	- 0	.122 <b>1</b>	Г	0.515	140	G	2016
	From:				Hatton St		1					
Selden Ave	350	F		-	Hatton St	0	」 .102	F	0.651	380	F	2018
	To:	-			Cass St		1				•	
	From:				Woodbine Rd							
Shorewood Dr	290	F				0	.101	F	0.569	310	F	2018
	To:				Levine Ct							
	From:				Dixie Dr							
Simons Dr	1100	F				0	.094	F	0.634	1200	F	2018
	To:				Marchant Rd							
Cummit Ava	100				West Ave	0	104	F	0.504	100	0	2010
Summit Ave	120	G			Middle Ave	- 0	.124 <b>1</b>	Г	0.594	130	G	2018
	From:				Arkansas Ave		1					
Tait Terrace	2300	F			Alkalisas Ave	0	.092	F	0.535	2500	F	2018
	To:				Wyoming Ave							
	From:				Wakefield Ave							
Tennessee Ave	140	F				0	.114	F	0.629	150	F	2018
	To:				Ingleside Rd							
	From:				Workwood Rd							
Tifton Dr	200	F				0	.171	F	0.533	220	F	2018
	To:				Lasser Dr		<u> </u>					
Tuttle Ave	From: <b>90</b>	F			George St	0	163	F	0.515	100	F	2018
Tuttle Ave	To:	-			Dead End	- 0	.103 <b>1</b>	'	0.515	100	'	2010
	From:				Tifton St		1					
University Dr	250	F			Titton St	0	.105	F	0.618	260	F	2018
,	To:				Workwood Rd							
	From:				Old Ocean View Rd							
Vero St	660	F				0	.115	F	0.603	710	F	2018
	To				Chesapeake Blvd							
	From:				Huntsman Rd						_	
Welaka Rd	<b>50</b>	F			YZ' 1 1 Y	0	.157 1	F	0.611	60	F	2018
					Kimberly Lane							
Wellington St	250	F			Texas Ave		.108	F	0.526	260	F	2018
weimigion St	2 <b>50</b>	Г			Windermere Ave	U	100	Г	U.UZ0	200	Г	2018
try of Doutom41-					macrinoto 1270		1					
ity of Portsmouth	From:				High St							
Amherst Dr	70	G				0	.137	F	0.615	70	G	2018
	To:				Ferguson Dr							

				INO	rfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	O.C	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Portsmouth	From:				Williamsburg Ave							
Bain St	120	G			williamsburg Ave		0.127	F	0.556	130	G	2018
	To				Peninsula Ave							
	From:				Fulton Ave							
Baldwin Ave	160	G					0.132	F	0.511	170	G	2018
	To:	Щ_			Deep Creek Blvd							
Duralina da Lara	From:	پ			Heather Rd			_	0.540	400	0	0040
Brookmere Lane	120	G			Summerset Dr		0.123	F	0.512	130	G	2018
	From:						=					
Brunswick Rd	680	G			Chumley Rd		0.113	F	0.629	740	G	2018
Branowiok rta	To:	r <u> </u>			Tatem Ave			•	0.020	, 10	ŭ	
	From:				Glasgow St		$\overline{}$					
Cambridge Avenue	150	G			Omagow be		0.127	F	0.542	170	G	2018
	To:				North St							
	From:				Midfield Pkwy							
Canterbury Dr	350	G					0.131	F	0.612	380	G	2018
	To:				Templar Dr							
	From:				Manor Ave							
Cardinal Lane	320	G					0.112	F	0.571	350	G	201
	To:	<u> </u>			Thornwood St		<u> </u>					
O - contra - co D d	From:	<u> </u>			Hatton Pt Rd			_	0.504	400	_	004
Courtney Rd	110 To:	G			Dead End		0.148	F	0.594	120	G	2018
	From											
Cypress Rd	490	G			Bob White St		0.127	F	0.674	530	G	2018
Oypiess riu	<b>490</b>	_			Cypress Cir		0.127	'	0.074	330	u	201
