### 2019

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

where available

## Jurisdiction Report 64

City of Norfolk City of Portsmouth City of Chesapeake

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

#### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

#### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

#### Route Shield Legend

#### Route Systems

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

Frontage Road (F precedes frontage route number)

(600) Secondary Route

#### Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Military I limburgu	From:		ECL Suffolk		000/	00/	10/	10/	<b>C</b> 0/	00/		0.000	٨	0.550	01000	
13 (58) (460) Military Highway	City of Chesapeake (Mai	int: 64) 2.94	78000	Α	92%	0%	1%	1%	6%	0%	С	0.093	Α	0.556	81000	Α
(10) (50) (100)	City of Chesapeake (Mai	int: 64) 0.11	I-664 10000	G	92%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	G
[13] [58] [460]	To:	mt. 04) 0.11	Bus US 13		0270	0 70		1 /0	0 / 0	0 70	•	0.11	•	0.02	11000	ŭ
~~~	From:		S 58; SR 19													
13 (460) (191)	City of Chesapeak	e 0.18	7900	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8400	G
~ ~ · · · · · · · · · · · · · · · · · ·	From		1, S Military													
13) (460) Military Highway	City of Chesapeak		6600	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7000	G
Co	mbined Traffic Estimates for 2 Parallel Road	dways on this Route:	6600	G								NA			NA	
<u> </u>	To: From:		m I-664; Sha													
13) (460) Military Highway	City of Chesapeak	e 2.44	11000	G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	G
<del>~</del> ~	To- From:		I-64													
13) (460) Military Highway	City of Chesapeak	e 1.37	19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	G
<del>~</del> ~	To: Front		orge Washin													
13) (460) Military Highway	City of Chesapeak	e 1.01	19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	21000	G
~ ~	To- From		. 196 Canal I	Dr												
13) (460) Military Highway	City of Chesapeak	e 2.20	37000	Α	97%	0%	1%	1%	1%	0%	С	0.115	Α	0.536	41000	Α
<del>*</del> *	To: From:		6 Bainbridge	Blvd												
13 Military Highway	City of Chesapeak	e 0.31	38000	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.565	42000	G
<u></u>	To: From:		I-464				$\Box$ $\vdash$									
13 Military Highway	City of Chesapeak	e 0.78	26000	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.565	28000	G
	To: From:	Ca	ampostella R	.d			$\Box$ $\vdash$									
13 Military Highway	City of Chesapeak	e 0.65	25000	G	97%	1%	1%	0%	1%	0%	F	0.111	F	0.657	27000	G
<u> </u>	T <sub>C</sub> .	SR 16	8 Battlefield	Blvd			$\Box$ $\vdash$									
13 Military Highway	City of Chesapeak	e 0.72	25000	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.523	26000	G
<u> </u>	To- From:		Allison Dr				$\neg$ $\vdash$									
13 Military Highway	City of Chesapeak	e 0.41	28000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.603	NA	
<u> </u>	To:	Gr	eenbrier Pkv	vy												
13 Military Highway	City of Chesapeak	e 1.67	32000	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.500	34000	G
<u> </u>	To:		Virginia Be													
13 Military Highway	City of Norfolk	0.85	Virginia Be 48000	each G	98%	1%	1%	1%	1%	0%	F	0.101	F	0.779	51000	G
