2018

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

where available

Special Locality Report 122

City of Norfolk

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

- 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 City of Norfolk

					Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Milliana I Bahasan	From:	WCL Virginia Beach	000/	40/	10/ 10/	40/	00/		0.404		0.770	50000	-
13 Military Highway	City of Norfolk		98%	1%	1% 1% 	1%	0%	F	0.101	F	0.779	50000	F
Military Highway	To: From:	I-264 0.95 55000 F	070/	1%	10/ 00/	1%	0%	F	0.007	F	0.656	F0000	F
Military Highway	City of Norfolk		97%	1%	1% 0% 	1%	0%	г	0.087	г	0.656	59000	Г
NATION A Discharge	To: From:	US 58 Virginia Beach Blvd	070/	10/	10/ 00/	10/	00/		0.077		0.555	40000	
13 Military Highway	City of Norfolk	1.23 43000 G SR 165, SR 166 Princess Anne Re		1%	1% 0%	1%	0%	С	0.077	F	0.555	46000	G
	From:	SR 165; SR 166	·u										
13 (165)(166)Northampton Blvd	City of Norfolk		97%	1%	1% 0%	1%	0%	F	0.095	F	0.538	28000	F
\sim	To:	SR 165 Kempsville Rd			<u> </u>								
13 (166) Northampton Blvd	City of Norfolk		96%	0%	1% 0%	2%	0%	F	0.092	F	0.602	38000	G
	To- From-	I-64											
13 (166) Northampton Blvd	City of Norfolk		96%	0%	1% 0%	2%	0%	F	0.081	F	0.557	89000	G
\bigcirc	To:	WCL Virginia Beach											
	From:	US 13 North Ramp											
13 Ramp	City of Norfolk (Maint: 64)	0.12 25000 G							0.095	F		25000	G
~	To:	I-64 East											
lorth	From:	US 13 N, Northampton Blvd											
13) Ramp	City of Norfolk (Maint: 64)	0.22 NA							NA			NA	
	To:	US 13 South Ramp											
North	From:	US 13 N, Military Highway							0.1.1	_		0000	_
13) Ramp	City of Norfolk (Maint: 64)	0.19 9200 G I-264 East Collector Rd							0.114	F		9200	G
North Roma	City of Norfolk (Maint: 64)	US 13 N, Military Highway 0.10 2900 G							0.128	F		2900	G
13) Ramp	To:	I-264 West Collector Rd			<u> </u>				0.120	Г		2900	G
Ab	From:												
outh 13 Ramp	City of Norfolk (Maint: 64)	US 13 S, Northampton Blvd 0.08 30000 G							0.086	F		30000	G
13) Tump	To:	Ramp to I-64 East							0.000	•		00000	
outh	From:	US 13 South Ramp											
Ramp	City of Norfolk (Maint: 64)	0.35 NA							NA			NA	
~	To:	US 13 North Ramp											
outh	From:	US 13 South Ramp											
Ramp	City of Norfolk (Maint: 64)	0.19 NA							NA			NA	
~	To:	I-64 West											
outh	From:	US 13 S, Military Highway						-					
13) Ramp	City of Norfolk (Maint: 64)	0.11 9800 G							0.086	F		9800	G
	10"	I-264 East Collector Rd			<u> </u>								
South	From:	US 13 S, Military Highway							0.000	_		7700	_
13 Ramp	City of Norfolk (Maint: 64)	0.19 7700 G							0.096	F		7700	G
	10:	I-264 West Collector Rd											