	From:				Columbus Ave		=					
Dale Dr	1200	G			Columbus 11ve		0.096	F	0.562	1300	G	2018
	To:				Nashville Ave							
	From:				Horne Ave							
Darren Dr	1800	G					0.098	F	0.529	1900	G	2018
	To: From:				Greenwood Dr							
Darren Dr	890	G			Bardot Lane		0.119	F	0.674	890	G	2018
Darrendi	To:				Cavalier Blvd		-0.113		0.074	030	ч	2011
	From:				Shamrock Dr							
Dominion Rd	110	G			Shannock Di		0.132	F	0.618	120	G	201
	To:				Fairway Dr							
	From:				Richmond Ave							
Duke St	870	G					0.091	F	0.588	920	G	2018
	To:				Parker Ave							
	From:				Merrifield Blvd							
Forrest Hills Dr	200	G					0.119	F	0.539	220	G	201
	To:	Щ_			Burrland Rd							
:	From:				Gills Rd						_	
Frailey PI	500	G			Fig. 6:		0.194	F	0.744	540	G	2018
	To:	<del> </del>			Fiske St		<del></del>					
Gillio Pd	From:	<u>_</u>	000/		George Washington Hwy	0%	0.101	F	0 547	600	G	201
Gillis Rd	620	G	99%	0%	0% 0% 0% Aylwin Rd	0% C	0.101	F	0.547	620	G	2018
	From:	$\vdash$					<del></del>					
Glasgow St	1600	G			Potomac Ave		0.088	F	0.568	1700	G	201
GIGOGOW OL	To:				Vermont Ave		3.000	'	0.000	1700	u	2010
	From:				Bolling Rd		<del></del>					
Greenland Blvd	1400	G					0.103	F	0.613	1500	G	2018

Route	Length AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle		( )( )	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Portsmouth	Fron				Colombia Ct								
Halifax Ave	450	G			Columbia St			0.115	F	0.511	490	G	2018
Tidiiidx 700	т.	Ţ			County St				•	0.011	100	ŭ	2010
	Fron	n:			Twin Pines Rd			Ī					
Hawthorne Lane	160	G						0.123	F	0.529	180	G	2018
	T	):			Heather Rd								
ladou ou dou o o Ot	From				Kirby St			0.004	_	0.515	000	0	001
Independence St	<b>260</b>	G			Appomattox Ave			0.204	F	0.515	290	G	201
	Fron	1:			Elm Ave			_					
Jefferson St	1300	G			Limite			0.093	F	0.55	1400	G	201
	T	):			Pearl St								
Jefferson St	1000	"L	99%	0%	Green Street 0% 0%	0% 0%	С	0.11	F	0.575	1000	G	201
Jenerson St	т.	<u>.                                    </u>	JJ /0	0 /6	7th Street	0 /6 0 /6		0.11	'	0.575	1000	G	201
	Fron	n:			Yorktown Ave								
King St	160	G			1 oraco warring			0.198	F	0.906	170	G	201
	To	):			Williamsburg Ave								
	Fron	<u> </u>			Race St								
Lancaster Ave	80 TO	_G			G :cc G:			0.259	F	0.533	80	G	201
					Griffin St								
Magnolia St	380	L			Astor Ave			0.110	F	0.529	410	G	201
Magnolla St	т.	, T			Killian Ave			0.110	'	0.525	410	u	201
	Fron	n:			Florence Rd								
Mayflower Rd	620	G			Trorence Ru			0.179	F	0.704	680	G	201
	T	):			Hodges Ferry Rd								
	From	١.			Lugar Ct								
McClean Sts	570	G			V. 1			0.093	F	0.620	620	G	201
	Fron				Vickers Ct								
Meander Rd	220	G			Broad St			0.127	F	0.521	240	G	201
Wouldon Ha	7.				Chautauqua Ave				•	0.021	2.0	ŭ	
	From	n:			Wycliff Rd								