(13) Military Highway	City of Nortolk	0.05		G	JU 70	1 70	1 70	1 70	1 70	U 70	r	0.101	Г	0.779	51000	G
Military I limbure	To:	0.05	I-264		070/	10/	10/	00/	10/	00/		0.007	_	0.650	61000	
13 Military Highway	City of Norfolk	0.95	57000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.656	61000	G
~~	From		/irginia Beac													
(13) Military Highway	City of Norfolk	1.23	39000	F	96%	0%	0%	1%	3%	0%	F	0.077	F	0.555	NA	
	To	SR 165, SR	166 Princes	s Anne	Kd											

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 165; 5	R 166			I									
13 (165) (166) Northampton Blvd	City of Norfolk	0.26 <b>270</b> 0	00 G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	29000	G
$\bigcirc$	To	SR 165 Kem	osville Rd												
(13) (166) Northampton Blvd	City of Norfolk	0.62 3800		96%	0%	1%	1%	2%	0%	F	0.092	F	0.602	40000	G
	Tæ	I-64													
(13) (166) Northampton Blvd	City of Norfolk	0.20 <b>890</b>		96%	0%	1%	1%	2%	0%	F	0.081	F	0.557	92000	G
	To:	WCL Virgin	ia Beach												
	From:	US 13 Militar	y Highway												
13 Ramp	City of Chesapeake (Maint: 64					-					0.125	F		4700	G
	Τα	I-64 W	est												
	From:	US 13 Militar	y Highway												
(13) Ramp	City of Chesapeake (Maint: 64	) 0.41 <b>600</b>	0 G								0.089	F		6400	G
$\bigcirc$	To:	I-64 F	ast												
	From:	US 13 Militar													
(13) Ramp	City of Chesapeake (Maint: 64	) 0.29 <b>940</b>	0 G								0.117	F		10000	G
<u> </u>	То:	I-464 S	outh												
	From:	US 13 Militar	y Highway												
13 Ramp	City of Chesapeake (Maint: 64	) 0.23 <b>490</b>	0 G								0.102	F		5200	G
	То:	I-464 N	orth												
~~	From:	US 13 Nor	h Ramp												
(13) Ramp	City of Norfolk (Maint: 64)	0.12 <b>220</b> 0									0.080	F		24000	G
<u> </u>	To:	I-64 E	ast												
North	From:	US 13 N, North		d											
13 Ramp	City of Norfolk (Maint: 64)	0.22 <b>NA</b>									NA			NA	
<u> </u>	To:	US 13 Sou	h Ramp												
North	From	US 13 N, Milit		y											
(13) Ramp	City of Norfolk (Maint: 64)	0.19 <b>960</b>									0.117	F		10000	G
<u> </u>	Tα:	I-264 East Co	llector Rd												
North	From:	US 13 N, Milit		y											
13 Ramp	City of Norfolk (Maint: 64)	0.10 <b>290</b>									0.132	F		3100	G
<u> </u>	10:	I-264 West C	ollector Rd												
South	Front	US 13 S, North		d			·								
(13) Ramp	City of Norfolk (Maint: 64)	0.08 3000									0.086	F		30000	G
South	To: From:	Ramp to I- US 13 Sou													
13 Ramp	City of Norfolk (Maint: 64)	0.35 <b>NA</b>									NA			NA	
(13)	To	US 13 Nor				1					. •/ (			. 17.1	
South	From	US 13 Sou	•			<u> </u>									
13 Ramp	City of Norfolk (Maint: 64)	0.19 <b>110</b> 0									0.089	F		12000	G
(13)	To:	I-64 W				1					0.000	'		12000	J
	I	1-04 V	Cot			<u> </u>									

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

		NOTION Maine	chance Alt	za .											
Doute	luvia diatio -	Lanath AA	DT 04	4Tine	Due		Tru	ıck		00	K	OK	Dir	AAWDT	OW
Route	Jurisdiction	Length AAI	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
South	From:	US 13 S, Milit	ary Highway												
13 Ramp	City of Norfolk (Maint: 64)	0.11 <b>100</b>									0.097	F		11000	G
(13)	To:	I-264 East C									0.00.	•			•
South	From:	US 13 S, Milit										_			_
(13) Ramp	City of Norfolk (Maint: 64)	0.19 <b>72</b> 0	00 G								0.108	F		7700	G