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q۱
	From:	ECL Ports	mouth												
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 2800	0 G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	34000	C
~	To:	SR 337 Bramb													
Dua miklatan Aus	City of North	SR 33		000/	00/		10/	00/	00/	F	0.00	_	0.504	00000	,
58 337 Brambleton Ave	City of Norfolk	0.26 2600	0 G	96%	0%	0%	1%	3%	0%	г	0.08	F	0.561	30000	(
~ ·	To: From:	Colley A	Ave												
337 Brambleton Ave	City of Norfolk	0.83 3100		96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	
\sim	To:	E SR 3													
Dulya Ct	City of Nortally	E SR 337 Bram		000/	10/		10/	10/	00/	F	0.000	F	0.00	0000	
Duke St	City of Norfolk	0.17 810 0) G	96%	1%	2%	1%	1%	0%	г	0.099	г	0.68	8800	(
~	To: From:	Olney l	Rd			_									
58 Virginia Beach Blvd	City of Norfolk	0.07 580 0) G	96%	1%	2%	1%	1%	0%	F	0.090	F	0.661	6300	(
~	To	Boush S	reet			\neg \vdash									
58 Virginia Beach Blvd	City of Norfolk	0.24 5500		96%	1%	2%	1%	1%	0%	F	0.092	F	0.558	5900	
	To:	US 460 Monticello A	ve; St Pauls	Blvd											
~~	From:	Monticelle													
58 Virginia Beach Blvd	City of Norfolk	0.70 1300	0 F	96%	1%	2%	1%	1%	0%	F	0.094	F	0.634	14000	
~	To	SR 168 Tide	water Dr			\neg \vdash									
58 Virginia Beach Blvd	City of Norfolk	0.53 1400	0 F	96%	1%	2%	1%	1%	0%	С	0.095	F	0.561	15000	
	To	D- :1- A													
58 Virginia Beach Blvd	City of Norfolk	0.96 Park A		96%	2%	2%	1%	1%	0%	С	0.088	F	0.525	17000	
Virginia Beach Biva	Oity of Nortoix			30 70	2 70		1 /0	1 /0	0 70	O	0.000	'	0.525	17000	
~~	To: From:	SR 405 Baller													
58) Virginia Beach Blvd	City of Norfolk	0.88 2900	0 F	96%	2%	2%	1%	1%	0%	F	0.098	F	0.617	31000	ı
~	To: From:	Azalea Gar	den Rd												
Virginia Beach Blvd	City of Norfolk	1.35 3200	0 F	96%	2%	2%	1%	1%	0%	F	0.091	F	0.666	34000	
~	To	US 13 Milita	rv Hwv												
58 Virginia Beach Blvd	City of Norfolk	0.79 2600		99%	0%	1%	0%	0%	0%	F	0.087	F	0.521	27000	
50)g =	-								.,.	-		-			
Vivoinia Basah Blud	From:	SR 165 Kemp		000/	00/	10/	00/	00/	00/	^	0.000	_	0.571	00000	,
58 Virginia Beach Blvd	City of Norfolk	0.93 2700		99%	0%	1%	0%	0%	0%	С	0.092	F	0.571	29000	(
<u> </u>	100	WCL Va Beach;		.d											
~~	From:	Elizabeth River		2221						_		_			
WB Ramp from Brambleton Ave to Midto		0.26 580 0		99%	0%	0%	0%	0%	0%	F	0.105	F		6200	(
Combined Traf	fic Estimates for 2 Parallel Roadways of			96%	0%	0%	1%	3%	0%	N	NA			40000	
	Tor	SR 337 Bramb	leton Ave												
~~~	From:	I-64					_		_						
60) (60) Ramp	City of Norfolk (Maint: 64)	0.13 <b>650</b> 0	-	96%	0%	0%	0%	2%	0%	F	0.124	F		6700	(
~ ~	To: I-0	54-E FROM RTS 60 & 1		RS LAND	)										
Hompton Boods Bridge Turnel	City of Norfalls (Maints C4)	ECL Han	npton		00   64	for dire	ational to	offic	luma as	tim at	o for th!-		mont		
60 64 Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09									es for this			00000	
Combined Traf	fic Estimates for 2 Parallel Roadways of			97%	1%	1%	0%	2%	0%	С	0.077	Α	0.505	92000	1
	To:	Bayville	St												

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

Route	Jurisdiction	Length AAD	т ол	4Tiro	Rue		Trı	ıck		QC	K	QK	Dir	AAWDT	ΟV
rioute	Julistiction			41116	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q۷
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74	e St	9	oo I-64	for dir	ectional t	raffic vo	luma ac	timat	ae for this	e coai	ment		
60 Hampton Roads Beltway	ed Traffic Estimates for 2 Parallel Roadways		00 G	96%	1%	1%		2%	0%	F	0.076	_	0.544	91000	G
Combin	ed Traffic Estiffates for 2 Parallel Hoadways	4th Vie		90%	1 70	1 70	0%	270	0%	Г	0.076	Г	0.544	91000	G
	From:	I-64-E TO 4TI		•											
60) (64) Ramp	City of Norfolk (Maint: 64)	0.17			ee I-64	for dir	ectional t	raffic vo	lume es	timate	es for this	s segi	ment.		
$\bigcirc$	To:	I-64													
445 1/5 acc 04	From:	I-64		000/	40/		00/	00/	00/	_	0.000	_	0.700	40000	
60 4th View St	City of Norfolk (Maint: 64)	0.25 1200		98%	1%	1%	0%	0%	0%	С	0.088	F	0.709	13000	F
	From:	Ocean View 4th Vie													
60 Ocean View Ave East	City of Norfolk	0.95 <b>140</b>		99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	15000	F
00)	T-1						- , -			_					
60 Ocean View Ave East	City of Norfolk	US 460 G ₁ 0.47 <b>180</b> 0		99%	0%	1%	0%	0%	0%	F	0.096	F	0.514	19000	
60) Ocean View Ave East	City of Noriolk	0.47 1000	υ г	99%	0%	1 70	076	0%	0%	Г	0.096	Г	0.514	19000	ı
~	To: From:	SR 194 Chesa													
60 Ocean View Ave East	City of Norfolk	1.41 <b>150</b> 0	00 F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.631	16000	F
<del>~</del>	To: From:	122-8618 Cap	e View Ave	:											
60 Ocean View Ave East	City of Norfolk	1.67 <b>180</b> 0	00 F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.583	19000	I
$\checkmark$	To	21st St	reet												
60 Shore Dr	City of Norfolk	0.88 <b>250</b> 0		98%	1%	1%	0%	0%	0%	С	0.089	F	0.555	27000	F
00)	To														
60 Shore Dr	City of Norfolk	SR 170 Little 0.97 <b>280</b> 0		99%	0%	1%	0%	0%	0%	F	0.088	F	0.512	29000	F
60) Shore Di	City of Norion	WCL Virgin		33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.000	'	0.512	29000	'
	F														
60 Ramp	City of Norfolk (Maint: 64)	US 60 Settlers 0.13 <b>650</b>		96%	0%	0%	0%	2%	0%	F	0.124	F		6700	(
60 Ramp	City of Norion (Maint: 64)	0.13 <b>630</b> I-64 E		30 /6	0 /6	0 /0	0 /6	2/0	0 /6	'	0.124	'		0700	•
	P														
60 Ramp	City of Norfolk (Maint: 64)	US 60 4th 0.17 <b>260</b>									0.12	F		2600	(
60) Ramp	City of Noriok (Maint. 84)	0.17 <b>260</b> I-64 E				1					0.12	Г		2000	
	T														
60 Ramp	City of Norfolk (Maint: 64)	US 60 4th 0.18 <b>700</b>									0.136	F		7000	(
60) Ramp	City of Noriok (Maint. 84)	I-64 W									0.136	Г		7000	
Domn	City of Norfolk (Maint: 64)	64-W FROM OCEAN VI 0.03 <b>100</b>		PARALL	EL						0.124	F		1000	(
60 60 Ramp	City of Norioik (Maint. 64)	0.03 100	U G								0.124	Г		1000	,
~~	From:	I-64													
60 Ocean View Ave	City of Norfolk	1.96 <b>540</b>		98%	1%	1%	0%	0%	0%	С	0.094	F	0.776	5800	F
<del>~</del>	To	4th Vie	w St			L									
~~	From:	US 60 Ocean													
60 Ramp	City of Norfolk (Maint: 64)	0.03 <b>100</b>									0.124	F		1000	C
\$	То:	I-64 W	'est												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	Fron		ECL Hampto												4=000	
64 (60) Hampton Roads B	, ,	,	45000	Α	96%	1%	1%	0%	2%	0%	С	0.079	A		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
East	Te From	x 1	Bayville St													
60 Hampton Roads B	,	,	45000	G	96%	1%	1%	0%	2%	0%	F	0.086	F		46000	G
	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
East	Te Fron	v v	4th View St													
$\frac{631}{64}$ Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.30	43000	G	96%	1%	1%	0%	2%	0%	F	0.083	F		43000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	86000	G
	Te	x.	Bay Ave													
ast 54) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.09	48000	G	96%	1%	1%	0%	2%	0%	F	0.085	F		49000	G
1 rampton rioads Beitway	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	96000	9
	T. T.				00,0	. , 0		0,0	_,,	0,0	•	0.000	•	0.007	00000	
ast	From		New Gate Ro		000/	40/		00/	00/	00/	_		_		55000	
Hampton Roads Beltway	·	,	53000	G	96%	1%	1%	0%	2%	0%	-	0.088	F	0.500	55000	
_	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	94000	(
ast	T: From	I-564,	US 460 Gra	nby St												
Hampton Roads Beltway	· · · · · · · · · · · · · · · · · · ·	*	58000	G	96%	0%	1%	1%	2%	0%	С	0.102	В		63000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	137000	G	98%	0%	0%	0%	1%	0%	F	NA			150000	(
ast	To Fron	SR 1	68 Tidewate	er Dr												
$\frac{3}{34}$ Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.04	51000	G	97%	0%	1%	1%	1%	0%	F	0.1	F		56000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	129000	G	99%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	141000	(
	T. Groot	SR 19-	4 Chesapeak	e Blvd												
ast 54) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.00	62000	Α	97%	0%	1%	0%	2%	0%	С	0.090	Α		67000	A
54)	Combined Traffic Estimates for 3 Parallel			A	97%	0%	1%	0%	1%	0%	C	NA			160000	
	Te		247 Norview													
ast	From				070/	00/	10/	10/	10/	00/	_	0.005	_		70000	_
Hampton Roads Beltway	•	,	68000	G	97%	0%	1%	1%	1%	0% 0%	F	0.085	F	0.661	72000	(
	Combined Traffic Estimates for 3 Parallel	Hoadways on this Houte:	151000	G	97%	0%	0%	0%	1%	0%	r	0.081	F	0.661	162000	(
ast	To Fron		65 Military													
Hampton Roads Beltway	•	· ·	60000	G	97%	0%	1%	1%	1%	0%	F	0.103	F		61000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	142000	G	98%	0%	0%	0%	1%	0%	F	NA			152000	C
ast	Tr. Fron	US 13, SR	166 Northan	npton B	lvd											
Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.74	80000	Α	97%	0%	1%	1%	1%	0%	F	0.079	Α		85000	A
· · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 3 Parallel		186000	Α	97%	0%	0%	1%	1%	0%	F	NA			201000	Δ
	To	x	I-264													

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

			·					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-264													
Hampton Roads Beltway			73000	Α	97%	0%	1%	1%	1%	0%	С	0.098	Α		79000	Α
V	Combined Traffic Estimates for 2 Parallel Roa			Α	97%	0%	1%	1%	1%	0%	С	0.084	Α	0.551	155000	Α
	Essen	WCI	Virginia B	eacn												
East (64) Ramp	City of Norfolk (Maint	t: 64) 0.03	I-64 East 1700	G	98%	1%	1%	0%	0%	0%	F	0.133	F		1800	G
64) Hamp	Tai		Bayville St	G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.100	•		1000	ч
Fast	From:		I-64 East													
East (64) (60) Ramp	City of Norfolk (Maint	t: 64) 0.17	5700	G								0.13	F		5700	G
	Tα		60 4th View	St St												
East	From:		I-64 East													
East (64) Ramp	City of Norfolk (Maint		14000	G								0.1	F		14000	G
$\overline{}$	To:	I-64 East Exit 276			Granby St											
East (64) Ramp	City of Norfolk (Maint		East Exit 27 8600	<u> </u>								0.109	F		8600	G
64) 1 1 1 1 1	To:		-564 North									0.100	•		0000	ŭ
Fast	From:	I-64-E276A TO	) US 460 G	RANDE	BY ST											
East (64) Ramp	City of Norfolk (Maint		NA									NA			NA	
	To:	US 460	FROM I-64	EAST												
East	From:		ТО Н.О.V.													
East (64) Ramp	City of Norfolk (Maint		6600	G								0.282	F		6600	G
<u> </u>	To:	I-64-R I-64-F		M 64 E.	AST											
East (64) Ramp	From:	1. 0.4)	I-64 East									0.447	_		0000	_
64 Ramp	City of Norfolk (Maint		<b>8300</b> 8 S, Tidewa	G tor Dr								0.117	F		8300	G
F	Franc	3K 100		ici Di												
East (64) Ramp	City of Norfolk (Maint	t: 64) 0.13	I-64 East 1800	G								0.090	F		1800	G
(64) Filamp	To:		N, Tidewa	-								0.000	•		1000	ŭ
East	From:		I-64 East													
(64) Ramp	City of Norfolk (Maint	t: 64) 0.18	3000	G								0.094	F		3000	G
$\bigcirc$	Tα	SR 194 S	S, Chesapea	ke Blvd												
East	From:		I-64 East													
(64) Ramp	City of Norfolk (Maint		3600	G	98%	0%	1%	0%	1%	0%	С	0.082	F		3600	G
<u> </u>	To:	SR 24	47 Norview	Ave												
East (64) Ramp	From:	t. 04)	I-64 East	_								0.115	_		0000	_
64) Hamp	City of Norfolk (Maint		2900	G								0.115	۲		2900	G
	-	Ro	bin Hood R	u												
East (64) Ramp	City of Norfolk (Maint	t: 64) 0.17	I-64 East	G								0.121	F		11000	G
64) Hallip	Ta		Military H		h							0.121	'		11000	G
		51( 105 5,	, y 11	, . 1011	••											

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

	on	Longin	AADT	QA	4Tire	Bus	2Avla	3+Axle	1Troil	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
From:	c		I-64 East				ZAXIE	STAXIE	IIIaii	ZIIali		i actor		i actor		
City of Norfolk (N	/laint: 64)	0.19	11000	G								0.094	F		11000	G
To																
City of Norfolk (N	/ //aint: 64)											0.073	F		39000	G
Terrorit (1)	J				VECTD							0.07.0				
From:	Acint. CA				VESIK							0.007	_		4600	G
City of Norion (iv	naiiii. 64)				ST							0.097	Г		4600	G
From:																
City of Norfolk (N	Maint: 64)	0.17	NA									NA			NA	
To	c	I-264-E013	3X FROM I	-64 EAS	T											
From:					WEST								_		.=	
City of Norfolk (N	/laint: 64)											0.08	F		2/000	G
From					1		<u> </u>									
City of Norfolk (N	Maint: 64)	5.99	18000	<b>A</b> (1-30	100%	0%	0%	0%	0%	0%	С	0.142	Α	0.559	22000	Α
•	•	on this Route:		G	97%	0%	0%	0%	1%	0%	F	0.081	F	0.661	162000	G
To	•	Rai	mp To I-64	EB												
City of Norfolk (N	/aint: 64)	2.18	19000	Δ	100%	0%	0%	0%	0%	0%	F	0.161	Α		22000	Α
· · ·	,				97%	0%	0%		1%		F	NA				
To:				e Lane												
From:	c	End WB Re	eversible La	ne At I-5	564											
City of Norfolk (N	//aint: 64)	0.24	3300	G	100%	0%	0%	0%	0%	0%	F	0.301	F		3500	G
10.	1															
City of Norfolk (N	/aint: 64)											0 193	F		2200	G
To:												0.100	•		2200	ŭ
From:	c		I-64-R													
City of Norfolk (M	Maint: 64)	0.12	6100	G	100%	0%	0%	0%	0%	0%	F	0.259	F		6500	G
To:			I-64-E													
From:	Acint: CA)				070/	10/	10/	00/	10/	00/		0.077	^		45000	^
•	,													0.505		A A
Johnshieu Hallic Estillates for 2 Parallel	noauways (				3170	I 70	1 70	U 7/0	∠70	U 7/0	C	0.077	А	0.505	92000	A
From:													_			
eltway City of Norfolk (M Combined Traffic Estimates for 2 Parallel	,	2.00		G	96%	1%	1%	1%	3%	0%	F	0.081	F		45000	G
				G	96%	1%	1%	0%	2%	0%		0.076	F	0.544	91000	G
i	City of Norfolk (Norfolk (Norf	City of Norfolk (Maint: 64)  Combined Traffic Estimates for 3 Parallel Roadways of Toot  City of Norfolk (Maint: 64)  Toot  From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Parallel Roadways of From:  Combined Traffic Estimates for 2 Para	City of Norfolk (Maint: 64)   O.16	City of Norfolk (Maint: 64)   0.19   11000     Tex	City of Norfolk (Maint: 64)   0.19   11000   G     To	City of Norfolk (Maint: 64)   0.19   11000   G   1500   Tro   US 13 N, Northampton Blvd   US 14 EAF	City of Norfolk (Maint: 64)   0.19   11000   G   US 13 N, Northampton Blvd   US 14 Northampton Blvd   US 14 Except   US	City of Norfolk (Maint: 64)   0.19   11000   G   US 13 N, Northampton Blvd	City of Norfolk (Maint: 64)   0.19   11000   G   US 13 N. Northampton Bivd   US 14	City of Norlolk (Maint: 64)   0.19   11000   G   US 13 N, Northampton Blvd   US 14 N	City of Norfolk (Maint: 64)   0.19   11000   G   US 13 N, Northampton Blvd	City of Norfolk (Maint: 64) 0.19 11000 G    US 3 N, Northampton Bivd	City of Norfolk (Maint: 64)   0.19   11000   C	City of Norfolk (Maint: 64)   0.19   11000   G	City of Norfolk (Maint: 64)   0.19   11000   C	City of Norfolk (Maint: 64)

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From		4th View St		000/	10/	10/	10/	00/	00/	_	0.070	F		40000	
64 Hampton Roads Beltway	City of Norfolk (N Combined Traffic Estimates for 2 Parallel	,	43000	G G	96% 96%	1% 1%	1% 1%	1% 0%	3% 2%	0% 0%		0.072 0.076	F	0.556	43000 86000	G G
	Combined Trainc Estimates for 2 Farallel	noadways on this noute.		G	90%	1 70	1 70	0%	270	0%	Г	0.076	Г	0.556	86000	G
Vest	From	11	Bay Ave													
64 Hampton Roads Beltway		,	47000	G	96%	1%	1%	1%	3%	0%	F	0.076	F		47000	G
~	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
Vest	Te From	1	New Gate Ro	1												
$\overline{64}$ Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.26	38000	G	96%	1%	1%	1%	3%	0%	F	0.077	F		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
Vest	To From	I-564,	US 460 Gra	nby St			$\Box$ $\vdash$									
Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 0.92	61000	G	100%	0%	0%	0%	0%	0%	F	0.103	F		65000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	137000	G	98%	0%	0%	0%	1%	0%	F	NA			150000	G
		SR 1	68 Tidewate	er Dr												
$\frac{\text{Vest}}{64}$ Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 0.98	59000	Α	100%	0%	0%	0%	0%	0%	С	0.095	Α		63000	Α
64)	Combined Traffic Estimates for 3 Parallel	,		G	99%	0%	0%	0%	1%	0%	F	0	F	0.706	141000	G
	To		4 Chesapeak						. , ,	* / *						
Vest	From				070/	00/		00/	10/	00/	0	0.000	۸		71000	^
64 Hampton Roads Beltway	City of Norfolk (Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel	,	67000	A A	97% 97%	0% 0%	0% 1%	0% 0%	1% 1%	0% 0%	C C	0.086 NA	Α		71000 160000	A A
	Combined Trainc Estimates for 3 Faraner				9770	0%	1 70	0%	1 70	0%	C	INA			160000	А
<u>/est</u>	From		247 Norview													
64 Hampton Roads Beltway			65000	G	97%	0%	1%	1%	1%	0%	F	0.09	F		67000	G
~	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	151000	G	97%	0%	0%	0%	1%	0%	F	0.081	F	0.661	162000	G
Vest	Te From	SR 1	65 Military	Hwy												
$\overline{64}$ Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.07	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
Voct	To From	US 13, SR	166 Northan	npton B	lvd											
Vest 64) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 2.20	88000	Α	97%	0%	1%	1%	1%	0%	F	0.086	Α		94000	Α
,	Combined Traffic Estimates for 3 Parallel		186000	Α	97%	0%	0%	1%	1%	0%	F	NA			201000	Α
	To	-	I-264													
Vest  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
64 Hampton Roads Beltway	Combined Traffic Estimates for 2 Parallel	· ·		A	97%	0%	1%	1%	1%	0%	С	0.033	Α	0.551	155000	A
	To		L Virginia B		0.70	0,0		1 / 0	1 /0	0 70		J.00 T		3.001		,,
Vest	From	r	I-64 West													
Ramp	City of Norfolk (N	Maint: 64) 0.03	510	G								0.102	F		510	G
$\smile$	Te	US 60	Ocean Viev	v Ave												

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

		City of Nortolk				T			17		D:		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-64 West			1								
(64) Ramp	City of Norfolk (Maint: 64)	0.18 <b>1800 G</b>							0.081	F		1800	G
	To:	US 60 4th View St											
West	From:	I-64 West											
(64) Ramp	City of Norfolk (Maint: 64)	0.15 <b>3800 G</b>							0.187	F		3800	G
	To:	Bay Ave											
West	From:	I-64 West											
(64) Ramp	City of Norfolk (Maint: 64)	0.11 <b>4000 G</b>							0.153	F		4000	G
	To:	US 460 E, Granby St											
West	From:	I-64 West											
Ramp	City of Norfolk (Maint: 64)	0.26 <b>6800 G</b>							0.129	F		6800	G
04)	To:	SR 165 Little Creek Rd											
West	From:	I-64 West			Ī								
(64) Ramp	City of Norfolk (Maint: 64)	0.11 <b>4700 G</b>							0.109	F		4700	G
(64)	To:	SR 168 S, Tidewater Dr							01.00	•			<u> </u>
West	From	I-64 West											
(64) Ramp	City of Norfolk (Maint: 64)	0.21 <b>4700 G</b>			_				0.133	F		4700	G
64) Tidinp	To:	SR 168 N, Tidewater Dr							0.100	•		4700	u
\M1	From	I-64 West											
West 64 Ramp	City of Norfolk (Maint: 64)	0.25 <b>9100 G</b>							0.115	F		9100	G
64) Hamp	To:	SR 194 N, Chesapeake Blvo	1						0.113	'		3100	u
	From		•										
West 64 Ramp	City of Norfolk (Maint: 64)	0.18 <b>3900 G</b>	98%	0%	 1% 0	% 0%	0%	С	0.130	F		3900	G
64 hamp	Tity Of NOTION (Maint. 64)	SR 247 W, Norview Ave	90%	076	1% 0	70 U70	0%	C	0.130	Г		3900	G
<del></del>	P												
West	City of Norfolk (Maint: 64)	I-64 West 0.13 <b>5100 G</b>	99%	0%		0/ 00/	00/	С	0.007	F		5100	G
64 Ramp	City of Noriok (Maint. 64)		99%	0%	0% 0	% 0%	0%	C	0.087	Г		5100	G
		SR 247 E, Norview Ave											
West	Other of Nieufalla (Mariata OA)	0.20 <b>9400 G</b>							0.007	_		9400	_
Ramp	City of Norfolk (Maint: 64)	0.20 <b>9400 G</b> Robin Hood Rd			_				0.087	F		9400	G
West	From:	I-64 West							0.004	_		05000	_
Ramp	City of Norfolk (Maint: 64)	0.11 <b>25000 G</b>							0.091	F		25000	G
	10.	I-64 West Exit 282B											
West	From:	I-64-W TO H.O.V. LANE								_			_
Ramp	City of Norfolk (Maint: 64)	0.09 <b>3200 G</b>							0.185	F		3200	G
	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 <b>9000 G</b>							0.097	F		9000	G
$\overline{}$	To:	I-264-W013X FROM I-64 WE	EST										
West	From:	I-64-W TO I-264 EAST44											
(64) Ramp	City of Norfolk (Maint: 64)	0.23 <b>27000 G</b>							0.08	F		27000	G
$\smile$	Τα·	I-264-E013X FROM I-64 WE	ST										

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

				_		Tru	ck			K	017	Dir		-
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Vest	From:	I-64-W TO H.O.V.LANEME												
Ramp	City of Norfolk (Maint: 64)	0.12 <b>3800 G</b>		0%	0%	0%	0%	0%	F	NA			4000	(
<u> </u>	To:	I-64-R I-64-R008A TO & FRO	OM RT											