Morro Blvd	230	G						0.121	F	0.676	250	G	201
	Т	):			Saxon Rd								
	Fron	<u> </u>			Afton Pkwy							_	
Nicholson St	580	_G			Harris Rd			0.09	F	0.660	630	G	201
	Fror												
Nottingham Rd	200	G			Snead Fairway			0.128	F	0.594	210	G	201
	т				Yorkshire Rd								
	From	n:			Marshall Ave								
Oak St	1000	G						0.110	F	0.592	1100	G	201
	Т	):			Wilcox Ave								
0115 5:	From				Kenny Lane	_			_			_	
Old Farm Rd	180	G			Redbarn Rd			0.117	F	0.65	200	G	201
	Fror	1:											
Progress Ave	10	G			Jackson St			0.346	F	0.632	10	G	201
	т				Monroe St								
	From	n:			Hedgerow Lane								
River Shore Rd	2100	G						0.099	F	0.61	2300	G	201
	T	):			Rivermill Cir								
	From	<u> </u>			Bob White St								
Robin Rd	190	G						0.159	F	0.598	200	G	201
	T.	):			Portsmouth Blvd								

					folk Mainten								
Route	Length AADT	QA	4Tire	Bus		Truck xle 1Trail 2Tra	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth													
Conithfield Dd	From	<u> </u>			Beechdale	Rd		0.106	F	0.700	E70	_	2010
Smithfield Rd	530	G			Deep Creek	Rlvd		0.106	Г	0.703	570	G	2018
	From:												
Staunton Ave	130	G			Palmer S	ot		0.125	F	0.514	140	G	2018
	To			-	Jefferson S	St .	-		-			-	
	From				Eisenhower (	Circle							
Stratford St	2000	G						0.109	F	0.633	2100	G	2018
	To:				Truman Cir	rcle							
	From:				Augustine	Cir							
Sugar Creek Cir	300	G						0.128	F	0.613	330	G	2018
	To:	<u> </u>			Gateway	Dr							
	From:				Greenwood	l Dr							
Tazewell St	560	G						0.108	F	0.601	610	G	2018
	10.				Freedom A		-						
Varna Ava	From:				Bridges A	ve		0.158	_	0.7	20	0	2010
Verne Ave	<b>20</b>	G			Garner A	NA.		0.158	F	0.7	20	G	2018
	From		-	-								-	
Weyanoke Dr	120	G	-	-	Merrifield I	Blvd	-	0.131	F	0.591	130	G	2018
Weyanoke Di	To:		-	-	Burrland I	Rd	-	0.101	'	0.551	100	u	2010
	From:	_			River Edge								
Whaley Rd	30	G		-	Kivei Euge	Di	-	0.315	F	0.529	40	G	2018
	To:				Edwin R	d				****		-	
	From				West Ro	1							
Willett Dr	4300	G	-	-		-	-	0.107	F	0.823	4600	G	2018
	To				Sycamore	Rd							
	From:				Caroline A	ive							
Winchester Dr	1100	G	98%	0%	1% 0%	6 0% 0%	. C	0.098	F	0.635	1100	G	2018
	To				Augusta A	ve							
	From:				Mount Verno	n Ave							
Woodrow St	500	G						0.077	F	0.539	500	G	2018
	To:				Broad S	t							
Modelle Del	From:	<u> </u>				d							
Wright Rd	280 To:	G			Capelle R	.u		0.405	_	0.550	000	_	004
								0.105	F	0.552	300	G	2018
	10.				Capelle R Norfolk R			0.105	F	0.552	300	G	2018
tv of Chesaneake	From				Norfolk F	Rd		0.105	F 	0.552	300	G	2018
Anne Ave	From	G				Rd		0.105	F 		300 450	G G	
					Norfolk F	Rd dge Blvd				0.552			
	From: <b>450</b>				Norfolk F US 460 Bainbrid	dge Blvd							
	From: <b>450</b> To:				Norfolk F US 460 Bainbrid Arlie St	dge Blvd							2018
Anne Ave	From 450 To	G			Norfolk F US 460 Bainbrid Arlie St	dge Blvd		0.089	F	0.61	450	G	2018