<u> </u>	To:	I-264 West C	Collector Rd												
	From:	North Carolin	a State Line												
17 George Washington Hwy	City of Chesapeake	3.58 140		94%	0%	1%	0%	5%	0%	С	0.102	Α	0.739	15000	Α
(17) doorgo tradimigtori ini)	only or orresupeans			0.70	0,0	. , ,	0 / 0	0,0	0,0	·	00=		000	.0000	
~~	To: From:	131-8796 Ba													
17 George Washington Hwy	City of Chesapeake	6.71 <b>140</b>	00 G	94%	0%	1%	0%	5%	0%	F	0.089	F	0.709	15000	G
$\smile$	To	Bus US 17 George	Washington l	Hww											
17 Dominion Blvd	City of Chesapeake	3.86 <b>100</b>		95%	0%	1%	1%	3%	0%	F	0.092	F	0.637	11000	G
17) Dominion Biva	Oity of Offesapeake	3.00 100	00 G	33 /6	0 76	1 /0	1 /0	J /6	0 /6	•	0.032	•	0.007	11000	u
	To: From:	SR 165 C	edar Rd												
17 Dominion Blvd	City of Chesapeake	0.94 <b>270</b>	00 G	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.581	NA	
	т	an 122 n 1													
~~ B B	From:	SR 166 Bain		050/	00/		40/	00/	00/		0.005		0.770	00000	
(17) Dominion Blvd	City of Chesapeake	1.60 <b>270</b>	00 G	95%	0%	1%	1%	3%	0%	F	0.095	F	0.772	29000	G
$\stackrel{\smile}{\longrightarrow}$	To	SR 190 Great	Bridge Blyd			$\neg$ $\vdash$									
17 Dominion Blvd	City of Chesapeake	0.28 400		95%	0%	1%	1%	3%	0%	F	0.097	F	0.771	42000	G
(17) Bollinian Biva	To:	SR 168 Oak Gr			0 70		1 /0	070	0 / 0	•	0.007	•	0.771	12000	ŭ
	From:	US 17 (		1											
17 (17 Ramp	City of Chesapeake (Maint: 64		rump)	Sa	11 کا ا م	7 for di	rectional	traffic v	م مسالم	etima	tes for th	ie ear	nment		
17 \ 17 Ramp	Oity of Offesapeake (Maint. 0-		D\	06	e 03 17	ioi dii	ectional	lianic v	olullie e	Suma	163 101 111	19 96	giii <del>c</del> iii.		
	From:	I-464 (I I-6													
C. France	City of Virginia Beach (Maint: 6		94		n 1 464	for dir	aatianal t	roffic ve	م مصریات	ntim 0+	oo for thi		mont		
17 464 Ramp						for dir	ectional t	railic vo	olume es	sumai	es for thi	s seg	ment.		
<u>~ ~ ~ </u>	10: I	S-00064-E(B)/IS-00464-N		M RT 464	4 N										
	rione	I-40	54		1.04										
(17) (64) Hampton Roads Beltway	City of Chesapeake (Maint: 64	,		S	ee I-64	for dire	ectional tr	affic vo	lume es			_	ment.		
Combined Tr	raffic Estimates for 2 Parallel Roadways	s on this Route: 940	00 G	93%	0%	1%	1%	5%	0%	F	0.072	F		100000	G
	To:	I-6													
	From:	S-00064-E(B)/IS-00064-E2	296A(R)/TO F	RT 17 NO	RT										
17 (64) Ramp	City of Chesapeake (Maint: 64	1) 0.23		S	ee I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segi	ment.		
	To: 3	US-00017-P(U)/IS-00064-1	E296A(R)/FR	OM RT 6	64 E										
	From:	I-6	4												
17 George Washington Hwy	City of Chesapeake	0.90 240	00 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.583	25000	G
	, <u> </u>														
~~~	To: From:	US 13; US 460			0.5.			46.	26:			_	• • • •		
(17) George Washington Hwy	City of Chesapeake	1.00 <b>130</b>	00 G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.61	14000	G
$\sim$	To	SR 196 C	anal Dr												
17 George Washington Hwy	City of Chesapeake	0.63 <b>310</b>		97%	0%	1%	1%	1%	0%	F	0.079	F	0.577	33000	G
[17] George Washington Hwy	Oity of Offesapeake			3170	U 70	1 70	1 70	1 70	0 %	Г	0.079	ı-	0.577	33000	G
·	From:	SCL Port													
Cases Washington Live	City of Doubons and	NCL Che	-								0.000	F	0.655	NIA	
(17) George Washington Hwy	City of Portsmouth	0.15 <b>340</b>									0.092	Г	0.655	NA	