	From:	WCL Virginia Beach, SR 403 Ne	wtown Rd											
165 Kempsville Rd	City of Norfolk	1.00 <b>19000 F</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.651	20000	
<u> </u>	To:	US 58 Virginia Beach Bl	vd		$\neg$ $\vdash$									
165)Kempsville Rd	City of Norfolk	1.57 <b>11000 F</b>		1%	1%	0%	0%	0%	F	0.101	F	0.587	12000	
	To:	US 13 Northampton Blv	d											
<b>— —</b> —	From:	Kempsville Rd												
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>26000 F</b>	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	28000	
	To: From: 11C	SR 166, US13												
NATION AND AND AND AND AND AND AND AND AND AN	US	13 Northampton Blvd; SR 166 Pri			10/	00/	00/	00/	_	0.005	_	0.505	00000	
165 Military Hwy North	City of Norfolk	0.62 <b>34000 F</b>	97%	1%	1%	0%	0%	0%	F	0.085	F	0.535	36000	
<u> </u>	To: From:	I-64												
165)Military Hwy North	City of Norfolk	0.60 <b>21000 F</b>	97%	1%	1%	0%	0%	0%	F	0.084	F	0.577	22000	
$\smile$	To: From:	SR 192 Azalea Garden R	2d											
165)Military Hwy North	City of Norfolk	0.39 <b>19000</b> F		1%	1%	0%	0%	0%	С	0.085	F	0.551	20000	
103)	T-1								_					
Military I Ivy North	From:	SR 247 Norview Ave	070/	10/	10/	00/	00/	00/	_	0.004	_	0.511	00000	
165 Military Hwy North	City of Norfolk	1.65 <b>21000 F</b>	97%	1%	1%	0%	0%	0%	F	0.084	F	0.511	22000	
	To: From:	SR 170 Little Creek Rd												
165)Little Creek Rd	City of Norfolk	0.12 <b>31000 G</b>	97%	1%	1%	1%	1%	0%	F	0.085	F	0.536	34000	
$\stackrel{\smile}{\smile}$	To: From:	SR 194 Chesapeake Blv	d											
165)Little Creek Rd	City of Norfolk	0.58 <b>22000 F</b>		1%	1%	1%	1%	0%	F	0.091	F	0.585	25000	
	To	TC:1 . 0 C 11 D :												
165)Little Creek Rd	City of Norfalk	Tidewater & Sewells Point 0.86 21000 F		1%	1%	1%	1%	0%	F	0.101	F	0.672	23000	
165 Little Greek No	City of Norfolk	NHS Change	97%	1 70	170	1 70	1 70	0%	Г	0.101	Г	0.672	23000	
	From:	I-64												
165)Little Creek Rd	City of Norfolk	0.36 <b>23000</b> F	97%	1%	1%	1%	1%	0%	F	0.074	F	0.525	25000	
100)														
ittle Creek Ed	City of Norfolk	US 460 Granby St	000/	1%	10/	00/	00/	00/		0.084	F	0.557	22000	
165 Little Creek Rd	City of Norioik	1.19 <b>20000 G</b>	98%	176	1%	0%	0%	0%	С	0.084	Г	0.557	22000	
	To: From:	Diven St												
165)Little Creek Rd	City of Norfolk	0.78 <b>11000 F</b>	98%	1%	1%	0%	0%	0%	F	0.084	F	0.582	12000	
<u> </u>	To:	SR 337 Hampton Blvd												
	From:	SR 165 Little Creek Rd												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>5900 G</b>								0.077	F		5900	
$\mathcal{L}$	To:	I-64 East												
lorth	From:	SR 165 N, Military Hwy N	orth											
165 Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>			•					NA			NA	
	To													
North	From:	Robin Hood Rd Ramp												
₁₆₅ )Ramp	City of Norfolk (Maint: 64)	0.11 <b>9700 G</b>								0.090	F		9700	
$\smile$	To:	I-64 West												

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

В			4	-		Truck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT QA</b>	4Tire	Bus	2Axle 3+	Axle 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	Q\ _
	From:	NCL Chesapeake	0000	4-7	10/	0/ 00:	651	_	0 :	-	0.5.0	7000	
66)(460)Wilson Rd	City of Norfolk	0.65 <b>7100 F</b>	98%	1%	<u>1</u> % (	% 0%	0%	F	0.1	F	0.542	7600	
<del></del>	To:	Campostella Ave											
166)(460)(168)Campostella Rd	City of Norfolk	Wilson Rd 0.73 <b>50000 G</b>	96%	1%	1% 1	% 1%	0%	F	0.113	F	0.783	55000	
166 460 168 Campostella Rd	City of Norioik		30 /6	1 /0	1 /0	/0 1/0	0 /6		0.113	'	0.700	33000	
	To: From:	Kimball Terr											_
166 (460) 168 Brambleton Ave	City of Norfolk	0.30 <b>45000 G</b>	96%	1%	1% 1	% 1%	0%	С	0.082	F	0.614	49000	
	To: From:	US 460 Brambleton Ave											
166)Park Ave	City of Norfolk	0.45 <b>13000 F</b>	97%	1%	1% 0	% 0%	0%	С	0.098	F	0.523	15000	
$\mathcal{L}$	To: From:	US 58 Va Beach Blvd											
166)Park Ave	City of Norfolk	0.14 <b>12000 F</b>	97%	1%	1% (	% 0%	0%	F	0.101	F	0.556	13000	
	To:	Princess Anne Rd											
	From:	Park Ave											
Princess Anne Rd	City of Norfolk	0.65 <b>17000 F</b>	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 <b>18000 F</b>	97%	1%	1% 1	% 1%	0%	F	0.088	F	0.522	20000	
	To	Ballentine Blvd											
166) Princess Anne Rd	City of Norfolk	0.95 <b>20000 A</b>	97%	1%	1% 1	% 1%	0%	С	0.101	Α	0.546	21000	
00)	T-		** /*			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		_					
166)Princess Anne Rd	City of Norfolk	Azalea Garden Rd 1.46 <b>18000 F</b>	97%	1%	1% 1	% 1%	0%	F	0.086	F	0.537	19000	
166 Fillicess Aillie nu	City of Norloik	1:46 <b>18000 F</b>	97%	1 70	176	70 I 70	076	Г	0.000	Г	0.557	19000	
	To: From:	US 13 Military Hwy											_
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>26000 F</b>	97%	1%	1%0	% 1%	0%	F	0.095	F	0.538	28000	
$\bigcirc$ $\bigcirc$ $\bigcirc$	To: From:	SR 165 Princess Anne Ro SR 165 Military Hwy											
166) (13) Northampton Blvd	City of Norfolk	0.62 <b>37000 G</b>	96%	0%	 1% C	% 2%	0%	F	0.092	F	0.602	38000	
166) (13) Northampton Biva	City of Norion		0070	0 70		70 270	0 70	•	0.002	•	0.002	00000	
	From:	I-64	000/	201		0/ 00/	00/	_	0.004	_	0.557	22222	_
Northampton Blvd	City of Norfolk	0.20 <b>86000 G</b>	96%	0%	1% (	% 2%	0%	F	0.081	F	0.557	89000	
	100	CL Virginia Beach											_
	From:	SCL Norfolk				.,		_		_			
Campostella Rd	City of Norfolk	0.52 <b>19000 F</b>	96%	1%	1% 1	% 2%	0%	F	0.102	F	0.601	20000	
	To: From:	SR 407 Indian River Rd											
168)Campostella Rd	City of Norfolk	0.26 <b>25000 F</b>	96%	1%	1% 1	% 2%	0%	F	0.103	F	0.62	26000	
<u> </u>	To:	US 460 Wilson Rd											
O a second a lite Date	Oit of Norfells	Wilson Rd	000/	40/	40/	0/ 40/	00/	_	0.440	_	0.700	FF000	
68 460 166 Campostella Rd	City of Norfolk	0.73 <b>50000 G</b>	96%	1%	1% 1	% 1%	0%	F	0.113	F	0.783	55000	
	To: From:	Kimball Terr											
68)(460)(166)Brambleton Ave	City of Norfolk	0.30 <b>45000 G</b>	96%	1%	1% 1	% 1%	0%	С	0.082	F	0.614	49000	
	Τœ	Park Ave											
168)(460)Brambleton Ave	City of Norfolk	0.40 <b>35000 G</b>	96%	1%	1% 1	% 1%	0%	F	0.082	F	0.558	39000	
100/(100)	To:	Brambleton Ave			<u> </u>	, -							

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

_				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Tidometon Du	From:	Brambleton Ave	000/	00/	10/	00/	10/	00/		0.000	F	0.500	00000	_
168 Tidewater Dr	City of Norfolk	0.31 <b>35000 G</b>	98%	0%	1%	0%	1%	0%	F	0.082	г	0.508	38000	G
168 Tidewater Dr	City of Norfolk	US 58 Va Beach Blvd 0.89 <b>33000 G</b>	98%	0%	1%	0%	1%	0%	F	0.081	F	0.503	36000	(
168) Fidewater Di	City of Norton		90 /6	0 /6	1 /0	0 /0	1 /0	0 /0	•	0.061	'	0.303	30000	•
168)Tidewater Dr	City of Norfolk	<u>Lindenwood Ave</u> 0.81 <b>31000 G</b>	98%	0%	1%	0%	1%	0%	F	0.080	F	0.514	34000	(
168) Fidewater Di	City of Norton		30 70	0 70	170	0 70	1 /0	0 70	•	0.000	•	0.514	04000	`
Tidewater Dr	City of Norfolk	Cromwell Dr 1.03 <b>39000 A</b>	98%	0%	1%	0%	1%	0%	С	0.087	Α	0.566	43000	
168) Haewater Br	Tree Tree		0070	0 70	. 70	0 / 0	1 /0	0 70	Ü	0.007	,,	0.000	40000	,
168)Tidewater Dr	City of Norfolk	Norview Ave 1.11 <b>40000 G</b>	98%	0%	1%	0%	1%	0%	F	0.085	F	0.517	43000	(
168)	To To	I-64		0,0		0,0	. , 0	0,70	•	0.000	•	0.0	.0000	
168 Tidewater Dr	City of Norfolk	0.60 <b>28000 G</b>	99%	0%	1%	0%	0%	0%	F	0.085	F	0.618	31000	(
100)	To	SR 165 Little Creek Rd												
168 Tidewater Dr	City of Norfolk	1.29 <b>18000 F</b>	99%	0%	1%	0%	0%	0%	С	0.091	F	0.630	19000	
100)	То	Bay View Blvd												
Tidewater Dr	City of Norfolk	1.01 <b>12000 F</b>	99%	0%	1%	0%	0%	0%	F	0.095	F	0.532	12000	
	To:	US 460 Granby St												
168 Tidewater Dr	City of Norfolk	0.75 <b>8600 F</b>	99%	0%	1%	0%	0%	0%	F	0.095	F	0.636	9200	
	To:	US 60 Ocean View Ave												
lorth	From:	SR 168 N, Tidewater Dr												
Ramp	City of Norfolk (Maint: 64)	0.27 <b>5300 G</b>								0.107	F		5300	
<u> </u>	To	I-64 West												
lorth	City of Norfolk (Moint, C4)	SR 168 Tidewater Dr								0.105	F		E 400	
168 Ramp	City of Norfolk (Maint: 64)	0.20 <b>5400 G</b> I-64 East								0.105	Г		5400	•
South	From:	SR 168 S, Tidewater Dr			1									
Ramp	City of Norfolk (Maint: 64)	0.17 <b>3600 G</b>								0.090	F		3600	
	To:	I-64 East												
outh	From:	SR 168 Tidewater Dr												
Ramp	City of Norfolk (Maint: 64)	0.13 <b>3300 G</b>								0.102	F		3300	
<u> </u>	10:	I-64 West												
Little Crook Pd	City of Norfolk	SR 165 N Military Hwy 1.08 <b>24000 F</b>	98%	0%	1%	0%	1%	0%	F	0.081	F	0.515	26000	
Little Creek Rd	City of Norioik		90%	0%	1 70	076	1 70	0%	Г	0.061	Г	0.515	20000	
170)Little Creek Rd	City of Norfolk	Halprin Drive 0.48 <b>22000 F</b>	98%	0%	1%	0%	1%	0%	F	0.091	F	0.525	24000	
170) Little Gleek nu	City of Noriolk			U 70	I 70	U 7/0	I 70	U 70	Г	0.091	Г	0.525	24000	
Little Creek Pd	City of Norfolk	SR 192 Azalea Garden Rd 1.09 <b>21000 F</b>	98%	0%	1%	0%	1%	09/	F	0.088	F	0.518	22000	
170 Little Creek Rd	Tre	US 60 Shore Drive	90%	U 7/0	1 70	U 70	I 70	0%	Г	0.008	Г	0.516	22000	

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		Military Hwy												
192 Azalea Garden Rd	City of Norfolk		3000 F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.594	14000	F
<u> </u>	To:	SR 170 I	Little Creek												
	Prom:		ncess Anne Rd							_		_		.=	
194 Sewells Point Rd	City of Norfolk		4000 F	97%	1%	2%	1%	1%	0%	С	0.091	F	0.506	15000	I
	From:		oeake Blvd view Ave												
194)Chesapeake Blvd	City of Norfolk		7000 F	97%	1%	2%	1%	1%	0%	F	0.090	F	0.535	18000	
104)	To	T	I-64												
194)Chesapeake Blvd	From: City of Norfolk		4000 F	97%	1%	1%	0%	0%	0%	F	0.077	F	0.587	26000	
194) Griddapound Bird	any or remain			0.70	1,0		0 70	070	070	·	0.077	•	0.007	20000	
194)Chesapeake Blvd	City of Norfolk		ittle Creek Rd	97%	1%	1%	0%	0%	0%	F	0.084	F	0.575	23000	
194 Chesapeake bivu	City of Nortoix	1.51 22	2000 F	31 /0	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.004	'	0.575	23000	
	To- From:		/iew Blvd												
194 Chesapeake Blvd	City of Norfolk	0.61 <b>11</b>	1000 F	97%	1%	1%	0%	0%	0%	F	0.083	F	0.516	12000	
	To- From:		apeake St												
194)Chesapeake Blvd	City of Norfolk		600 F	97%	1%	1%	0%	0%	0%	С	0.089	F	0.513	6000	
$\smile$	To:	US 60 Oce	ean View Ave												
North	From:		Chesapeake Blvc	l											
194)Ramp	City of Norfolk (Maint: 64)		700 G								0.103	F		1700	(
<u> </u>	10:	I-64	4 West												
South	From:		hesapeake Blvd	l								_			
194)Ramp	City of Norfolk (Maint: 64)		0000 G								0.112	F		9000	
<u> </u>	100		4 East												
	From:		Iampton Blvd	070/	40/	101	40/	40/	00/	_	0.405	_		4000	
247)26th St	City of Norfolk		900 F	97%	1%	1%	1%	1%	0%	F _	0.105	F		4200	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 13	3000 F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	14000	
	To: From:		nial Ave												
247)26th St	City of Norfolk		300 F	97%	1%	1%	1%	1%	0%	F	0.105	F		9900	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 18	8000 F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.611	19000	
	To- From:	Llewe	ellyn Ave												
247)26th St	City of Norfolk		700 F	97%	1%	1%	1%	1%	0%	F	0.099	F		10000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 19	9000 F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	
	To	Montio	icello Ave												
247)26th St	City of Norfolk		600 F	97%	1%	1%	1%	1%	0%	С	0.095	F		10000	
	Combined Traffic Estimates for 2 Parallel Roadway	-		97%	1%	1%	1%	1%	0%	F	0.081	F	0.581	20000	
247)26th St	City of Norfolk		urch St 100 F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.582	9700	
247)2011 01	Combined Traffic Estimates for 2 Parallel Roadway			97%	1%	1%	1%	1%	0%	, F	0.093	, F	0.533	20000	
	Combined Trainic Estimates for 2 Farallel Moduway		7th St	JI /0	I /0	1 /0	1 /0	1 /0	U /0		0.03		0.555	20000	- 1

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
l ofquetto Dlud	From:	1.07	27th St	F	070/	10/	10/	10/	10/	00/	F	0.000	F	0.510	17000	F
Lafayette Blvd	City of Norfolk		16000		97%	1%	1%	1%	1%	0%	Г	0.088	Г	0.513	17000	Г
L ofovetto Dlvd	City of Novfolk		58 Tidewate 16000	er Dr <b>F</b>	070/	1%	1%	0%	0%	00/	С	0.081	F	0.505	17000	
Lafayette Blvd	City of Norfolk		sapeake Bl		97%	170	1%	0%	0%	0%	C	0.081	Г	0.505	17000	
	From:		fayette Blv													
Chesapeake Blvd	City of Norfolk	1.34	18000	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.513	19000	
<u> </u>	To: From:		Sewells Po													
Norview Ave	City of Norfolk		21000	F	97%	1%	1%	0%	0%	0%	F	0.08	F	0.511	23000	
	To		I-64													
Norview Ave	From: City of Norfolk	0.61	25000	F	99%	0%	1%	0%	0%	0%	С	0.080	F	0.540	27000	
.4/)	To:		55 Military					-,-		-,-						
East	From:	SR 247	E, Norviev	w Ave												
Ramp	City of Norfolk (Maint: 64		12000	G	99%	1%	0%	0%	0%	0%	С	0.081	F		12000	
<u> </u>	Tα:		I-64 East													
Vest	From:	SR 247	W, Norvie	w Ave												
_{.47} )Ramp	City of Norfolk (Maint: 64	,	7200	G	99%	0%	0%	0%	0%	0%	С	0.077	F		7200	
<u> </u>	To:		I-64 East													
<u>/est</u>	From:		17 Norview								_		_			
Ramp	City of Norfolk (Maint: 64	•	4200	G	99%	0%	1%	0%	0%	0%	С	0.071	F		4200	
	Esse		I-64 West													
27th St	City of Norfolk	0.79	7 Hampton 8800	F Blvd	97%	1%	1%	1%	1%	0%	С	0.087	F		9400	
247)27th St	Combined Traffic Estimates for 2 Parallel Roadw			F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	14000	
	Combined Traine Estimates for 21 aratie Hoadwi				31 /6	1 /0	1 /0	1 /0	1 /0	0 76	'	0.000	•	0.000	14000	
247)27th St	City of Norfolk	Lli	ewellyn Av 9500	re F	97%	1%	1%	1%	1%	0%	F	0.084	F		10000	
247 127111 31	Combined Traffic Estimates for 2 Parallel Roadw			F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	
	Tax		247 26Th	-	31 /6	1 /0		1 /0	1 /0	0 76	'	0.000	•	0.503	21000	
	From:	IS-00264-E008A(L)/IS-			TO BERK	Œ	i									
337 Ramp	City of Norfolk (Maint: 64		NA	7001 <b>I</b> (C)	TO BERG	LLL						NA			NA	
	To:	1SR-00337-P(L)/122-	-08592- 000	0A(U)/T	O RT 464	S										
	From:	I-264-E014A	I-264-W01	14A TO	I-64											
Ramp	City of Norfolk (Maint: 64	4) 0.12	NA									NA			NA	
<u> </u>	Tα:	I-64-E FROM	1 I-264 EAS	ST & W	EST											
	From:	I-264-E014C		4C TO	I-64											
Ramp	City of Norfolk (Maint: 64	•	NA									NA			NA	
<u> </u>	To	I-64-W FROM			EST44											
ast ALT	From:		CL Norfoll		0.40/	00/		401	40/	00/	_	0.000			40000	
264 460 Elizabeth River		•	44000	G	94%	0%	1%	1%	4%	0%	-	0.093	A	0.500	49000	(
~ *	Combined Traffic Estimates for 2 Parallel Roadwa	ave on this Boute.	8/1000	G	94%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	91000	(

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

				y or morre					Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East ALT	From	c	I-	464, SR 33	7			1	017100	111411	Liian		1 40101		1 40101		
264 460 337 Berkley Bridg	e City of Norfolk (N	Maint: 64)	0.41	49000	G	94%	0%	1%	1%	4%	0%	F	0.096	F		53000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	94000	G	94%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	101000	G
East	Ta From		I	ALT US 460	)												
264)(337)	City of Norfolk (N	/laint: 64)	0.26	46000	N	94%	0%	1%	1%	4%	0%	Ν	0.096	F		51000	Ν
	Combined Traffic Estimates for 2 Parallel	,	is Route:	87000	N	94%	0%	1%	1%	4%	0%	Ν	0.085	F	0.508	98000	Ν
	Ta		SR 3	37 Tidewate	er Dr												
East ALT (264) (460) (337)	City of Norfolk (N	Maint: 64)	0.65	46000	G	94%	0%	1%	1%	4%	0%	F	0.096	F		51000	G
	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.508	99000	G
	To			0 Brambleto													
East (264)	City of Norfolk (N	Agint: 64)	0.81	51000	G	94%	0%	1%	1%	4%	0%	E	0.108	F		60000	G
264)	City of Noriok (Normalist Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4% 4%	0%	F	0.108	F	0.601	124000	G
· ·	Tand Latinates for 21 drailer					J+ /0	0 70	170	1 /0	770	0 70	•	0.000	•	0.001	124000	a
East 264	From			5 Ballentine													
264	City of Norfolk (N	,	2.34	50000	G	94%	0%	1%	1%	4%	0%	F	0.110	F	0.555	58000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	iis Route:	107000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.555	122000	G
East	To From		US	13 Military I	Hwy												
East (264)	City of Norfolk (N	Maint: 64)	1.05	33000	G	98%	0%	1%	1%	1%	0%	F	0.110	F		39000	G
	Combined Traffic Estimates for Parallel	Roadways on th	is Route:	NA									0.095	F	0.555	NA	
East	To From		I-64 Ham	pton Roads	Beltway	У											
Virginia Beach Norfolk Ex	pwy City of Norfolk (N	//aint: 75)	0.74	103000	G	97%	0%	0%	2%	1%	0%	F	0.085	F		111000	G
	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	221000	G
	To		403 Newtow														
East	City of Norfalls (A		-00264-E(L). 0.42	/TO ROUTI NA	E 464 S	DUTH							NA			NA	
Ramp	City of Norfolk (N		-W008A(R)/		08A(L)/	TO BERK	T.E.						INA			INA	
East	From	15 00201	**************************************	I-264 East	0011(12)/	TO BEIG											
Ramp	City of Norfolk (N	Maint: 64)	0.21	1500	G								0.206	F		1500	G
	То	c	US 46	0 Brambleto	n Ave												
East	From	r.		I-264 East													
Ramp	City of Norfolk (N	/laint: 64)	0.10	6700	G								0.102	F		6700	G
	To	1		5 Ballentine													
East (264) Ramp	City of Norfolk (N	laint: 64)	I-264	East Collect 3400	or Rd <b>G</b>								0.172	F		3400	G
264) ramp	To			5, Military H									0.172	'		3400	u
East	From	:		East Collect													
(264) Ramp	City of Norfolk (N	/laint: 64)	0.14	6300	G								0.115	F		6300	G
	To		US 13 N	I, Military H	Iighway												

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

Route	Jurisdiction	Longth AADT OA ATiro Rus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	r AAWDT QW
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East 0.11 <b>NA</b>		NA	NA
East Collector Rd	City of Norfolk (Maint: 64)	I-264 East Exit 13A 0.07 <b>19000 G</b>		0.088 F	19000 G
East 264 Collector Rd	City of Norfolk (Maint: 64)	US 13 South Exit 47A  0.11 NA		NA	NA
East 264 Collector Rd	City of Norfolk (Maint: 64)	I-264 East Exit 13B  0.09 <b>21000 G</b> US 13 North Exit 47A		0.09 F	21000 G
East 264 Collector Road	City of Norfolk (Maint: 64)	US 13 North Exit 4/A  US 13 Military Hwy  0.42 <b>25000 G</b> 98% 0%  I-64 Hampton Roads Beltway	1% 1% 1% 0%	F 0.091 F	27000 G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64 Hampton Koads Beltway I-264-E014A TO RT 64 EAST 0.18 <b>20000 G</b>		0.089 F	21000 G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-E284B FROM RT 64 EAST 0.21 NA		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014B TO RT 64 WEST 0.09 <b>25000 G</b>		0.096 F	25000 G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284B FROM RT 64 WEST  0.23 <b>53000 G</b>		0.082 F	53000 G
East 264 Ramp	City of Norfolk (Maint: 64)	4-E015A TO RT 403 SOUTH-NEWTOWN RD  0.15 NA		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	-S000A FROM RT 403 SOUTH-NEWTOWN RD  0.21 NA	<u> </u>	NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	1-E015B TO RT 403 NORTH-NEWTOWN RD  0.17 <b>39000 G</b> 97% 0%  4-E END COLL RD FROM RTS 13, 64 & 403	0% 2% 1% 0%	F 0.078 F	38000 G
East 264 Ramp	From:  City of Norfolk (Maint: 64)	I-264-E013X TO I-64 EAST 0.16 <b>8600 G</b>		0.137 F	8600 G
East 264 Ramp	From: City of Norfolk (Maint: 64)	I-264-W014A I-264- 14A TO I-64  I-264-E013X TO I-64 WEST  0.12 <b>3900 G</b>		0.09 F	3900 G
East 264 Ramp	From City of Norfolk (Maint: 64)	I-64-W FROM I-264 EAST I-264-E TO I-64 WEST 0.25 NA		NA	NA

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

					LY OF INOTE					Tru	ck			K		Dir		
Route		Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Rev		From	n:	I-264-R I-264-		AMPS TO	& FR											
Ramp		City of Norfolk (N	Maint: 64)	0.01	NA									NA			NA	
$\stackrel{\smile}{=}$		To	0:	I-264-E FROM I			N MED											
West ALT	D: D . T .	From	n:		VCL Norfo		000/	00/		40/	40/	00/	_	0.000			40000	•
264 460 Elizabeth	River Downtown Tunnel	City of Norfolk (N		0.56	39000	G	93%	0%	1%	1%	4%	0%	-	0.099	A	0.500	43000	G
	Combined Traffic Es	timates for 2 Parallel	Roadways	on this Route:	84000	G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	91000	G