Anne Ave  Baywood Trail	450 To: From: 370	G			Norfolk F US 460 Bainbrid Arlie St Canal D	ige Bivd		0.089	F	0.61	450	G	2018
Anne Ave	450 To:  470 To:  From:  370 To:  From:  500	G	98%		Norfolk F US 460 Bainbrid Arlie St Canal D Meiggs R Centerville Tpk	e South	C	0.089	F	0.61	450	G	2018
Anne Ave  Baywood Trail	450 To From: 370 To	G G	98%		Norfolk F US 460 Bainbrid  Arlie St Canal D  Meiggs R  Centerville Tpk 1% 0% Long Ridge	dge Blvd  r  dd  e South 6 0% 0%	C	0.089	F	0.61	450 370	G G	2018
Anne Ave  Baywood Trail  Beaver Dam Rd	450 To:  From: 370 From: 500 To:	G G G	98%		Norfolk F US 460 Bainbrid Arlie St Canal D Meiggs R Centerville Tpk	dge Blvd  r  dd  e South 6 0% 0%	C	0.089	F F	0.61 0.523 0.644	450 370 500	G G	2018
Anne Ave  Baywood Trail	450 To:  From: 370 To:  From: 500 To:	G G	98%		Norfolk F  US 460 Bainbrid  Arlie St  Canal D  Meiggs R  Centerville Tpk  1% 0%  Long Ridge  Willow Oal	dge Blvd  r  dd e South 6 0% 0% e Rd	C	0.089	F	0.61	450 370	G G	2018
Anne Ave  Baywood Trail  Beaver Dam Rd	450 To: From: 370 To: From: 500 To: From: 200 To:	G G G	98%		Norfolk F  US 460 Bainbrid  Arlie St  Canal D  Meiggs R  Centerville Tpk  1% 0%  Long Ridge  Willow Oal	r  td  e South  Rd  RD  RD  Rd  CDr  anne	C	0.089	F F	0.61 0.523 0.644	450 370 500	G G	2018
Anne Ave  Baywood Trail  Beaver Dam Rd  Beckley Lane	From 450 To: From 370 To From 5000 To To From 2000 To: From 5000	G G G	98%		Norfolk F  US 460 Bainbrid  Arlie St  Canal D  Meiggs R  Centerville Tpk  1% 0%  Long Ridge  Willow Oal	r  td  e South  Rd  RD  RD  Rd  CDr  anne	C	0.089	F F	0.61 0.523 0.644 0.569	450 370 500 210	G G G	2018 2018 2018 2018
Anne Ave  Baywood Trail  Beaver Dam Rd	450 To: From: 370 To: From: 500 To: From: 200 To: From: 220	G G G	98%		Norfolk F  US 460 Bainbrid  Arlie St  Canal D  Meiggs R  Centerville Tpk  1% 0%  Long Ridge  Willow Oal  Grantham I  Brier Cliff C	r  dd e South 6 O% O% Rd c Dr ane	C	0.089	F F	0.61 0.523 0.644	450 370 500	G G	2018 2018 2018 2018
Anne Ave  Baywood Trail  Beaver Dam Rd  Beckley Lane	450 To Trom 370 To Trom 500 To Trom 200 To Trom 2200 To Trom 2200 To Trom 2200 To To Trom	G G G	98%		Norfolk F  US 460 Bainbrid  Arlie St  Canal D  Meiggs R  Centerville Tpk 1% 0% Long Ridge  Willow Oal  Grantham I  Brier Cliff C	e South C Dr	C	0.089	F F	0.61 0.523 0.644 0.569	450 370 500 210	G G G	2018 2018 2018 2018
Baywood Trail  Beaver Dam Rd  Beckley Lane	450 To: From: 370 To: From: 500 To: From: 200 To: From: 220	G G G	98%		Norfolk F  US 460 Bainbrid  Arlie St  Canal D  Meiggs R  Centerville Tpk  1% 0%  Long Ridge  Willow Oal  Grantham I  Brier Cliff C	e South C Dr	C	0.089	F F	0.61 0.523 0.644 0.569	450 370 500 210	G G G	2018 2018 2018 2018 2018 2018

				INUI	noik iviaintenar	ce Area								