West ALT		To From	n:	I	-464, SR 33	37												
264) 460 (337) Ber	kley Bridge	City of Norfolk (N	Maint: 64)	0.78	45000	G	93%	0%	1%	1%	4%	0%	F	0.081	Α		48000	G
	Combined Traffic Es	timates for 2 Parallel	l Roadways	on this Route:	94000	G	94%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	101000	G
		To	or.	Ti	dewater Dr	rive												
West		City of Norfolk (N	Maint: 64)	0.84	41000	G	93%	0%	1%	1%	4%	0%	_	0.111	F		47000	G
264 337	Combined Traffic Es	•	,			N	94%	0%	1%	1%	4% 4%	0%	N	NA	Г		98000	N
	Combined Trailic Es	limales for 2 Faraller	noauways					076	1 70	170	470	0%	IN	IVA			96000	IN
West		From	n:	US 460, SR 16	8, SR 166 I	Brambleto	n Ave											
264)		City of Norfolk (N	,	0.87	57000	G	93%	0%	1%	1%	4%	0%	F	0.103	F		64000	G
	Combined Traffic Es	timates for 2 Parallel	l Roadways	on this Route:	108000	G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.601	124000	G
\M+		To From	n:	SR 40	5 Ballentin	ne Blvd			<u> </u>									
West 264		City of Norfolk (N	Maint: 64)	2.01	57000	G	93%	0%	1%	1%	4%	0%	F	0.097	F		64000	G
204)	Combined Traffic Es	,	,				94%	0%	1%	1%	4%	0%	F	0.086	F	0.575	122000	G
		To					• . , •			.,.	.,.	- , -	-		-			-
West		From	n:		13 Military													
264	0	City of Norfolk (N	,	1.08	25000	G	97%	0%	1%	1%	1%	0%	F	0.11	F		29000	G
<u> </u>	Combined Traffic E	Estimates for Parallel	l Roadways	on this Route:	NA									0.086	F	0.575	NA	
West		To From	n:	I-64 Han	npton Road	s Beltway												
Virginia Beach	Norfolk Expwy	City of Norfolk (N	Maint: 75)	0.30	103000	G	99%	0%	0%	0%	0%	0%	F	0.082	F		111000	G
	Combined Traffic Es	timates for 2 Parallel	l Roadways	on this Route:	207000	G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	221000	G
		To	0:	SR 403 Newtow			Beach											
West		From	n:	I-264-W I-46	4-S; 464-W	IN MED	IAN											
(264)(337) Ramp		City of Norfolk (N	Maint: 64)	0.22	NA									NA			NA	
		To	0:	I-264-E	008A TO E	BERKLE												
West		From		0264-W(B)/INSPEC		A ROAD (	RESTRIC	CTED										
Ramp		City of Norfolk (N	Maint: 64)	0.06	NA									NA			NA	
		To	0.	IS-00464-S(B)/FR			TATION											
West	C4 MD to City Holl Ave	City of Norfell (A	Maint 64)	0.10	I-264 WB									NIA			NIA	
264 Hamp From I-26	64 WB to City Hall Ave	City of Norfolk (N	viaint: 64) ∞	0.19	NA y Hall Ave	WD			_					NA			NA	
		-			•													
West		City of Norfolk (N	Maint: 64)	IS-00264-W(B) 0.44	/TO WATE	EKSIDE I	DRIVE							NA			NA	
Ramp				1SR-00337(U)/A1S		003A(L)/	Gan Term	inn						INA			INA	
			A	151C-00337(U)/A13	11-00337-3	003A(L)/	Jap reili	unu										

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail		Dir Factor	AAWDT	QV
West	From:	I-264 West					
264) Ramp	City of Norfolk (Maint: 64)	0.06 <b>6400 G</b>		0.136	F	6400	G
$\smile$	To:	I-264 West Exit 11C Ramp to Claiborne Ave					
West	From:	I-264 West					
264) Ramp	City of Norfolk (Maint: 64)	0.12 <b>12000 G</b>		0.086	F	12000	G
$\smile$	To:	US 460 Brambleton Ave					
West	From:	I-264 West					
264) Ramp	City of Norfolk (Maint: 64)	0.15 <b>5800 G</b>		0.076	F	5800	C
	To:	SR 405 Ballentine Blvd					
West	From:	I-264 West Collector Rd					
264) Ramp	City of Norfolk (Maint: 64)	0.12 <b>6700 G</b>	<u> </u>	0.102	F	6700	C
	To:	US 13 S, Military Highway					
West	From:	I-264 West Collector Rd					
Ramp	City of Norfolk (Maint: 64)	0.15 <b>9500 G</b>		0.078	F	9500	
204)	To:	US 13 N, Military Highway					
West	From: J.	264-W RAMPS TO & FROM 64 H.O.V.IN ME					
Ramp	City of Norfolk (Maint: 64)	0.06 <b>2100 G</b>	<del></del>	0.266	F	2700	(
204)	To:	I-264-R I-264-R000A RAMPS TO & FR		0.200	•		•
West	From:	I-264 West					
Ramp	City of Norfolk (Maint: 64)	0.09 <b>46000 G</b> 99% 0%	0% 0% 0% 0%	F 0.076	F	49000	(
264)	To:	SR 403 N000B		. 0.070		10000	•
West	From:	I-64-W284A FROM RT 64 WEST					
Ramp	City of Norfolk (Maint: 64)	0.27 <b>NA</b>		NA		NA	
$\smile$	To: SR 4	103-S000B FROM RT 403 SOUTH-NEWTOWN R					
West	rion.			0.070	_	70000	,
Ramp	City of Norfolk (Maint: 64)	0.45 <b>70000 G</b>		0.079	F	70000	(
West	To: From:	I-264-W014C TO RT 64 WEST					
264) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>		NA		NA	
204)	· · · · · · · · · · · · · · · · ·						
West	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
<u> </u>	To:	I-264-W014B TO RT 64 EAST					
Vest	City of Norfalls (Maints 64)	0.13 <b>NA</b>		NA		NA	
Ramp	City of Norfolk (Maint: 64)	I-64-E284A FROM RT 64 EAST		INA		INA	
West	From:	I-64 Interchange					_
Collector Rd	City of Norfolk (Maint: 64)	0.42 <b>41000 G</b>		0.083	F	41000	(
	Too	I-264 West Exit 13B					
West	From:						
264 Collector Rd	City of Norfolk (Maint: 64)	0.08 <b>NA</b>		NA		NA	
<u> </u>	To:	US 13 North Exit 47B					
West 264 Collector Rd	City of Norfolk (Maint: 64)			0.089	F	35000	
264 Collector No	Gity of Noriolk (Maint: 64)			0.069	I	33000	(
	10.	I-264 West Exit 13A	L				

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

Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q'
West 264 Collector Rd	City of Norfolk (Maint: 64)	0.09	Vest Exit 13A								NA			NA	
/est	To: From:		South Eixt 47B South Exit 47B												
Ramp	City of Norfolk (Maint: 64)		33000 G								0.079	F		33000	
04)	Tot		264 West												
est	City of Norfolk (Maint: 64)		TO I-64 EAST								0.096	F		19000	
Ramp	To:		19000 <b>G</b> I-264- 14A TO	I-64		1					0.096	Г		19000	
est	From:	I-264-W013	3X TO I-64 EAS	T											
Ramp	City of Norfolk (Maint: 64)		10000 G								0.148	F		10000	
	Tα		M I-264 WEST									_			
est 4)Ramp	City of Norfolk (Maint: 64)	I-264 W CI 0.08	D Road at Exit 1  NA	4							NA			NA	
54)· tap	Too		p to I-64 W												
	From:	NCL	Chesapeake												
Bainbridge Blvd	City of Norfolk	0.28	1700 F	93%	0%	3%	2%	2%	0%	С	0.171	F	0.905	1800	
<u> </u>	To:		Main St												
Main St	City of Norfolk		bridge Blvd <b>6500 F</b>	93%	0%	3%	2%	2%	0%	F	0.171	F	0.905	7000	
37 Iwaiii St	Tr.		iberty St	33 /6	0 76		2/0	2/0	0 /6	'	0.171	•	0.903	7000	
_	From:		Main St												
37)Liberty St	City of Norfolk		5000 G	93%	0%	3%	2%	2%	0%	F	0.096	F	0.719	5500	
	To: From:		State St iberty St												
37)State St	City of Norfolk		5000 N	93%	0%	3%	2%	2%	0%	N	0.096	F	0.719	5500	
31) Oldio Ol	Combined Traffic Estimates for Parallel Roadway		NA	0070	0,0	0,0	_,,	_,0	0,0	•	NA	•	017.10	NA	
	To		rkley Ave												
State St	City of Norfolk		13000 G								0.113	F	0.683	14000	
	Τα		I-464												
Dama	From:		337 State St								0.404	_		0400	
337 Ramp	City of Norfolk (Maint: 64)		8100 G 464 NB			_					0.121	F		8100	
	From:		State St												
37)(464)	City of Norfolk (Maint: 64)	0.16		Se	e I-464	for dire	ctional t	raffic vo	olume es	stimat	tes for this	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	50000 N	95%	0%	1%	1%	2%	0%	Ν	0.080	_	0.779	58000	
	To:		I-264												
ALT	From:		I-464												
37)(264)(460)Berkley I	Bridge City of Norfolk (Maint: 64)	0.41			ee I-264	for dire		raffic vo		stimat	tes for this	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roadway			94%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	101000	
ALT	To:		ndLabel												
ALT	City of Norfolk (Maint: 64)	0.65	State St	9,	no I-264 :	for dire	ntional t	raffic ve	oluma or	etimot	tes for this	c cca	ment		
37 264 460	City of Norrolk (Maint. 64)  Combined Traffic Estimates for 2 Parallel Roadway		91000 G	94%	0%	1%	20001a1 t 1%	4%	0%	sumai F	0.085	_	0.508	99000	
	Complined Traffic Estimates for 2 Parallel Roadway	s on this Boute: 🤥	a : : : : : : : : : : : : : : : : : : :	4/19/2	11%		1 %	/1 ~/~	11%				บวบช	99000	

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

						_		Trι	ıck		_	K	_	Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
ALT	From:		I-264													
337)(460)	City of Norfolk (M	laint: 64) 0.22	27000	N	98%	1%	1%	0%	0%	0%	Ν	0.084	F	0.782	29000	Ν
	To:		Tidewater Dr													
	From:		S 460 St Pau	ıls Blvd	0 -	- 1.004	f = ellin :									
337 264	City of Norfolk (M											es for thi	_			
	Combined Traffic Estimates for 2 Parallel			N	94%	0%	1%	1%	4%	0%	N	0.085	F	0.508	98000	Ν
	To:		Fidewater Dr													
Tidewater Dr	City of Norfe		\$ 460 St Pau <b>24000</b>	F F	96%	0%	0%	1%	3%	0%	F	0.091	F	0.587	28000	F
Tidewater Dr	City of North	US 460 Bran				0 /6	0 /0	1 /0	3 /0	0 /6	'	0.031	'	0.567	20000	- 1
	From:		Brambleton				-+									
337)(460) Brambleton Ave	City of Norfo		33000	G	96%	1%	1%	1%	1%	0%	F	0.077	F	0.595	36000	(
337/400	- 1															
Duranti latan Anna	To: From	-11. 0.04	Church St		000/	40/	10/	40/	40/	00/	_	0.070	_	0.570	0.4000	
Brambleton Ave	City of Norfo		22000	G	96%	1%	1%	1%	1%	0%	F	0.079	F	0.573	24000	C
<u> </u>	From:		S 460 St Pau O Saint Pauls													
337)Brambleton Ave	City of Norfe		25000	F F	96%	0%	0%	1%	3%	0%	E	0.084	F	0.579	29000	ı
337 Brambicton Ave	Oity of North	OIK 0.20	23000	•	30 70	0 70	0 70	1 /0	3 70	0 70		0.004	'	0.575	23000	
	To: From:		Boush St													
Brambleton Ave	City of Norfe	olk 0.07	31000	N	96%	0%	0%	1%	3%	0%	Ν	0.087	F	0.704	36000	1
<u> </u>	To	SR 3	337 Par Duk	e St												
337) (58) Brambleton Ave	City of Norfo		31000	F	96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	ı
307	- 1															
Duranti latan Ann	From		Colley Ave		000/	00/	00/	40/	00/	00/	_	0.00	_	0.504	00000	,
Brambleton Ave	City of Norf	olk 0.26	26000	G	96%	0%	0%	1%	3%	0%	F	0.08	F	0.561	30000	(
<u> </u>	10: From:		US 58 US 58 .													
Brambleton Ave	City of Norfe	olk 0.22	26000	N	96%	0%	0%	1%	3%	0%	Ν	0.08	F	0.561	30000	1
337 Brainbleton Ave	•				30 /6	0 /6	0 /6	1 /0	3 /0	0 /6	IN		'	0.501		'
	Combined Traffic Estimates for 2 Parallel			N								NA			NA	
	From:		S Brambletor													
337) Hampton Blvd	City of Norfe		31000	G	96%	0%	0%	1%	3%	0%	F	0.079	F	0.639	36000	(
337 Hampton Biva	Oity of North	OIK 0.50	31000	<u> </u>	30 /6	0 70	<u> </u>	1 /0	3 70	0 70		0.075	'	0.000	30000	`
	To: From:		21st Street													
Hampton Blvd	City of Norfe	olk 0.22	33000	F	96%	0%	0%	1%	3%	0%	F	0.084	F	0.565	39000	ı
	To:	SF	R 247, 26th S	St			$\neg$ $\vdash$									
337)Hampton Blvd	City of Norfo		26000	F	96%	0%	0%	1%	3%	0%	F	0.084	F	0.709	31000	
337)																
	From:		d Dominion								_				.=	
Hampton Blvd	City of Norfo	olk 2.07	32000	В	96%	0%	0%	1%	3%	0%	С	0.1	Α	0.604	37000	E
<u> </u>	To:	SR 16	5 Little Cree	ek Rd			$\Box$ $\vdash$									
337 Hampton Blvd	City of Norfo		30000	G	96%	0%	0%	1%	3%	0%	F	0.078	F	0.609	35000	(
	T.o.		OC T 1													
Hampton Dhiel	From:		06 Terminal		060/	00/	00/	10/	20/	00/	F	0.000	г	0.50	00000	-
Hampton Blvd	City of Norf		24000	F	96%	0%	0%	1%	3%	0%	г	0.093	F	0.52	28000	F
<u> </u>	To:	Admi	iral Taussig	Blvd												

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

					.=-:	_		Tru	ıck			K		Dir		
Route	Jurisdictio	n Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		on Blvd; Mar	_							_		_			_
Admiral Taussig Blvd	City of Norfo	olk 0.91		F	96%	0%	0%	1%	3%	0%	F	0.094	F	0.838	29000	F
	10.		I-564													
	From:	' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '	SR 337 State									0.404	_		0400	_
Ramp	City of Norfolk (M	aint: 64) 0.12		G								0.121	F		8100	G
<u> </u>	10.		I-464 NB													
Vest	From:	1SR-00337-P		ERSIDE	DRIVE											
Ramp	City of Norfolk (M					***						NA			NA	
<u> </u>	10.	IS-00264-W010E														
	From:	IS-00264-E008A(L		008A(U)	/TO BERI	KLE										
337 264 Ramp	City of Norfolk (M											NA			NA	
	From:	1SR-00337-P(L)/ IS-00264-W(B)/I														
337)(264) Ramp	City of Norfolk (M			TOT-W 1			for dir	ectional t	raffic vo	olume es	stimat	tes for thi	s sea	ment.		
337 264 Ramp	To:	IS-00264-E008A(I		08A(U)/									5			
	From:		I-264 W													
Ramp From Tidewater D	Or to I-264 W City of Norfe	olk 0.13	NA									NA			NA	
<u> </u>	To:		Tidewater I													
Tidowatou Du	City of North		Ramp to I-264	4 W								NIA			NIA	
Tidewater Dr	City of Norfo	olk 0.12	. NA									NA			NA	
	To: From:		East City Hall	Ave												
Tidewater Dr	City of Norf	olk 0.15										NA			NA	
<u> </u>	To:		Charlotte S													
ALT	From:		0 Overpass; l								_		_			
Waterside Dr/Boush St	City of Norfo			F	95%	1%	2%	1%	0%	0%	F	0.101	F	0.610	21000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>21000</b>	F	95%	1%	2%	1%	0%	0%	F	0.101	F	0.606	23000	F
ALT	To: From:		City Hall Av	ve												
337) 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
337 Waterside Dir Bodsir ot	Combined Traffic Estimates for 2 Parallel			F	95%	1%	2%	1%	0%	0%	, E	0.101	F	0.606	22000	F
	To:		R 337 Bramble		33 /6	1 /0		1 /0	0 /6	0 /6	'	0.101	'	0.000	22000	'
ALT.	From:															
ALT 337)Ramp	City of Norfolk (M		SR 337 Water 14000	G								0.166	F		14000	G
337) Hamp	To:	umt. 04) 0.00	I-264 East									0.100	•		14000	
	From:	c n														
103 Newtown Rd	City of Norfe		165 Kempsvi 28000	G Ra	98%	0%	1%	0%	0%	0%	С	0.078	F	0.549	30000	
+03/140WIOWII I IU	Oity of North					0 /0	1 /0	0 /0	0 /0	0 /0	J	0.070		0.043	55000	
Novetown Del	To: From:		a Beach Norf		-	00/		00/	00/	00/		0.070		0.505	05000	-
Newtown Rd	City of Norfo			F	98%	0%	1%	0%	0%	0%	F	0.079	F	0.535	35000	F
<u> </u>	To		S 58 Va Beach													
	From:		168; Tidewa								_					
Princess Anne Rd	City of Norf			F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.535	17000	F
<u> </u>	To:		SR 166 Park	Ave												

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

Devite		1			4.T.	Б.		Tru	ck			K	011	Dir	A A14/DT	
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	(
	From		I-264								_					
Ballentine Blvd	City of Nor		22000	F	93%	1%	2%	2%	2%	0%	С	0.081	F	0.564	23000	
	10		5 58; 122-8573													
Domo	City of Norfolk (N		5 Ballentine I									0.000	F		5000	
Ramp	City of Noriolk (N		<b>5000</b> I-264 East	G								0.089	г		5000	
105)Ramp	City of Norfolk (N		7800 7800	G Blvd								0.082	F		7800	
105) (101)	Oity of Norion (N		I-264 West	G								0.002	'		7000	
	From		37 Hampton B	111												
106 International Blvd	City of Nort		22000	A	97%	0%	0%	1%	2%	0%	С	0.09	Α	0.58	25000	
.00/	Combined Traffic Estimates for 2 Parallel			G	0.70	0 70	0 70	1 70	_,0	0 70	Ū	NA	, ,	0.00	43000	
	To														.0000	
406)Terminal Blvd	City of Norfolk (N		Ruthven Rd 22000	N	97%	0%	0%	1%	2%	0%	N	0.09	Α	0.58	25000	
406) Terrimar Biva	Tr.	× 0.20	I-564	- 14	31 /6	0 70	70	1 /0	2 /0	0 70	11	0.05	^	0.50	23000	
East	From	Ramp from SR 406		1 564	Easthoune	1	<u> </u>									
406)Ramp	City of Norfolk (N	•	7400	G	Eastbound	1						0.119	F		7400	
100)	To				Granby St	:						011.10	•		, .00	
-	From		I-564 North				Ì									
406 Ramp	City of Norfolk (N		18000	G								0.102	F		18000	
Be	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	G								NA			43000	
	То	SR 406	W, Terminal	Blvd												
	From	SR 16	8 Campostella	a Rd												
407) Indian River Rd	City of Nort	folk 0.71	16000	F	95%	0%	1%	2%	2%	0%	С	0.099	F	0.57	17000	
$\smile$	То	W	CL Chesapeak	æ												
	From	110	CL Chesapeak													
460 (166) Wilson Rd	City of Nort		7100	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	7600	
$\sim$	To	· Ca	mpostella Ave	e												
			W:1 D.1													
4co (1co Campostella I	3d City of North	folk 0.73	Wilson Rd		96%	1%	1%	1%	1%	0%	F	0 113	F	0.783	55000	
460 168 Campostella I	Rd City of Nort		50000	G	96%	1%	1%	1%	1%	0%	F	0.113	F	0.783	55000	
$\sim$	To	<u> </u>	50000 Kimball Terr	G							•					
460 166 168 Campostella I 460 166 168 Brambleton A	To	<u> </u>	50000 Kimball Terr 45000		96%	1%	1% 1%	1%	1%	0%	F C	0.113	F F	0.783	55000 49000	
460 168 Brambleton A	ve City of Nort	folk 0.30	50000 Kimball Terr 45000 Park Ave	G G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.614	49000	
460) 166 (168) Brambleton A	To	folk 0.30	50000 Kimball Terr 45000	G							•					
460 168 Brambleton Ave	ve City of Nort  City of Nort  City of Nort  To  To  To  From	folk 0.30 folk 0.40	50000 Kimball Terr 45000 Park Ave 35000 Fidewater Dr	G G	96%	1%	1% 1%	1%	1%	0%	C F	0.082	F	0.614	49000 39000	
460 168 Brambleton Ave	ve City of Nort	folk 0.30 folk 0.40	50000 Kimball Terr 45000 Park Ave 35000	G G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.614	49000	
460 168 Brambleton Ave 460 337 Brambleton Ave	ve City of Nort  City of Nort  City of Nort  To  To  To  From	folk 0.30 folk 0.40	50000 Kimball Terr 45000 Park Ave 35000 Fidewater Dr	G G	96%	1%	1% 1%	1%	1%	0%	C F	0.082	F	0.614	49000 39000	
460) 166 168 Brambleton Ave 460) 168 Brambleton Ave 460) 337 Brambleton Ave	ve City of Nort  City of Nort  City of Nort  To  To  To  From	folk 0.30 folk 0.40 folk 0.10	50000 Kimball Terr 45000 Park Ave 35000 Fidewater Dr 33000	G G	96%	1%	1% 1%	1%	1%	0%	C F	0.082	F	0.614	49000 39000	
460 166 168 Brambleton Ave 460 337 Brambleton Ave 460 337 Brambleton Ave	Ve City of Nord  City of Nord  City of Nord  City of Nord  To  From  City of Nord  From  City of Nord  From  From	folk 0.30  folk 0.40  folk 0.10  folk 0.11  folk 0.31	50000 Kimball Terr 45000 Park Ave 35000 Fidewater Dr 33000 Church St 22000 S 460 St Pauls	G G G G	96% 96% 96%	1% 1%	1% 1% 1% 1%	1% 1% 1%	1% 1% 1%	0% 0% 0%	C F	0.082 0.082 0.077	F F	0.614 0.558 0.595	49000 39000 36000	
460 168 Brambleton Ave 460 337 Brambleton Ave	Ve City of Nord  City of Nord  City of Nord  City of Nord  To  From  City of Nord  From  City of Nord  From  From	folk 0.30  folk 0.40  folk 0.10  folk 0.11  folk 0.31  ALT US	50000 Kimball Terr 45000 Park Ave 35000 Fidewater Dr 33000 Church St 22000	G G G G	96% 96% 96%	1% 1%	1% 1% 1% 1%	1% 1% 1%	1% 1% 1%	0% 0% 0%	C F	0.082 0.082 0.077	F F	0.614 0.558 0.595	49000 39000 36000	

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

Б.,	1				4	_		Tru	ıck		00	K	014	Dir	4.414/DT	014
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~ - · · · · ·	From:	ALT US 46														
St Pauls Blvd	City of Norfolk	0.07	24000	F	96%	2%	1%	0%	1%	0%	F	0.078	F	0.504	25000	F
~~	To: From:		/irginia Bea													
Monticello Ave	City of Norfolk	0.66	21000	F	96%	2%	1%	0%	1%	0%	С	0.077	F	0.505	22000	F
~~~	From:		21st St		2221								_			
Monticello Ave	City of Norfolk	0.49	18000	F	96%	2%	1%	0%	1%	0%	F	0.094	F	0.565	19000	F
~~~	To: From:		Church St					221								_
Granby St	City of Norfolk	0.81	24000	F	96%	2%	1%	0%	1%	0%	F	0.085	F	0.592	26000	F
~~~	To: From:		lewellyn Av		2221			221								
Granby St	City of Norfolk	0.45	33000	F	96%	2%	1%	0%	1%	0%	F	0.093	F	0.521	36000	F
~~~	To: From:		llow Wood		000/	00/		00/	40/	00/		0.004		0.550	00000	
460 Granby St	City of Norfolk	1.30	33000	G	96%	2%	1%	0%	1%	0%	F	0.084	F	0.559	36000	G
~~~~	To: From:		Thole St		2221			221								_
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: From:		5 Little Cre								_					
Granby St	City of Norfolk	0.44	23000	F	96%	2%	1%	0%	1%	0%	F	0.085	F	0.563	25000	F
~~~	Tox From:		I-64; I-564													
Granby St	City of Norfolk	0.69	24000	F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.665	25000	F
~~~	To: From:		I-64 East								_		_			_
460 Granby St	City of Norfolk	0.30	20000	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.665	21000	F
~~~	To: From:		ay View Bly		222											
Granby St	City of Norfolk	0.89	13000	F	98%	1%	1%	0%	0%	0%	С	0.113	F	0.706	14000	F
~~~	From:		68 Tidewat		2221											
460 Granby St	City of Norfolk	0.71	11000 Ocean Vie	F W Ava	98%	1%	1%	0%	0%	0%	F	0.096	F	0.608	12000	F
	From						_									
460 Ramp	City of Norfolk (Maint: 64)	0.07	460 Granby 4500	G G								0.100	F		4500	G
400)	To:		I-64 West									01.00	•		.000	0.
East	From:	US 460	0 Brambleto	on Ave												
460 Ramp	City of Norfolk (Maint: 64)	0.14	4500	G								0.103	F		4500	G
<u> </u>	To:		I-264 East													
East	From:		460 Granby													
460 Ramp	City of Norfolk (Maint: 64)	0.13	4400	G								0.141	F		4400	G
	10:		64 Northbou													
West	City of Norfolk (Maint: 64)	US 460 0.19	0 Brambleto 8300	on Ave G								0.000	F		8300	G
460 Ramp	Tro		I-264 East	u								0.099			0300	G

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

					.,													—
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	C
		From	r:		WCL Norfol	k			ZAXIE	3+Axie	IIIaii	ZIIali		1 actor		1 actor		
0 (264) Elizabeth River D	Downtown Tunnel	City of Norfolk (N	Jaint: 64)	0.55			Se	ee I-264	for dire	ectional	traffic v	olume es	stimat	es for thi	s seg	ment.		
9(20)		Estimates for 2 Parallel	Roadways on	this Route:	84000	G	94%	0%	1%	1%	4%	0%	F	0.090		0.502	91000	
		To	2		I-464													
T 0 (264)(337)Berkley Bri	idae	City of Norfolk (N	Maint: 64)	0.41			Sc	a I-264	1 for dire	ctional	traffic v	nluma as	etimat	es for thi	2 2 2 1	ment		
337 Berkley Bri		Estimates for 2 Parallel	,	_	94000	G	94%	0%	1%	1%	4%	0%	F	0.086	Ŭ	0.667	101000	
	Combined Traine E	To	- Houdways on				0 + 70	0 70		1 /0	470	0 /0	•	0.000	,,	0.007	101000	
		From			337 Main St	treet												
0 (264) (337)	On well-land Tunffin F	City of Norfolk (N	,	0.65	04000	_							stimai	es for thi	Ŭ		00000	
	Combined Traffic E	Estimates for 2 Parallel	Roadways on	this Route:	91000	G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.508	99000	
.T		From	E		I-264													_
0 (337)		City of Norfolk (N	∕laint: 64)	0.22	27000	N	98%	1%	1%	0%	0%	0%	Ν	0.084	F	0.782	29000	
<del></del>		To From	<u>.</u>	SR 33	7 Tidewater	r Drive												_
.T .O}		City of Norfolk (M	√aint: 64)	0.24	27000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.782	29000	
9)	Combined Traffic E	Estimates for 3 Parallel	,	this Route:	36000	G								NA			39000	
		То	х	5	St Pauls Blv													
T Ct Doule Blud		City of Norfolk (N	Aciety C4)		Fenchurch S		000/	10/	10/	0%	0%	0%	_	0.081	F	0.596	46000	
St Pauls Blvd		City of Norioik (N	//airit. 64)	0.45	43000	G	98%	1%	1%	0%	0%	0%	Г	0.061	Г	0.596	46000	
T		From	r	US 46	0 Brambleto	on Ave												
0)(460)St Pauls Blvd		City of Nor	folk	0.24	21000	F	96%	2%	1%	0%	1%	0%	F	0.077	F	0.542	22000	
		То	4		60 Par; Mon													_
T		From		1US-00460(B)		HALL A	VENUE							NIA			NA	
Ramp		City of Norfolk (N		0.17 4-W010B(B)/F	NA POM PTE	264 EA	ST VIA A	IT4						NA			NA	
T		From	13-0020-		WCL Norfol		oi via a	LIT										_
(264) Elizabeth River D	Downtown Tunnel	City of Norfolk (M	Maint: 64)	0.56	WCL NOTIOI	K.	Se	ee I-264	for dire	ectional	traffic v	olume es	stimat	es for thi	s sea	ment.		
204)		stimates for 2 Parallel	,	this Route:	84000	G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	91000	
		To	£	I	-464, SR 33	7												
rth		From	Е		SCL Norfoll	k												_
4)		City of Norfolk (N	∕laint: 64)	0.41	26000	F	95%	0%	1%	1%	2%	0%	F	0.11	F		30000	
	Combined Traffic E	Estimates for 2 Parallel	Roadways on	this Route:	51000	F	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	59000	
th		To From	<u>r</u>		Main Street	i			┰									_
4)		City of Norfolk (N	√aint: 64)	0.60	25000	F	95%	0%	1%	1%	2%	0%	F	0.108	F		28000	
)	Combined Traffic E	Estimates for 2 Parallel	,	this Route:	50000	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	58000	
			-		SR 337													
rth		City of Norfolk (N	Maint: 64)	0.16	25000	N	95%	0%	1%	1%	2%	0%	N	0.108	E		28000	
337	Combined Troffic F	City of Noriolk (N				N	95% 95%	0% 0%	1%	1%	2% 2%	0% 0%	N	0.108	F	0.779	58000 58000	
~ ~																		

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

			ty or morre					Tru	alı			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		e 3+Axle	-		QC	Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-464 North				<u> </u>	0 017.0.00				. 45151		. 4010.		
(464)Ramp	City of Norfolk (Maint:	64) 0.12	1700	F	93%	1%	1%	2%	4%	0%	F	0.167	F		1800	F
	To:	S	South Main S	t												
North	From:	I-464-N TO ROUT	E 264 WES	Г & ВЕ	RKLEY S	Т										
Ramp	City of Norfolk (Maint:		NA									NA			NA	
	To:	SR 337-N025A	STATE ST	@ ROU	TE 337											
North	From:	I-464-N006A	A TO ROUTI	E 264 W	/EST											
Ramp	City of Norfolk (Maint:		NA									NA			NA	
	To:	SR 337-N0	25A FROM	STATE	ST											
North	From:	I-464-N006B INS	SPECTION S	TATIO	N ROAD											
A64 Ramp	City of Norfolk (Maint:	64) 0.07	NA									NA			NA	
	To:	ST	TATE STREE	ΞT												
South	From:		SCL Norfolk													
464)	City of Norfolk (Maint:		25000	F	95%	0%	1%	1%	2%	0%	F	0.112	F		29000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	51000	F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	59000	F
0 "	To:		Main Street				$\lnot$									
South	City of Norfolk (Maint:	64) 0.87	26000	G	95%	0%	1%	1%	2%	0%	E	0.105	F		29000	G
464	Combined Traffic Estimates for 2 Parallel Road			G	95%	0%	1%		2%	0%		0.080	F	0.779	58000	G
	To:	aways on this houte.	I-264	G	93 /6	0 /0	1 /0	1/0	2/0	0 /6	'	0.000	'	0.779	36000	G
North	From:	Τ.	64-Westbour	. d												
North (564) Ramp	City of Norfolk (Maint:		NA	ıu								NA			NA	
(564) ramp	City of Norton (Maint											1471			14/1	
North	From:	Ramps from	n US 460 and	1 I-564 I	Rev											
Total Ramp	City of Norfolk (Maint:		NA									NA			NA	
<u> </u>	To:		rom I-64 Eas													
North	City of Norfolk (Maint:		US 460 Grar <b>32000</b>		98%	0%	0%	20/	0%	00/	_	0.127	F		38000	G
564	Combined Traffic Estimates for 2 Parallel Road			G		0%				0%	F		F	0.87		G
	Combined Trainic Estimates for 2 Parallel Road		rnational Ter	G minial I	98%	0%	0%	1%	0%	0%	Г	0.091	Г	0.87	62000	G
North	From:		ernational Te													
564)	City of Norfolk (Maint:	64) 1.81	13000	G	98%	0%	0%	2%	0%	0%	С	0.216	В		NA	
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	34000	G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	To:	SR 337	Admiral Taus	sig Blv	d											
Rev	From:		I-64 Rev													
(564) Reversible Ramp	City of Norfolk (Maint:	64) 0.31	NA									NA			NA	
	To:	Ramps to I-50	64 NB and F	rom I-50	64 SB											
Rev	From:		I-564 Rev													
(564)Ramp	City of Norfolk (Maint:		4700	G								0.292	F		4700	G
$\overline{}$	То:	I-5	664 Northbou	nd												
South	From:		-64 Eastboun	d												
(564) Ramp	City of Norfolk (Maint:	64) 0.16	24000	G								0.140	F		24000	G
$\smile$	To:	Ramp to S	SR 165 Little	Creek I	Rd											

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
noute	Junsaiction	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
South	From:		JS 460 Gra													
South 564	City of Norfolk (Maint: 64)	0.64	20000	G	98%	0%	0%	0%	1%	0%	F	0.153	F		24000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	51000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	62000	G
	To:		6 Terminia													
South 564		SR 406 Inter			31vd 98%	0%	0%	0%	1%	0%	С	0.212	В		26000	_
564	City of Norfolk (Maint: 64)	1.84	21000	G							_	-		0.005		G
_	Combined Traffic Estimates for 2 Parallel Roadways on			G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	155		dmiral Tau		1											
South	From:		54 Southbou										_			_
564 Ramp	City of Norfolk (Maint: 64)	0.16	2400	G								0.136	F		2400	G
	1α	SR 165, 1	East Little (	Creek Ro												
South	From:		54 Southbou	und												
(564) Ramp	City of Norfolk (Maint: 64)	0.35	NA									NA			NA	
Courth	To: From:	SR -	406 East Ra	amp												
South (564) Ramp	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
564) Hamp	Tal		th Ramp to	I-64 We	st		_					1471			1471	
South	From: Ramp	from I-564 Sout				Blvd										
(564) Ramp	City of Norfolk (Maint: 64)	0.25	NA									NA			NA	
	Τα	US	460 Granby	y St												
South	From:	Ramp fro	m I-564 So	uthboun	1											
(564) Ramp	City of Norfolk (Maint: 64)	0.45	7000	G								0.107	F		7000	G
'	To:		4 Westbou													
South	From:	I-56	64 Southbou	und				•						•		
(564) Ramp	City of Norfolk (Maint: 64)	0.08	7700	G								0.294	F		7700	G
304)	Та		I-564 Rev										-			-

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							INOTIOIK									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
~~ ~	0.05	From	<u> </u>	000/	40/		A1US 460-		00/			_	0.504	4000	_	0040
460 (7) Monticello Ave	0.25	4300	F	98%	1%	1%	0%	0%	0%	F	0.105	F	0.581	4600	F	2018
			<u> </u>				St Pauls Bly	va								
	0.29	2500	F	97%	0%	2%	ad End 0%	0%	0%	С	0.101	_	0.547	2600	F	2010
F157	0.29	2300 To		9170	076		4ilitary Hw		076	U	0.101	F	0.547	2600	Г	2018
		From					•	,			_					
1 Corporate Blvd	0.47	5100	F	99%	0%	0%	rlew Dr 0%	0%	0%	F	0.13	F	0.808	5400	F	2018
1) Sorporate 2.11d	0	То			0 70		Ailitary Hw		0,0	•	Ti Ti	•	0.000	0.00	•	_0.0
-		From				SR 247 N	Norview Av	ve.								
3 Sewells Point Rd	1.96	7500	F	97%	1%	2%	0%	0%	0%	С	0.085	F	0.563	8000	F	2018
<u> </u>		To				SR 165 Li	ittle Creek	Rd								
		From				Di	uke St									
4 Tazewell St	0.06	1600	F								0.121	F	0.574	1600	F	2018
$\overline{}$		То				Alt SR 3	37 Boush S	St								
		From				Taz	ewell St									
5 Duke St	0.29	1500	F	95%	1%	2%	1%	0%	0%	С	0.098	F	0.503	1600	F	2018
Combine	ed Traffic:	40000	F	95%	1%	2%	1%	0%	0%	F	NA			43000	F	
		То			-	Bramb	oleton Ave									
<u> </u>		From				State St; 1										
6 State St	0.40	840	G	92%	2%	4%	1%	1%	0%	С	NA			910	G	2018
<u> </u>		To					Maintenar									
<u> </u>		From			I-464-N	006A STA	TE ST @ I	ROUTE	337							
6 Ramp	0.07	3600 _{To}	G								0.127	F		3600	G	2018
					1-46	64-N006B I		ATE ST			_					
Mantinella Aus	0.47	From	<u> </u>	000/	10/		Hall Ave	00/	00/	0		_	0.550	0000	_	0010
7 Monticello Ave	0.47	2600	F	98%	1%	1%	0%	0%	0%	С	0.110	F	0.558	2800	F	2018
		From	<u> </u>				ambleton A				<u> </u>					
7 Monticello Ave	0.25	4300 To	<u>_</u> F_	98%	1%	1%	0%	0%	0%	F	0.105	F	0.581	4600	F	2018
			<u> </u>				St Pauls Bl									
8 City Hall Ave WB	0.13	From				Alt US 4	60 Overpa	SS			NA			NA		
8 City Hall Ave WB	0.13	NA To				Domp Er	om I-64 W	TD.			TNA T			INA		
		From	! !					ь								
Ramp	0.14	6000	G			Ва	ıy Ave				0.205	F		6000	G	2018
8023	0.14	To				I-6	4 East				0.203	'		0000	u	2010
		From														
8560) 49th St	0.56	4800	F	97%	1%	2%	natan Ave 0%	0%	0%	С	0.076	F	0.518	5100	F	2018
8360)	0.00	To		0.70	. , ,		Iampton Bl		0,0			•	0.0.0	0.00	•	_0.0
<u> </u>		From					oton Blvd									
8560) 49th St	0.42	3200	F	97%	1%	2%	0%	0%	0%	F	0.086	F	0.535	3400	F	2018
<u> </u>		To	<u> </u>			Col	ley Ave									
<u> </u>		From					natan Ave								_	
8561 Bolling Ave	0.48	1800	F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.573	1900	F	2018
<u>~</u>		To From					Iampton Bl									
Bolling Ave	0.48	2100	F	98%	1%	1%	0%	0%	0%	С	0.122	F	0.5	2200	F	2018
<u> </u>		То	<u> </u>			Jamesto	wn Crescei	nt								
		From					natan Ave								_	
8562) 43rd St	0.98	11000	F	97%	1%	2%	0%	0%	0%	F	0.079	F	0.602	11000	F	2018
<u> </u>		То	<u> </u>			Col	ley Ave									
<u> </u>		From					ambleton A								_	
8563 Colley Ave	0.21	15000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.693	16000	F	2018
$\smile$		To From				Olı	ney Rd									
~				000/							<del></del>	_	0.000		_	0010
8563) Colley Ave	0.40	12000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.638	12000	F	2018