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From				Denver Ave									
Chattanooga St	400	G							0.096	F	0.55	430	G	2018
	To				Waters Rd									
	From			В	sus SR 168 Battlefie	eld Blvd								
Coastal Way	1700	G							0.119	F	0.736	1800	G	2018
	10				Sams Dr				_					
Conquest Dr	1000	G			SR 165 Cedar l	Rd			0.116	F	0.55	1100	G	2018
Conquest Di	To	G			Shea Dr				0.116	Г	0.55	1100	G	2010
	From			IIC	17 George Washin	oton Hwy								
Conrad Ave	1200	G		0.5	17 George Washin	gion mwy			0.08	F	0.54	1300	G	2018
	To				Butler St									
	From				Gibson Dr									
Cottonwood Lane	140	G							0.110	F	0.722	150	G	2018
	То				Lenore Trail									
	From				Wilson Rd									
Cypress St	840	G	97%	0%	2% 0%	0%	0%	С	0.132	F	0.513	840	G	201
	To				Isaac St									
5	From				Vellen St					_				
Debbs Lane	240 _{то}	G			B.# ~				0.107	F	0.576	260	G	201
					Rellen St									
Davis Di	From	<u> </u>			Warrick Rd					_	0.711	000	_	001
Dove Dr	210 _{то}	G			Butterfly Dr				0.171	F	0.711	220	G	201
	From								+					
Essex Dr	610	G			Kalmar Dr				0.132	F	0.676	640	G	201
LSSEX DI	To				Kings Way D	r			0.132	'	0.070	040	G	201
	From								_					
Etheridge Manor Blvd	14000	G			Jule Dr				0.112	F	0.518	15000	G	201
go	То	<u> </u>			Shifford Lane	;			<u> </u>	•	0.0.0	.0000	<u>.</u>	_0.
	From				Edenbridge D									
Etheridge Rd	2500	G	99%	0%	1% 0%	0%	0%	С	0.097	F	0.633	2500	G	201
Ŭ	To				Fentress Rd									
	From				Saul Dr				1					
Eva Blvd	490	G			Suur Di				0.101	F	0.690	520	G	201
	To				Marge Dr									
	From				Greenbrier Pky	vv								
Fairway Dr	2000	G	99%	0%	0% 0%	0%	0%	С	0.122	F	0.716	2000	G	201
	То				Cranston Dr									
	From				Shell Rd									
Firman St	720	G							0.098	F	0.627	760	G	201
	То				Tuttle St									
	From				Cecilia Terrac	e								
Fleming Circle	350	G							0.105	F	0.579	350	G	201
	To				SR 165 Cedar l	Rd								
	From				Bramblewood	Ct								
Forest Cove Rd	350	G							0.109	F	0.615	350	G	201
	То	<u> </u>			Winslow Ave									
	From	Ĺ			Johnstown Ro	i		-			_		_	
Frank Dr	1100	G							0.115	F	0.525	1100	G	201
	То	<u> </u>		В	sus SR 168 Battlefie	eld Blvd			<u> </u>					
	From	L			Country Rd					_			_	
Franklin St	2400	G	99%	0%	1% 0%	0%	0%	С	0.085	F	0.517	2400	G	201
	То				US 460 Bainbridge	Blvd								
	From	لبِــا	-		Albert Ave	-	·						_	
Gilmerton Rd	5200	G							0.098	F	0.545	5500	G	201
	То				Geneva Ave									

					HOIN MAIHTEHAH									
	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Chesapeake	From	1			Collins Blvd									
Greendell Rd	290	G			Commo Diva				0.141	F	0.633	310	G	2018
	To				Ashland Dr									
0	From	_			Galahad Dr				0.004	-	0.505	0000		0040
Guenevere Dr	<b>2700</b>	G			Sean Dr				0.084	F	0.565	2900	G	2018
	From	1			Barksdale Rd									
Hawksley Dr	330	G			Burksutte Ru				0.144	F	0.567	350	G	2018