					City	of Norfoll	K								
Length	AADT	QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From				Drings	cc Anna P	A								
0.37	12000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.504	13000	F	2018
0.30	13000 From	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.526	14000	F	2018
1.04	13000	F	99%	0%			0%	0%	С	0.09	F	0.531	14000	F	2018
0.74	7600	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.566	8100	F	2018
	F						īvu								
0.75	1400	F	97%	2%	1%	0%	0%	0%	С	0.093	F	0.541	1500	F	2018
0.81	6400 To	F	99%	0%	1%	0%	0%	0%	F	0.075	F	0.547	6900	F	2018
0.57	5400	F	99%	0%			0%	0%	F	0.081	F	0.576	5700	F	2018
0.41	5800	F	99%	0%	SR 337 I	Hampton B 0%	lvd 0%	0%	F	0.086	F	0.529	6200	F	2018
0.53	8300 From	F	99%	0%	Co.	lley Ave 0%	0%	0%	С	0.089	F	0.541	8800	F	2018
0.17	4100 From	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.739	4300	F	2018
0.48	From 1800	F	96%	1%			0%	0%	С	0.113	F	0.537	1900	F	2018
	To	c			Colu	mbus Ave									
1.08	5900	F	99%	0%	01 1%	lney Rd 0%	0%	0%	F	0.093	F	0.544	6300	F	2018
1.07	2100 From	F	99%	0%	1%	0%	0%	0%	F	0.109	F	0.702	2300	F	2018
0.24	From	F	95%	1%			0%	0%	С	0.121	F	0.667	120	F	2018
	То	c			Cole	onial Ave									
0.05	800	F	99%	0%	1%	0%	0%	0%	F	0.107	F	0.619	850	F	2018
	From	c													
0.22	1200 _{To}	F	99%	0%	0% Dela	0% ware Ave	0%	0%	С	0.107	F	0.619	1300	F	2018
0.55	4200	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.543	4500	G	2018
0.12	7000 From	F	99%	0%	1%	0%	0%	0%	С	0.109	F	0.727	7400	F	2018
	From	1													
0.21	10000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.650	11000	F	2018
0.30	7600 To	F	99%	0%	0%	0%	0%	0%	F	0.101	F	0.574	8100	F	2018
0.50	8300 From	<u>F</u>	99%	0%	Prince 0%	ss Anne Ro	0%	0%	F	0.103	F	0.503	8900	F	2018
						st Street									
	0.37 0.30 1.04 0.74 0.75 0.81 0.57 0.41 0.53 0.17 0.48 1.08 1.07 0.24 0.05 0.22 0.55 0.12 0.30	0.37 12000  0.30 13000  1.04 13000  0.74 7600  0.75 1400  0.81 6400  0.57 5400  0.41 5800  0.53 8300  0.17 4100  0.48 1800  1.08 5900  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.07 2100  1.08 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 5900  1.09 590	0.37   12000   F	0.37	0.37		Length	12000   F   99%   0%   0%   0%   0%   0%   0%   0	Nadi	Length   AADT	Rength   AADT   AADT   AADT   AADT   Bub     Sunt	Company   Comp	Company   Comp	Length   AADT   QA   4Tire   Bus   2Axie 3-Axie   1Trail   2Trail   2Trai	Length   AADT   QA   4Tire   Bus   2Axle   3Axle   1Trail   2Trail   2Trail   Cr   Factor   QK   Dir   AAWDT   QW

						City of No	rtoik								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk										. acto.		. 4010.			
<u> </u>		From				35th Stre									
(8567) Llewellyn Ave	0.14	7100	F	99%	0%	0% 0%		0%	С	0.099	F	0.581	7600	F	2018
		From				38th Stre 38th St									
(8567) Llewellyn Ave	0.20	11000	F	99%	0%	0% 0%		0%	F	0.094	F	0.545	12000	F	2018
8567) 210 110 117 117 117	0.20			0070	0 70			070	•		•	0.010	12000	•	2010
L lowelly Ave	0.00	From	L	000/	00/	Delaware A		00/	F	0.000	Г		0000	F	2010
(8567) Llewellyn Ave	0.28	7800 _{To}	F	99%	0%	0% 0%		0%	Г	0.083	F		8300	Г	2018
						US 460 Grar	iby St								
O 01 - D1	0.50	From		000/	40/	Colley A		00/			_	0.070	0000	_	0010
(8568) Olney Rd	0.50	8700	F	98%	1%	1% 0%	6 0%	0%	С	0.103	F	0.679	9300	F	2018
		From			US 5	8 Virginia Beach	Blvd; Duke	St							
(8568) Olney Rd	0.31	1800	F	98%	0%	1% 0%	6 0%	0%	С	0.099	F	0.71	2000	F	2018
$\bigcirc$		To				Monticello	Ave								
		From				122-8585 M	ain St								
(8569) Granby St	0.36	4100	R							0.089	F	0.515	NA		05/18/2015
		To				US 58 Bramble	ton Ave								
		From				Brambleton									
(8569) Granby St	1.27	7800	F	98%	1%	1% 0%		0%	F	0.094	F	0.570	8300	F	2018
		To				Church S	St								
		From				Raleigh A	.ve								
(8572) Claremont Ave	0.51	930	F	99%	0%	0% 0%	6 0%	0%	F	0.117	F		990	F	2018
$\bigcirc$		To				SR 337 Hampt	on Blvd								
(8572) 21st St	0.29	6200 From	F	99%	0%	0% 0%		0%	С	0.091	F	0.570	6700	F	2018
6572) = 151 51	0.20	-			0 70					——————————————————————————————————————	•	0.0.0	0.00	•	_0.0
04-1-01	0.40	From	<u> </u>	000/	00/	Colley A		00/				0.544	40000		0040
(8572) 21st St	0.48	11000	F	99%	0%	0% 0%	6 0%	0%	F	0.087	F	0.541	12000	F	2018
		From				Llewellyn	St								
(8572) 21st St	0.25	8400	F	99%	0%	0% 0%	6 0%	0%	F	0.082	F	0.515	9000	F	2018
$\bigcirc$		To				Monticello	Ave								
		From				US 58 Va Bea	ch Blvd								
(8573) Ballentine Blvd	0.50	12000	F	95%	1%	2% 2%	6 1%	0%	С	0.075	F	0.587	13000	F	2018
$\bigcirc$		To				SR 166 Princess	Anna Dd								
8573) Ballentine Blvd	0.54	9200	F	95%	1%	2% 2%		0%	F	0.084	F	0.524	9900	F	2018
8573 Ballentine Blvd	0.04	<b>3200</b> To		0070	1 /0	Tait Terra		0 70		0.004	•	0.024	0000	•	2010
		From				122-8834 Ta									
(8573) Ballentine Blvd	0.49	8200	F	95%	1%	2% 2%	6 1%	0%	F	0.085	F	0.525	8700	F	2018
		To			1	22-8613 Chesap	eake Blvd								
		From				US 460 Grar	nby St								
(8574) Willow Wood Dr	1.10	9700	F	98%	1%	1% 0%		0%	С	0.097	F	0.595	10000	F	2018
0074)		To				SR 168 Tidew									
		From				ALT SR 337 Wa									
8575) St Pauls Blvd	0.31	10000	F	98%	1%	1% 0%		0%	F	0.129	F	0.578	11000	F	2018
8575) St Pauls Blvd	0.01	10000		0070	1 /0			070	•		•	0.070	11000	•	2010
<u> </u>		From		2221		Alt US 460; M					_				
(8575) Fenchurch St	0.41	6600	F	98%	1%	1% 0%	6 0%	0%	F	0.084	F	0.624	7000	F	2018
		To From				US 460 Bramble	eton Ave								
(8575) Church St	0.23	17000	F	97%	1%	1% 1%	6 1%	0%	F	0.081	F	0.543	18000	F	2018
$\overline{}$		To			ī	JS 58 Virginia B	each Blvd								
(8575) Church St	0.13	18000	F	97%	1%	1% 1%		0%	F	0.085	F	0.591	19000	F	2018
00,737	33				. , •			- / -	•		•			•	_5.0
Oh.wak Ot	0.04	From	<u> </u>	070/	10/	Princess An		00/				0.500	04000		0010
8575 Church St	0.84	22000	F	97%	1%	1% 1%	6 1%	0%	С	0.084	F	0.528	24000	F	2018
<u>~</u>		To From			SR 2	47 Lafayette Blv	d; 26th Stree	t							
(8575) Church St	0.05	14000	F	97%	1%	1% 1%	6 1%	0%	F	0.082	F	0.538	15000	F	2018
$\bigcirc$		To				27th St									
(8575) Church St	0.21	11000	F	97%	1%	1% 1%		0%	F	0.082	F	0.565	12000	F	2018
(8575) Church St	0.21	To		01/0		60 Granby St; N				3.002	•	0.000	.2000	•	2010
			<u> </u>		034	oo Grandy St; N	ionucciio Av								

						City of North	JIIX								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
Princess Anno Pd	0.60	1200		070/	10/	Dead End	00/	00/	С	0.122	_	0.577	1200	_	2010
Princess Anne Rd	0.62	1300		97%	1%	1% 0%	0%	0%	C	0.132	F	0.577	1300	F	2018
	0.00	From	L	070/	40/	SR 337 Hampton		201				0.540	5500		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>		From				Colley Ave								_	
8576 Princess Anne Rd	0.32	7800	F	97%	1%	1% 0%	0%	0%	F	0.084	F	0.651	8300	F	2018
<u> </u>		From				Colonial Ave 122-8565 Colonia									
Princess Anne Rd	0.18	11000	F	97%	1%	1% 0%	0%	0%	F	0.082	F	0.569	12000	F	2018
3379		To				I lavrallym Av									
Princess Anne Rd	0.28	9800 From	F	97%	1%	Llewellyn Av	0%	0%	F	0.080	F	0.549	11000	F	2018
85/6) 1 11110033 7 111110 110	0.20	5000		01 70	1 /0			070		0.000	•	0.040	11000	•	2010
Drivesses Avens Del	0.40	From	<u> </u>	070/	10/	Monticello Av		00/			г	0.505	0000		0010
Princess Anne Rd	0.49	8300	F	97%	1%	1% 0%	0%	0%	С	0.086	F	0.565	8900	F	2018
		To From				Church St									
Princess Anne Rd	0.29	14000	F	97%	1%	1% 0%	0%	0%	F	0.079	F	0.502	15000	F	2018
<u> </u>		To	<u> </u>			Tidewater D	r								
<u> </u>		From				Monticello Av					_				
Charlotte St	0.17	3100	<u></u> F	97%	0%	1% 0%	0%	0%	F	0.115	F	0.719	3300	F	2018
		To From				US 460 Bus Woo Bus US 460									
Wood St	0.13	830	G	97%	0%	1% 0%	0%	0%	F	0.087	F		910	G	2018
3300) 11000 01	5.10			0.70	- 70				•		•		0.10	~	_0.0
Charletta Ct	0.00	From	F	070/	00/	Fenchurch S		00/		0.000	г	0 E71	0100	г	2010
Charlotte St	0.32	1900 _{To}		97%	0%	1% 0%	0%	0%	С	0.082	F	0.571	2100	F	2018
						Tidewater D									
Ciala anno Dal	0.44	From	<u> </u>	000/	40/	Chesapeake Bl		00/			_	0.000	4000	_	0046
Fishermans Rd	0.44	4500	F	98%	1%	1% 0%	0%	0%	С	0.096	F	0.626	4800	F	2018
		From				Sturgis Rd Fishermans R	d								
Sturgis Rd	0.11	620	F	97%	1%	2% 1%	0%	0%	С	0.136	F	0.511	660	F	2018
3301)		To													
Sturgis St	0.64	1200	F	98%	1%	Bay View Blv	0%	0%	С	0.098	F	0.603	1300	F	2018
Sturgis St	0.04	1 <b>200</b>		30 /6	1 /0	Ocean View A		0 /6		0.030	•	0.003	1300	'	2010
		From													
R582) City Hall Ave	0.14	6400	G			Alt SR 337 Bouc	ch St			NA			7000	G	2018
City Hall Ave	0.14	0400	<u> </u>							INA			7000	G	2010
	- ·-	From				Monticello Av	/e			<u></u>	_	0.00-	C 15 -	_	
City Hall Ave	0.45	8800	F							0.109	F	0.662	9400	F	2018
Combine	ed Traffic:	36000	G							NA			39000	G	
		To From				Alt US 460									
Gity Hall Ave	0.18	25000	F							0.105	F	0.811	27000	F	2018
$\overline{}$		To		122-858	82-E0011	3 MARKET STRE	ET CONN	UNDERF	PA						
East		From			122-	08582(B)/TO RTE	264 WES	Γ							
Ramp	0.10	NA								NA			NA		
$\overline{}$		То		A1US-	00460-P	(L)/IS-00264-W(B)	FROM S	T PAULS	В						
East		From		122-8	8582 MA	RKET STREET C	ONN UNI	DERPASS							
3582) Ramp	0.45	NA								NA			NA		
$\mathcal{L}$		To			I-264-I	E FROM CITY HA	LL AVEN	UE							
		From				Boush St									
Main St	0.25	7400	F	97%	0%	1% 1%	0%	0%	F	0.122	F	0.574	7900	F	2018
$\cup$		To				Bank St									
<u> </u>		From				Main St					_			_	
Bank St	0.16	2300	G	97%	0%	1% 1%	0%	0%	F	0.129	F	0.82	2500	G	2018
<u> </u>		To	<u> </u>			A1US 460-P City H	lall Ave								
$\bigcirc$		From			•	Boush St			•						
8586) Plume St	0.42	2700	F	97%	0%	1% 1%	0%	0%	F	0.12	F	0.522	2900	F	2018
(8586) Plume St	0.12	To													

						011,	JI INOTION									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From					1 4				1					
(8588) Corprew Ave	0.77	4400	F	97%	0%	1%	rk Ave 1%	0%	0%	F	0.076	F	0.588	4700	F	2018
0300)		To					rimac Ave									
		From:				SR 33	37 State St									
(8590) Indian River Rd	0.23	920	F	94%	1%	4%	1%	0%	0%	С	0.165	F	0.776	980	F	2018
$\bigcup$		То	-	-		Ma	in Street									
(8590) Indian River Rd	0.66	2000 From:	F	97%	0%	1%	1%	0%	0%	С	0.123	F	0.542	2200	F	2018
3333		То	:			M	arsh St									
<u> </u>		From:					kley Ave								_	
8590 Indian River Rd	0.53	13000	F	97%	0%	1%	1%	0%	0%	F	0.106	F	0.510	14000	F	2018
		10.	<u> —                                   </u>			US 460	) Wilson R	.d								
( )	0.53	From:	<u> </u>	000/	10/		37 Main S	10/	00/			_	0.545	F000	_	0010
8591 Liberty St	0.57	4800 To:	F	93%	1%	1%	4%	1%	0%	F	0.095	F	0.515	5200	F	2018
			<u> —                                   </u>			WCL (	Chesapeak	e								
O Davidson Acce	0.44	From:	پ	050/	40/		tate St	00/	00/			_	0.550	40000	0	0040
8592 Berkley Ave	0.11	12000	G	95%	1%	2%	1%	2%	0%	С	0.088	F	0.552	13000	G	2018
		To- From					Iain St									
8592 Berkley Ave	0.21	13000	G	96%	0%	2%	1%	1%	0%	F	0.101	F	0.547	14000	G	2018
		To From				Fau	quier St				$\Box$					
8592) Berkley Ave Ext	0.80	3700	G	96%	0%	2%	1%	1%	0%	С	0.091	F	0.534	4000	G	2018
$\bigcup$		То	-	-		US 460	) Wilson R	d								
8592) Berkley Ave Ext	0.45	3600 From:	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.538	4000	G	2018
,		To				Comm	astalla Dd									
8592) Berkley Ave Ext	0.27	3300 From:	F	95%	1%	2%	ostella Rd 1%	1%	0%	С	0.094	F	0.569	3500	F	2018
Berkley Ave Ext	0.27	То	Ė	0070	1 70		Chesapeak		0 70		0.004	•	0.000	0000	•	2010
		From:	_		1SD 3	37-P; 122-			V							
Ramp	0.09	1500	G		13K 3.	37-F, 122-	6392 BEK	KLET A	. <b>v</b>		0.228	F		1500	G	2018
6392) · Idp	0.00	То			I-464-	S FROM E	BERKLEY	AVENU	JE			•		.000	٥.	_0.0
		From:	$\equiv$				ostella Rd				Ì					
8593 Springfield Ave	0.52	180	F	96%	1%	2%	1%	0%	0%	С	0.131	F	0.625	190	F	2018
0393) -1- 3 -1 -1		То	:				amore St				Ť					
		From:	-			Mili	tary Hwy									
8594) Spring Meadow Blvd	0.55	830	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.598	890	F	2018
3334) 1 3		To				Н	unt Rd									
		From:				Lil	perty St									
8595) S Main St	0.27	1600	F	96%	1%	2%	1%	0%	0%	С	0.113	F	0.841	1700	F	2018
		То					n River Rd									
		From:	-			Ingl	eside Rd									
8607) Village Ave/Sewells Po	oint <b>1R0</b> 17	3900	F	89%	2%	2%	2%	5%	0%	С	0.094	F	0.578	4200	F	2018
		То					ss Anne Ro	d								
		From:				Clor	curry Rd									
8609) North Shore Rd	0.57	640	F	97%	1%	2%	1%	0%	0%	С	0.109	F	0.716	690	F	2018
		To					pton Blvd									
8609) North Shore Rd	0.73	1300 From	F	98%	1%	1%	0%	0%	0%	С	0.099	F	0.669	1400	F	2018
apua Hartin Grioto Hu	5.75	То	Ė	JU /0	1 /0		iven St	J /0	J /0		0.000	'	0.003	1700		2010
		From					Shore Rd									
8609) Diven St	0.60	1400	F	97%	1%	1%	1%	1%	0%	С	0.084	F	0.592	1500	F	2018
		To			Ir	nternationa	d Termina	l Blvd								
		From				SR 337 F	Hampton B	lvd								
8610) Beechwood Ave	0.49	310	F	98%	1%	1%	0%	0%	0%	F	0.101	F	0.528	330	F	2018
$\cup$		To				Beech	wood Ave	)								
		From:				Gr	anby St									
8611) Kinglsey Lane	0.25	4500	F	97%	1%	1%	1%	0%	0%	F	0.09	F	0.636	4800	F	2018
$\bigcup$		To					port Ave									
		From:	<u> </u>	0761	401		sley Lane	001	60/	_		_	0.500	0000		00:5
Nowport Ava	1.16	2800	F	97%	1%	1%	10/	(10/-	0%	С	0.107	F	0.532	3000	F	2018
(8611) Newport Ave	1.10	To:	_				1% Creek Rd	0%	0 70		0.107	•	0.00=			