	To	:			Glenview Rd									
	From	:			Pinecliff Dr								_	
Holly Gate Lane	310	G			Briarwood Di				0.129	F	0.655	330	G	2018
	From								1					
Hunningdon Woods Blv		G			Placid Way				0.092	F	0.586	980	G	2018
<b>. . . . . . . . . .</b>	To				SR 190 Kempsvill	le Rd								
	From				I-464 South Collect	tor Rd								
I-464 South Exit 4B	4200	F							0.1	F		4200	F	2018
	To				Truxton St									
Iowa St	540	G			Canal Rd				 0.123	F	0.669	570	G	2018
iowa Si	<b>340</b>				Oklahoma Dr				0.123	'	0.009	370	G	2010
	From	:			Gregg St									
Joyner Rd	360	G			0.000				0.097	F	0.59	380	G	2018
	To	:			Grant St									
	From				Parker Rd									
Keeling Dr	550	G							0.111	F	0.508	550	G	2018
	From	1			Lobdell Ct									
Kemp Lane	240	G			SR 407 Indian Riv	er Rd			 0.095	F	0.615	250	G	2018
Nomp Land	To	Ť			Kemp Lane E	<u> </u>				•	0.010	200	<u> </u>	2011
	From				Cobb Ave									
Laurel Ave	530	G							0.09	F	0.509	560	G	2018
	To				Rokeby Ave									
Lilac Ave	1200	<u> </u>	99%	00/	Cornick Ave	0%	0%	С	0.110	F	0.746	1400	G	2018
Lilac Ave	1300 _{To}	G	99%	0%	Davis Ave	0%	076		0.110	Г	0.746	1400	G	2010
	From	:			Dunn St									
Lincoln Rd	170	G	92%	1%	2% 2%	3%	0%	С	0.155	F	0.667	170	G	2018
	To	:			Outlaw St									
	From				Lindale Dr								_	_
Lindsey Ave	<b>240</b>	G			Waterfield Av				0.120	F	0.627	240	G	2018
	From	1							+					
Lofurno Rd	240	G			Baugher Ave				<b>_</b> 0.106	F	0.552	250	G	201
	To				Bounds Ave					·				
	From			В	us SR 168 Battlefie	eld Blvd								
Marion Dr	1200	G							0.101	F	0.759	1200	G	2018
	To				Johnstown Ro	i								
Marlhara Ct	120	تِ ا			Culpeper Ave				0.101	_	0.70	140	_	004
Marlboro St	130 Te	G			Winslow Ave				0.121	F	0.73	140	G	2018
	From				Baff Loop Ct									
Masters Row Ct	520	G			Dan Loop Ct	•			0.095	F	0.586	550	G	201
	To				Brassie Ct									
	From	:			Haledon Rd									
McCosh Dr	1000	G							0.104	F	0.69	1100	G	2018
	To	1			Duffield Pl									

				INO	rfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From				P 1 1		ı					
Michael Dr	45	G			Broadmoor Ave		0.177	F	0.889	47	G	2018
	To				Texas St		<u> </u>	•	0.000		<u>.</u>	
	From				Clover Dr							
Millwood Ave	1100	G					0.107	F	0.537	1200	G	2018
	To				E Royce Dr							
	From				Parker Rd							
Natchez Terrace	540	G					0.114	F	0.643	540	G	201
	То				Foxgate Quarter							
Massala a um s Du	From	<u> </u>			Johnstown Rd			_	0.570	010	_	001
Newberry Dr	760 _{то}	G			Horse Run Dr		0.11	F	0.576	810	G	201
	From											
Oak Dr	680	G			Woodcroft Lane		0.308	F	0.592	720	G	201
Oak Di	To				Tyre Neck Rd		0.000		0.552	720	ч	2011
	From				Victoria Dr		<u> </u>					
Old Dr	1600	G			rictorial Di		0.212	F	0.807	1700	G	201
	То				Barlett Dr							
	From				Campostella Rd							
Omar St	470	G					0.100	F	0.595	500	G	201
	То				Faye St							
	From				English Ave							
Philadelphia St	50	G					0.146	F	0.5	60	G	201
	To				Miller Ave							
	From				Etheridge Rd						_	
Poplar Ridge Dr	270	G			0 11		0.123	F	0.75	270	G	201
	10				Sandlewood Lane							
Drincilla Lana	From	<u> </u>			Erik Paul Dr		0.004	_	0.500	700	_	201
Priscilla Lane	<b>790</b>	G			Loretta Lane		0.094	F	0.599	790	G	201
	From											
Queenswood Terrace	130	G			Greenway Dr		0.122	F	0.667	130	G	201
Quoonowood Tondoo	То	Ť			Royal Grant Dr			•	0.007	100	ŭ	
	From				Campostella Rd							
River Creek Rd	530	G			Cumpostena Nu		0.111	F	0.521	530	G	201
	То				Booker St							
	From				SR 168 Battlefield Blvd							
Robert Hall Blvd	5300	G					0.103	F	0.737	5700	G	201
	То				US 13 Military Hwy							
	From				Shepherds Ct							
Shepherds Gate	230	G					0.103	F	0.691	250	G	201
	То				Logans Mill Trail							
0. 14 "	From				Sir Meliot Ct						_	
Sir Meliot Dr	270	G			D 1'1 B		0.107	F	0.642	290	G	201
	To From				Drawbridge Dr Saxon Ct							
Sir Meliot Dr	870	G			Saion Ot		0.099	F	0.517	870	G	201
	То				Parapet Rd							
	From				Cricket Ct			-				
Smokey Mountain Tra	il <b>1300</b>	G					0.086	F	0.537	1300	G	201
	То				Woodwind Way							
	From				Woodberry Dr							
Southfield Dr	60	G					0.155	F	0.727	70	G	201
	То				Bartell Dr							
	From				Scarlett Dr							
Stadium Dr	2000	G					0.129	F	0.509	2200	G	201
	To				SR 165 Mt Pleasant Rd							

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Route	Length AA	ADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake		From				Golden Hind Rd								
Strafford Dr	વ	00	G			Golden Hind Rd			0.137	F	0.633	320	G	201
Ottationa Di	0.	To				Harding Dr			0.107	•	0.000	020	u	201
		From:				Goldcrest Dr								
Tanglewood Trail	34	40	G			Golderest Di			0.122	F	0.5	360	G	201
rangionood iran	•	To:				Trilby Ct				•	0.0	000	<u>.</u>	_0.
		From				Fairview St			i					
Tatemstown Rd	26	600 [']	G			Tun view or			0.088	F	0.567	2800	G	201
		To:				Peter Rd								
		From:				Bruin Rd								
Terry Dr	19	900	G						0.194	F	0.719	2000	G	201
		To:				Brittany Way								
		From:				Bulldog Dr								
Tintern St	32	200	G			·			0.08	F	0.508	3400	G	201
		To:				Volvo Pkwy								
		From:				Campostella Rd								
Wadena Rd	84	40	G						0.106	F	0.586	840	G	201
		To:				Gratton St								
		From:				SR 165 Cedar Rd								
Warrick Rd	99	90	G						0.117	F	0.525	1000	G	201
		To:				Butterfly Dr								
		From:				Waters Rd								
Washington Dr	70	60	G						0.103	F	0.606	760	G	201
		To:				E St								
		From			•	Magnolia Ave	•						_	
Winslow Ave	20	60	G						0.111	F	0.582	280	G	201
		To				Marlboro St								
V " 51		From:			US	17 George Washington Hwy				_		4005	_	00.
Yadkin Rd	39	000 To:	G			Y. C. I			0.084	F	0.577	4200	G	201
		10:				I-64								