						City	OI INOITO	JIK.								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				ъ.		2.1								
A A a lula a A a a a	0.07		<u> </u>	000/	40/		ess Anne I		00/	_		_	0.540	0000	_	0046
Maltby Ave	0.27	2800	F	93%	1%	1%	2%	3%	0%	С	0.099	F	0.512	3000	F	2018
		To From	2			(	Cary St				_					
Maltby Ave	0.15	3200	F	95%	1%	1%	1%	1%	0%	С	0.098	F	0.518	3400	F	2018
		To	2			St I	ulian Ave									
Maltby Ave	0.20	770 From	F	97%	1%	1%	0%	0%	0%	С	0.103	F	0.652	820	F	2018
3613)	0.20	Tr	Ė	0.70	. , ,		ugby St	0,0	0,0			•	0.002	0_0	-	_0.,
		Fron	1:				gby Street									
Maltby Ave	0.12	60	F	95%	1%	4%	0%	0%	0%	С	0.130	F	0.556	70	F	2018
		To	):			De	ead End									
_		Fron	1:			Tai	t Terrace									
Chesapeake Blvd	0.62	1100	G	96%	0%	2%	1%	1%	0%	F	0.095	F	0.52	1200	G	2018
		To	2			Kite	hener Ave	2								
Chesapeake Blvd	0.14	1300 From	G	96%	0%	2%	1%	1%	0%	F	0.08	F	0.542	1400	G	2018
Chesapeake Blvd	0.14	To		0070	0 70		entine Blv		070			•	0.042	1400	ď	2010
		Fron	1:				itary Hwy	<u>u</u>								
Norview Ave	0.51	14000	F	99%	0%	0%	0%	0%	0%	С	0.079	F	0.603	15000	F	2018
Nondow A.	0.01	Fron	<u>-</u>	000/	00/		a Garden l		00/		0.070		0.550	1.4000		0011
Norview Ave	0.21	13000	<u>_F</u>	99%	0%	0%	0%	0%	0%	F	0.076	F	0.556	14000	F	2018
<u> </u>		To	1		N	Iorfolk Inte	ernational	Airport								
		Fron	<u> </u>				ranby St	•								
Bay View Blvd	0.61	7300	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.53	7800	F	2018
$\mathcal{L}$		Te				Tide	ewater Dr				<u> </u>					
Bay View Blvd	0.52	11000	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.626	12000	F	2018
Bay View Blvd	0.02	11000		0070	0 70				0 70		<u> </u>	•	0.020	12000	•	2010
$\widehat{}$		From	11				apeake Bl	vd								
Bay View Blvd	1.10	5900	F_	99%	0%	1%	0%	0%	0%	F	0.089	F	0.58	6300	F	2018
<u> </u>		To	):				View Av									
		Fron					View Blv					_			_	
Gape View Ave	0.41	4100	<u>_F</u>	98%	0%	1%	0%	0%	0%	С	0.098	F	0.616	4300	F	2018
<u> </u>		To	):			US 60 Oc	cean Viev	v Ave								
		Fron	1:			Chesa	apeake Bl	vd								
Beach View St	0.71	890	F	97%	1%	2%	0%	0%	0%	С	0.112	F	0.620	940	F	2018
		To	):			Ocea	an View S	St								
		Fron	n:			Tide	ewater Dr									
Shepard Ave	0.54	1100	F	97%	0%	1%	1%	0%	0%	С	0.094	F	0.590	1200	F	2018
5620) Shapara 7113	0.01	1100		0,70	0 70	1 70	1 70	0 70	070			•	0.000	1200	•	
		Fron					apeake Bl									
Shepard Ave	0.49	1200	<u>_F</u>	97%	1%	2%	0%	0%	0%	С	0.094	F	0.702	1200	F	201
<u> </u>		To	):			Cape	View Av	ve								
Cong View Ave	0.40	Fron	<u> </u>	0007	40/		ppard Ave		001	^		_	0.70	000	_	001
Cape View Ave	0.19	280	F	99%	1%	1%	0%	0%	0%	С	0.123	F	0.73	300	F	2018
		To Fron	Y.			Tal	llwood St									
G ₆₂₀ Cape View Ave	0.04	280	N	99%	1%	1%	0%	0%	0%	N	0.123	F	0.73	300	Ν	201
$\mathcal{L}$		To	):			Dead	l End; Ga	р								
		Fron	1:			Sun	set Drive							-		
Cape View Ave	0.46	600	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.628	640	F	2018
$\mathcal{L}$		To	):			Bay	View Blv	d								
		From	1.			Little	Creek R	d								
Old Ocean View Rd	0.64	2400	F	98%	1%	1%	0%	0%	0%	С	0.114	F	0.625	2600	F	2018
02.1 200a Viol. 1.d	0.01			2070	. 70							•	2.0_0	_000	-	_5.0
O 611.6 =		From					ppard Ave				<u> </u>	_				
Old Ocean View Rd	0.73	2300	F	98%	1%	1%	0%	0%	0%	С	0.109	F	0.62	2500	F	2018
		T/				Bav	View Blv	d								
Old Ocean View Rd	0.76	730 From	F	97%	1%	1%	0%	0%	0%	С	0.104	F	0.619	780	F	2018
Old Ocean View Rd	3.70	To		0.70	. 70		ewater Dr		0,0		<u> </u>	•	0.0.0	. 00	-	_010
		Fron									<del>-</del>					
Pay Ava	0.00			000/	00/		0 Granby		00/	-		_		1000	_	0044
Bay Ave	0.33	1700	F	99%	0%	1%	0%	0%	0%	С	0.177	F		1900	F	2018
$\mathcal{L}$		To	o:				I-64									

					City	of Nortolk	(								
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	P	J				Y 64									
0.30	13000 To	F	98%	1%	0% Firs	0%	0%	0%	С	0.11	F	0.799	14000	F	2018
	From														
0.36	8200	F	98%	1%	0%	0%	0%	0%	F	0.109	F	0.74	8700	F	2018
0.47	5600 From	F	98%	1%	0%	0%	0%	0%	F	0.11	F	0.934	6000	F	2018
0.44	6200 From	F	98%	1%	0%	0%	0%	0%	F	0.101	F	0.743	6600	F	2018
		1					Ave								
0.35	730		97%	1%	2%	0%	0%	0%	С	0.154	F	0.532	770	F	2018
		1													
0.87	1500	F	97%	1%	1%	0%	0%	0%	С	0.131	F	0.548	1600	F	2018
0.39	9600	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.536	10000	F	2018
0.72	9500 From	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.549	10000	F	2018
							Dr								
0.49	<b>2200</b>	F	96%	1%	3%	0%	0%	0%	С	0.091	F	0.555	2400	F	2018
	From						4								
1.20	<b>2800</b>	F	99%	0%	1%	0%	0%	0%	С	0.109	F	0.546	3000	F	2018
	From	:			122-3 Sev	vells Point I	Road								
0.21	5700	F	98%	1%	1%	0%	0%	0%	С	0.088	F	0.529	6100	F	2018
0.58	11000	F	98%	1%				0%	F	0.099	F	0.581	12000	F	2018
	То													-	
0.93	7400 From	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.542	7900	F	2018
1.05	3600		98%	1%			0%	0%	F	0.124	F	0.733	3800	F	2018
1.00	To			. 70				070			•	0.700	0000	·	2010
0.16	340 From	F	98%	1%	1%	0%	0%	0%	F	0.100	F	0.583	370	F	2018
	From														
0.29	5800	F	98%	0%	1%	0%	0%	0%	F	0.102	F	0.661	6200	F	2018
0.79	From	<u> </u>	08%	<b>∩</b> º/-		_	Nº/-	Nº/-		0.105	F	0.648	5600	F	2018
0.75	To	÷	30 /6	0 70				0 70		0.103	•	0.040	3000	ı	2010
	From	·													
0.20	650	F	98%	0%	1%	0%	0%	0%	С	0.105	F	0.907	690	F	2018
0.53	1100 From	F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.705	1100	F	2018
	From	1													
0.43	690 To	F	98%	1%	1%	0%	0%	0%	С	0.096	F	0.578	730	F	2018
	From	:			Ches	apeake Blvd	l								
	0.30 0.36 0.47 0.44 0.35 0.87 0.39 0.72 0.49 1.20 0.21 0.58 0.93 1.05 0.16 0.29 0.79 0.20 0.53	0.36 8200  0.47 5600  0.44 6200  0.35 730  1 500  0.37 1500  0.39 9600  0.72 9500  1.20 2800  1.20 2800  1.20 5700  0.38 11000  0.39 7400  1.05 3600  0.16 340  1.05 3600  0.16 340  1.05 5300  1.05 5300  1.05 5500  0.29 5800  0.29 5800  0.20 650  0.20 650  0.20 650	0.30 13000 F    To   From	0.30	0.30	Company   Comp	Length   AADT   QA	Carrella	Length   AADT   QA	Length   AADT   QA   4Tire   Bus     California   2Trail   2Trai	Length   AADT   QA	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail   2Trail   QC   K Factor   QK	Length   AADT   QA   4Tire   Bus     SAUR   3+Axle   1Trail   2Trail   QC   Factor   GK   Dir Factor	Length   AADT   QA   4Tire   Bus   2Axie   3.4 xxle   1Trail   2Trail   2	Length   AADT   QA   4Tire   Bus   2Axide 3+Axide 1Trail   2Trail   2Trai

						City of Nort	O C								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	J			G # D D	,								
Robin Hood Rd	0.36	4100	F	96%	1%	Sewells Pt R	.d 1%	0%	F	0.102	F	0.643	4400	F	2018
(8636) Robin Hood Rd	0.00	T/		0070	. , ,	Azalea Garder			•		•	0.0.0		-	20.0
8636) Robin Hood Rd	0.40	6800	F	96%	1%	2% 0%	1%	0%	С	0.099	F	0.609	7200	F	2018
(0000)		Te				Ellsmere Av									
8636) Robin Hood Rd	0.33	8500 From	F	96%	1%	2% 0%	1%	0%	F	0.095	F	0.731	9100	F	2018
		Tr			S	R 165 North Milit	ary Hwy								
		Fron	:			122-8639 Kimball	Terrace								
8637) Ballentine Blvd	0.23	3900	F	97%	1%	2% 0%	0%	0%	С	0.119	F	0.609	4200	F	2018
<u> </u>		Fron	c			; SR 405 Ballentin 58 Virginia Beach									
8637) Merrimac Ave	0.36	1300	F	98%	1%	1% 0%	0%	0%	С	0.098	F	0.617	1300	F	2018
8037)		To	:			SR 166 Princess A									
		Fron				Northampton I	Blvd								
8638) Wesleyan Dr	0.36	22000	F	96%	1%	2% 0%	1%	0%	F	0.104	F	0.698	23000	F	2018
		To	c			WCL Virginia I	Beach								
$\widehat{}$		Fron	:			Brambleton A									
(8639) Kimball Terrace	0.99	3800	F_	96%	1%	2% 1%	1%	0%	F	0.110	F	0.596	4100	F	2018
<u> </u>		Fron				Ballentine Bl Chick St	vd			-					
8639) Westminister Ave	0.50	2400	F	67%	2%	4% 23%	3%	0%	С	0.082	F	0.537	2500	F	2018
		To	:			Stapleton Av	/e								
N/a atmainiata y Avra	0.00	Fron		000/	F0/	Dead End	10/	00/			_	0.0	100	_	0010
Westminister Ave	0.33	120	F	86%	5%	7% 0% Ingleside Ro	1%	0%	С	0.158	F	0.6	120	F	2018
		Fron	i:			Westminister									
8639) Ingleside Rd	1.00	3200	F	97%	1%	1% 0%	0%	0%	С	0.089	F	0.583	3400	F	2018
<u> </u>		Te Fron				Va Beach Bl	vd								
8639) Ingleside Rd	0.65	15000	F	96%	1%	2% 1%	1%	0%	F	0.084	F	0.512	16000	F	2018
$\overline{}$		To From				Princess Anne	Rd			$\Box$					
8639 Ingleside Rd	0.46	16000	F	96%	1%	2% 1%	1%	0%	С	0.081	F	0.552	17000	F	2018
<u> </u>		Te				Tait Terrac									
8639) Cromwell Rd	0.58	15000	F	96%	1%	2% 1%	1%	0%	F	0.080	F	0.539	17000	F	2018
<u> </u>		T.				Chesapeake B	lvd			<b>—</b> —					
8639) Cromwell Rd	0.85	12000	F	96%	1%	2% 1%	1%	0%	F	0.08	F	0.518	13000	F	2018
		To	c			Tidewater D	r								
_		Fron				Va Beach Bl	vd								
8641) Azalea Garden Rd	0.79	11000	F							0.094	F	0.55	12000	F	2018
<u> </u>		Te Fron				Princess Anne	Rd								
8641) Azalea Garden Rd	0.31	16000	F							0.094	F	0.523	17000	F	2018
<u> </u>		To Fron				Sewells Pt R				$\Box$					
8641) Azalea Garden Rd	0.64	7900	F	96%	1%	2% 1%	1%	0%	F	0.104	F	0.544	8400	F	2018
		Te From				Robin Hood	Rd								
8641) Azalea Garden Rd	0.39	7200	F							0.095	F	0.598	7700	F	2018
<u> </u>		Te				Elmhurst Av	e								
8641) Azalea Garden Rd	0.42	7600	F							0.090	F	0.601	8100	F	2018
$\overline{}$		Tr				Military Hw	у								
$\bigcirc$		Fron				US 58 Va Beach									
8642) Raby Rd	0.25	12000	F	94%	2%	3% 1%	1%	0%	С	0.082	F	0.589	13000	F	2018
<u> </u>		Fron				Harmony R Raby Rd	d			+					
8642) Sabre Rd/Lowery Rd	0.45	9200	F	94%	2%	3% 1%	1%	0%	F	0.084	F	0.566	9900	F	2018
· ·		Te	-			US 13 Military									
8642) Lowery Rd	0.43	8500 From	F	94%	2%	3% 1%	<del>пму</del> 1%	0%	F	0.088	F	0.552	9100	F	2018
00-12/						SR 165 Kempsvi					•				•

						City	of Nortolk									
Route	Length	AADT	QA	4Tire	Bus		Trucl	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
<u> </u>		From	·				dpiper Lane					_			_	
(8644) Poplar Hall Dr	0.56	2100	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.6	2200	F	2018
$\overline{\bigcirc}$		From	n:				Military Hwy									
(8644) Poplar Hall Dr	0.59	14000	_ <u>F</u> _	98%	1%	1%		0%	0%	С	0.093	F	0.588	15000	F	2018
		From	1:				enrock Rd									
(8644) Glenrock Rd	0.40	5200	F	98%	1%	1%	olar Hall Dr 0%	0%	0%	F	0.105	F	0.507	5500	F	2018
8644	0.10	To		0070	1 /0		Va Beach Blve		070	•		•	0.007	0000	•	20.0
		From	1:													
8646) S Military Hwy	0.19	2100	F	85%	5%	5%	urlew Dr 3%	2%	0%	С	0.083	F	0.540	2200	F	2018
(8646) S Military Hwy	0.10	To	:	00 70	0 70		ellger Dr	2 /0	0 70		0.000	•	0.040	2200	•	2010
		From	1:				litary Hwy									
(8646) Sellger Dr	0.59	3400	F	99%	0%	1%	0%	0%	0%	С	0.099	F	0.584	3600	F	2018
		To	):			K	idd Blvd									
		From	1:				ellger Dr									
(8646) Kidd Blvd	0.24	2500	F_	99%	0%	1%		0%	0%	F	0.102	F	0.547	2700	F	2018
		To	):			C	urlew Dr									
		From	1:			Susq	uehanna Dr									
(8678) Newtown Rd	0.57	4500	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.577	4800	F	2018
$\overline{}$		To	):	-			rincess Anne				]					
Mountage Del	0.10	From	<u> </u>	000/	00/		Va Beach Blv		00/			_	0.500	40000	г	0010
(8678) Newtown Rd	0.16	39000 _{To}	F	98%	0%	1%		0%	0%	F	0.08	F	0.528	42000	F	2018
		10					L Va Beach									
		From	`				in Hood Rd				<u> </u>	_			_	
(8754) Herbert St	0.42	490	_ <u>F</u> _	97%	1%	1%		0%	0%	С	0.123	F	0.567	530	F	2018
		From	).				dermere Ave									
(8754) Windermere Ave	0.23	360	F	96%	2%	2%	lerbert St 0%	0%	0%	С	0.102	F	0.537	380	F	2018
windermere Ave	0.20	To	<u>.                                      </u>	30 /6	2 /6		vells Pt Rd	0 /6	0 /6		0.102	•	0.557	300		2010
Deleigh Ave	0.15	From	<u> </u>	0.40/	10/		ul-de-Sac	20/	00/	С	0.100	_	0.611	0400	_	0010
(8763) Raleigh Ave	0.15	2200	F	94%	1%	1%		3%	0%	U	0.102	F	0.611	2400	F	2018
		10	1			Cla	aremont St									
0 0 1 11 11 10		From		2221			rview Ave					_			_	
(8765) Sedgefield Dr	0.54	980	F	99%	0%	1%		0%	0%	С	0.112	F	0.535	1000	F	2018
<u> </u>		To	): 			Ph	ilpotts Rd									
		From	1:			57	Γh Bay St									
(8766) Pleasant Ave	1.18	750	F	96%	1%	1%	1%	0%	0%	С	0.11	F	0.528	800	F	2018
$\overline{}$		To	):				Shore Dr									
Discount Ave	0.40		` <u> </u>	069/	10/		0 Shore Ave	00/	00/			_	0.700	1000	_	0010
(8766) Pleasant Ave	0.49	1800 _{To}	F	96%	1%	2%		0%	0%	С	0.09	F	0.790	1900	F	2018
		-	1				Bay Street									
∧ No	0.70	From		000/	401		sailles Ave	00/	001			_	0.507	4000	_	0010
8767 Norway Place	0.76	1200	F	98%	1%	1%		0%	0%	С	0.136	F	0.567	1300	F	2018
		To					ow Wood Dr									
<u> </u>		From	:	0011			ow Creek Rd	001	651			_			_	
(8768) Dominion Ave	1.49	1300	F	98%	1%	1%		0%	0%	С	0.098	F	0.575	1400	F	2018
		To	<u></u>				alters Dr									
$\sim$		From	١٠				nore Place									
(8770) Alsace Ave	0.16	1000	F	92%	4%	2%		0%	0%	С	0.165	F	0.566	1100	F	2018
$\overline{}$		Te	n'			Tic	lewater Dr									
		From	1:				26Th St									
(8780) Lindenwood Ave	0.52	3900	F	97%	1%	1%		0%	0%	С	0.083	F	0.536	4200	F	2018
$\bigcirc$		To	):			Tid	lewater Dr									
		From	1:			Tapn	ahannock Dr									
(8782) Muskogee Ave	0.29	1600	F	98%	1%	1%		0%	0%	С	0.096	F	0.652	1700	F	2018
									-				<u> </u>			
(8782) Philpotts Rd	0.80	2100	F	95%	1%	3%	lewater Dr 0%	0%	0%	С	0.097	F	0.556	2200	F	2018
(8782) Philipotts Rd	0.00	∠ 1 <b>00</b>	. F	JJ /0	1 /0			U /0	U /0	U	0.097	1.	0.556	2200	1	2010
		10	1			Sewe	ells Point Rd									

						,	01 1401101									
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	1			Hur	ntsman Rd				1					
(8784) Curlew Dr	1.61	2700	F	95%	1%	2%	1%	1%	0%	С	0.1	F	0.544	2900	F	2018
<u> </u>		Te				Nev	wtown Rd									
$\bigcirc$		From					npton Blvd									
8791) 35th St	0.22	1100	F	98%	1%	1%	0%	0%	0%	F	0.123	F	0.65	1200	F	2018
<u> </u>		From					llam Ave									
8791) 35th St	0.18	1400	F	98%	1%	1%	0%	0%	0%	F	0.109	F	0.614	1500	F	2018
<u> </u>		From					lley Ave									
8791) 35th St	0.47	3000	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.567	3200	F	2018
		From					bree Ave									
₈₇₉₁ ) 35th St	0.08	3200	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.529	3400	F	2018
<u> </u>		From					vellyn Ave				$\Box$					
8791) 35th St	0.16	2900	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.575	3100	F	2018
<u> </u>		To				G	ranby St									
Manufaran Arrah	0.00	From		000/	10/		ney Rd W	00/	00/			_	0.000	400	_	0010
Mowbray Arch	0.66	400 To	F	98%	1%	1%	0% ney Rd E	0%	0%	F	0.116	F	0.696	420	F	2018
		From					entine Blvd									
8834) Tait Terrace	0.09	2700	F	97%	1%	1%	1%	0%	0%	С	0.096	F	0.504	2800	F	2018
6634)	0.00	To	Ė	0.70	.,,		leside Rd	0,0	0,0			•	0.00		•	_0.0
		From				21	St Street									
Ocean View Ave	0.44	430	F	95%	2%	3%	0%	0%	0%	С	0.110	F	0.74	460	F	2018
		To				28'	Th Street									
_		From	:			Tid	ewater Dr									
Rugby St	0.33	820	F	98%	1%	1%	0%	0%	0%	С	0.107	F	0.564	880	F	2018
		To				Ma	altby Ave									
9838) Poplar Hall Dr		From	<u> </u>	2221			4 Glenrock						E 0.550	0.400		
	0.41	8800 To	F	99%	0%	1%	0% /a Beach B	0%	0%	С	0.091	F	0.550	9400	F	2018
		From														
Atlantic St	0.07	2400	F	96%	0%	2%	7 Watersid 1%	1%	0%	F	0.115	F	0.616	2600	F	2018
Atlantic St	0.07	<b>2-700</b>	•	0070	0 70		35 Main Str		070	•		•	0.010	2000		2010
		From	:				yville St									
Ramp	0.03	660	G				y me or				0.122	F		660	G	2018
		To	:			I-	64 East									
		From	:			Nev	v Gate Rd									
Ramp	0.13	1300	G								0.152	F		1300	G	2018
		To	:			I-	64 East									
<u> </u>		From					th Main St					_				
99017)Ramp	0.10	1700	<u>_F</u>	93%	1%	1%	2%	4%	0%	F	0.173	F		1800	F	2018
		10					64 South									
Pamp	0.06	NA From				Robi	n Hood Rd				 NA			NA		
99026 Ramp	0.00	To				SR	165 Ramp							INA		
		From					n View Av	Δ.								
16th Bay St		510	F			Occa	II VICW AV				0.113	F	0.636	540	F	2018
		To				Ple	asant Ave									
24th St		From	:			Llev	vellyn Ave									
		440	F								0.105	F	0.693	470	F	2018
		To	:		_	Omo	hundro Ave	2								
36th St		From				Ki	llam Ave									
		360	F								0.107	F	0.510	380	F	2018
		To	<u> </u>			Co	olley Ave				<u> </u>					
45th St		From				Co	lley Ave					_	0.01=		_	
		1800	F			**	,				0.086	F	0.618	1900	F	2018
		To	1			Han	npton Blvd									

					City of Nortoik								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	(	QC	K actor	QK	Dir Factor	AAWDT	QW	Yea
tv of Norfolk	From	·			Glen Oak Dr								
Albert Ave	110	F			Giri Gak Di			0.116	F	0.556	120	F	2018
	Te	·			Pugh St								
	Fron				Robin Hood Rd								
Almeda Ave	3400	F						0.093	F	0.648	3600	F	2018
	16	0			Henneman Dr								
Arlington Ave	250				Campostella Rd			0.11	F	0.656	270	F	2018
Anington Ave	<b>250</b>				Oakwood St			1	г	0.636	270	Г	2010
	From				Brookville Rd			+					
Berry Hill Rd	290	F			Brookvine Ru			0.1	F	0.554	310	F	2018
,	To	:			Poplar Hall Dr								
	Fron	i:			Merrit St								
Brentwood Dr	1100	F						0.105	F	0.527	1200	F	2018
	To	c			Glade Rd								
	From				Barn Hollow Rd								
Brookville Rd	<b>200</b>				Raybana Da			0.122	F	0.527	220	F	2018
	Fron				Bayberry Dr								
Burksdale Rd	750				Old Ocean View Rd			0.098	F	0.669	800	F	2018
Duiksuale Mu	7 <b>50</b>				Colin Dr			0.030	•	0.003	000	1	2010
	From	ı			Ridgefield Dr								
Camellia Rd	480	F			Riageneia Di			0.104	F	0.642	520	F	2018
	To	:			Faber Rd								
	From	r			Newport Ave								
Carlisle Way	290	G	98%	0%	1% 0% 0%	0%	С	0.106	F	0.698	290	G	201
	Te				Colonial Ave								
Catherine St	From				Oak Grove Rd							_	
	90	F			G: 1: G:			0.234	F	0.723	90	F	201
		<u> </u>			Sinclair St								
Chambers St	Pron <b>220</b>				Wellman St			 0.106	F	0.585	240	F	2018
Gridinbers of	To				Frizzell Ave			7	•	0.000	240	•	201
	Fron	:			Swanson Rd								
Commodore Dr	270	F			5 wanson red			0.098	F	0.541	280	F	201
	Te	c			Rodman Rd								
	Fron	:			Kempsville Rd								
Cornick Rd	260	F						<u>0.</u> 113	F	0.546	280	F	201
	To				Mary Ave								
	From				Beatty St				_			_	
Dean Dr	120 _{Tr}	F			Millard St			0.137	F	0.694	130	F	201
	Fron	1											
Decker St	80	F			Springfield Ave			 0.109	F	0.571	90	F	201
Decitor of	Te				Wheeling Ave			7	•	0.07 1	00	•	201
	From				Galveston Blvd								
Dixie Dr	360	F			Garveston Biva			0.113	F	0.784	380	F	201
	To	:			Glen Rd								
Dunway St	From	·L			Beamon Rd								
	180	F						0.102	F	0.55	190	F	201
	Te				Kennebeck Ave								
Elmhurst Ave	Fron				Herbert St								
	740	F						0.104	F	0.592	790	F	201
	To				Thomas St								
F	Fron	<u> </u>			Haven Dr				_	0.004	700	_	00:1
Evans St	680				Strotford St			0.165	F	0.664	730	F	201
	10	1			Stratford St								

					Oit,	OI INOITOIN								
Route	Length AADT	QA	4Tire	Bus		3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk	From	1			Wh	itney Blvd								
Faulk Rd	240	F							0.106	F	0.597	260	F	2018
	To				Мс	Clure Rd								
Finney Ct	From	F			W	ellman St			0.141	_	0.5	100	_	2010
Finney St	180				D	ead End			0.141	F	0.5	190	F	2018
	From	1				thian Ave								
Frank St	160	F							0.13	F	0.592	170	F	2018
	То				Q	uincy St								
0.1.1.5	From	<u> </u>			Rive	er Oaks Dr				_			_	
Gabriel Dr	190 _{то}	F			D.	oslyn Dr			0.111	F	0.652	200	F	2018
	From	:				neadow Blvd								
Gardner Dr	700	G	99%	0%	1%	0% 0%	6 0%	С	0.097	F	0.511	700	G	2018
	То	:				nning Rd								
	From				Hu	dson Ave								
George St	1100	F_							0.096	F	0.515	1200	F	2018
	То					abot Ave								
Glen Rd	From <b>620</b>				K	eene Rd			0.087	F	0.662	660	F	2018
Gleff nu	<b>620</b>	┌╴			,	Bee Pl			0.067	F	0.002	000	Г	2010
	From	:				ginia Ave								
Gosnold Avenue	690	G	98%	0%	1%	0% 0%	6 0%	С	0.091	F	0.605	690	G	2018
	То	:			Mar	yland Ave								
	From				1	New St								
Hammet Ave	340	F							0.198	F	0.612	360	F	2018
	From					Dune St								
Hanbury St	660	F			Gra	andy Ave			0.089	F	0.543	700	F	2018
	То				Balle	entine Blvd							-	
	From				R	aby Rd								
Harmony Rd	990	F							0.097	F	0.634	1100	F	2018
	То					uail Rd								
Hilton St	1900	└ <u></u>			Mil	itary Hwy			0.094	F	0.522	2000	F	2018
Tillott St	1900 To	<u> </u>			Car	ribou Ave			0.094	'	0.322	2000		2010
_	From	:				ndola Rd								
Inventors Rd	310	F				nuom ru			0.124	F	0.622	330	F	2018
	То	:			Proc	luction Rd								
	From				Th	urston St								
Iowa Ave	600 _{To}	F			75	annia Ct			0.105	F	0.515	650	F	2018
	From	1				essie St			<u> </u>					
Jersey Ave	350	<u></u>			No	ttoway St			0.090	F	0.776	370	F	2018
		Ė			Ar	nherst St								
	From	:			Sewe	lls Point Rd								
Kennebec Avenue	1300	G	98%	0%	2%	0% 0%	6 0%	С	0.093	F	0.576	1300	G	2018
	То	1				mboldt St								
Kingwood Ave	1200	لــِــا			Vil	lage Ave			0.005	_	0.540	1000	_	0010
	1300 _{то}	F			Va F	Beach Blvd			0.095	F	0.549	1300	F	2018
	From					iberty St								
Lancaster St	580	F			Lì	ocity of			0.088	F	0.588	620	F	2018
	То				Wa	ılker Ave								
	From				Ea	igle Ave								
Lion Ave	280	F							0.117	F	0.592	300	F	2018
	To				Little	e Creek Rd								

## Agriculture   Part of Part						City of Norio	ĸ								
Marginalia Ave	Route	Length AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Yea
Magnolia Ave	tv of Norfolk	From	·			Carllo Ava									
Marshall Ave   900   F	Magnolia Ave	1700	F			Carmo Ave				0.087	F	0.601	1800	F	2018
Marshall Ave		Te	·			Upper Brandon l	ગ.								
McGuinnis Cir   White Bind   John State			i:			Olney Rd									
McGuinnis Cir   White   Mainey   Main	Marshall Ave	900	F			D 11 : 4				0.109	F	0.689	970	F	2018
Millbrook Rd		Econ	]				3								
Busk Ave	McGuinnis Cir		F			Whitney Blvd				0.094	F	0.609	240	F	2018
Miller Store Rd						Faulk Ave								-	
Miller Store Rd   Sagon   F		Fron				Colony Pt Rd									
Miller Store Rd 3300 F	Millbrook Rd		F							0.131	F	0.614	160	F	201
Miller Store Rd   3300   F   300   F   300   F   20						Ruthven Rd									
Mona Avenue	Millor Stora Pd					Azalea Garden I	td			0.006	_	0.720	2500	_	201
Mona Avenue	Willer Store Nu					Wise St				0.096	Г	0.736	3300	Г	2010
Murray Ave   2000   6   99%   0%   0%   0%   1%   0%   C   0.089   F   0.55   200   G   20		From	:												
Murray Ave 210 F	Mona Avenue	2000	G	99%	0%		1%	0%	С	0.089	F	0.55	2000	G	2018
Murray Ave		To	:			Calvin Ave									
New York Ave						Tarpon Pl									
New York Ave	Murray Ave		_							0.121	F	0.517	230	F	201
New York Ave			1				ld								
Norman Ave   Final   Tidewater Dr	New York Ave					Newport Ave				0 109	F	0.731	220	F	201
Norman Ave   630   F	New Tolk Ave	To	Ė			Colonial Ave				0.103	•	0.751	220	Į.	201
Norman Ave 630 F Old Ocean View Rd O.105 F 0.579 670 F 20    Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.117 F 0.686 2000 F 20   Coloridal Ave O.118 F 0.681 380 F 20   Coloridal Ave O.118 F 0.682 380 F 20   Coloridal Ave O.118 F 0.683 20 F 20   Coloridal Ave O.118 F 0.688 20 F 20   Co		From								İ					
Oxford St   1900   F   Colonial Ave   Colonial Av	Norman Ave	630	F							0.105	F	0.579	670	F	201
Name		Te	·			Old Ocean View	Rd								
Patridge St						Colonial Ave				<b>_</b>				_	
Patridge St 990 F	Oxford St	1900	F			Cuomby, Ct				0.11/	F	0.686	2000	F	201
Patridge St 990 F 0.260 F 0.695 1100 F 20    Palem Rd		From								+					
Palem Rd	Patridge St					winward Rd				0.260	F	0.695	1100	F	201
Pinedale St   120   G	9					Palem Rd									
Selden Ave   350   F   Selden Ave   Shorewood Dr   290   F   Simons Dr   1100   F   Summit Ave   120   F   Middle Ave   Summit Ave   120   F   Middle Ave   Simons See Ave   To   Simons See Ave   Simons See Av		Fron	i:			Euwanee Pl									
Selden Ave   350   F	Pinedale St											0.515	140	G	2018
Selden Ave   350   F						E Chester St									
Cass St	Caldan A					Hatton St					_	0.051	000	_	001
Shorewood Dr   290   F	Seiden Ave	350 To	<u> </u>			Case St				0.102	F	0.651	380	Г	201
Shorewood Dr 290 F		Fron	:												
Simons Dr   1100   F	Shorewood Dr	290	F			W doddine Ru				0.101	F	0.569	310	F	201
Simons Dr   1100   F		To	c			Levine Ct									
Summit Ave   120   G		From	:			Dixie Dr									
Summit Ave   120   G	Simons Dr									0.094	F	0.634	1200	F	201
Summit Ave         120										4					
Tait Terrace   2300   F   0.535   2500   F   20	Summit Ave					West Ave				0.124	_	0.504	120	G	201
Tait Terrace 2300 F 0.092 F 0.535 2500 F 20  Wyoming Ave  Wakefield Ave  Tennessee Ave 140 F 0.629 150 F 20  To Ingleside Rd  Tifton Dr 200 F 0.533 220 F 20			_			Middle Ave				0.124	•	0.554	130	ч	201
Tait Terrace         2300 F / Try         F         0.092 F / 0.535         2500 F / 20         P         20           Tennessee Ave         140 F / Try         Wakefield Ave         0.114 F / 0.629         150 F / 20         20         F         20         150 F / 20         F         20         150 F / 20         F         20         150 F / 20         F         20	Tait Terrace	Fron													
Tennessee Ave   Tennessee Av		2300	F							0.092	F	0.535	2500	F	201
Tennessee Ave         140         F         0.114         F         0.629         150         F         20           Total Tifton Dr         Workwood Rd           Tifton Dr         200         F         0.171         F         0.533         220         F         20		Te	·			Wyoming Ave									
Tot         Ingleside Rd           From:         Workwood Rd           Tifton Dr         200         F         0.171         F         0.533         220         F         20						Wakefield Ave									
From   Workwood Rd	Tennessee Ave		F							0.114	F	0.629	150	F	201
Tifton Dr <b>200</b> F 0.171 F 0.533 220 F 20			1												
	Tifton Dr		<u> </u>			Workwood Rd				0 171	_	0.522	220	_	201
To: Lasser Dr	ווונטוו טו	<b>∠UU</b> To				Laccar Dr				0.1/1	Г	0.555	220	۲	2016

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk  Tuttle Ave		90 Te	F			George St  Dead End		0.163	F	0.515	100	F	2018
University Dr		250 To	F			Tifton St  Workwood Rd		0.105	F	0.618	260	F	2018
Vero St		660 To	F			Old Ocean View Rd  Chesapeake Blvd		0.115	F	0.603	710	F	2018
Welaka Rd		50 To	F			Huntsman Rd Kimberly Lane		0.157	F	0.611	60	F	2018
Wellington St		250 To	F			Texas Ave Windermere Ave		0.108	F	0.526	260	F	2018