~	To:	SR 239 Vio	ctory Blvd												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4T	ire Bu		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:	SR 239 Victory												
(17) George Washington Hwy	City of Portsmouth	0.42 <b>21000</b>	<b>F</b> 97	<b>'</b> % 0%	1%	1%	1%	0%	F	0.079	F	0.609	23000	F
~ · · · · · · · · · · · · · · · · · · ·	To: From	Derby Rd												
(17) George Washington Hwy	City of Portsmouth	0.52 <b>23000</b>	F							0.082	F	0.598	NA	
~ · · · · · · · · · · · · · · · · · · ·	To: From:	124-8540 Greenw												
(17) George Washington Hwy	City of Portsmouth	0.31 24000	F							0.082	F	0.630	NA	
~	From:	SR 141, Frederick SR 141 George Washi												
17 Frederick Blvd	City of Portsmouth	0.70 <b>13000</b>	<b>F</b> 97	<b>'</b> % 0%	1%	1%	1%	0%	F	0.077	F	0.512	14000	F
	To	SR 337 Portsmout	th Blvd											
17 Frederick Blvd	City of Portsmouth	0.09 <b>15000</b>	<b>F</b> 97	<b>'</b> % 0%	1%	1%	1%	0%	F	0.077	F	0.520	16000	F
	Tra	124-8547 Deep Cre	ek Blvd											
17 Frederick Blvd	City of Portsmouth	0.53 <b>21000</b>	<b>F</b> 97	<b>'</b> % 0%	1%	1%	1%	0%	F	0.076	F	0.533	22000	F
	To	I-264												
17 Frederick Blvd	City of Portsmouth	0.35 <b>26000</b>	<b>F</b> 99	9% 0%	0%	0%	0%	0%	F	0.079	F	0.517	28000	F
	То								-		-			-
17 Frederick Blvd	City of Portsmouth	ALT SR 337 Turn 0.51 <b>19000</b>	<u></u> <b>F</b>							0.082	F	0.508	NA	
17) Frederick Biva	Tage									0.002	•	0.000	14/1	
17 Frederick Blvd	City of Portsmouth	US 58 Airline I 0.16 <b>12000</b>	F 99	0% 0%	0%	0%	0%	0%	F	0.08	F	0.55	13000	F
17) Liedelick Plyd	Tree Tree	124-8758 High		76 07	0 /0	0 /6	0 /6	0 /6	•	0.00	'	0.55	13000	'
	From:	124-8758, Frederic												
High St	City of Portsmouth	0.29 <b>15000</b>	<b>F</b> 99	9% 0%	0%	0%	0%	0%	F	0.079	F	0.669	16000	F
	To: From:	Rodman Av	e											
17 High St	City of Portsmouth	2.13 <b>21000</b>	<b>F</b> 99	9% 0%	0%	0%	0%	0%	F	0.094	F	0.624	22000	F
<u> </u>	To	124-8525 Cedar	Lane											
17 High St	City of Portsmouth	0.93 <b>18000</b>	<b>F</b> 99	9% 0%	0%	0%	0%	0%	F	0.086	F	0.522	19000	F
$\bigcirc$	To	124-8528 Churchla	nd Blvd											
17 High St	City of Portsmouth	0.21 13000	<b>F</b> 99	9% 0%	0%	0%	0%	0%	F	0.086	F	0.525	14000	F
	To	124-8532 Tyre No	eck Rd											
17 Western Branch Blvd	City of Portsmouth	0.22 <b>16000</b>		9% 0%	0%	0%	0%	0%	F	0.086	F	0.513	17000	F
	To:	ECL Chesape												
~	From:	WCL Portsmo												
(17) Western Branch Blvd	City of Chesapeake	0.69 <b>18000</b>	<b>G</b> 99	9% 0%	0%	0%	0%	0%	F	0.085	F	0.568	19000	G
~	To: From:	131-8524 Churchla												
(17)	City of Chesapeake	0.56 <b>22000</b>	<b>F</b> 99	9% 0%	0%	0%	0%	0%	С	0.096	Α	0.557	23000	F
<del></del>	Τα	ECL Suffoll	ζ											
North	From	US 17 North								0.40=	_		7.100	_
17 Ramp	City of Chesapeake (Maint: 64)	0.17 <b>6600</b>	G							0.127	F		7100	G
~	To	I-64 West												

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

Route	Jurisdiction	Length AADT (	QA	4Tire Bu	•	Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	US 17 North												
17 Ramp	City of Chesapeake (Maint: 64)		G							0.122	F		6700	G
17)	To:	I-64 East	-							-				
	From		X YEDY Y											
North	Oltar of Ole and a law (Mariata OA)	US 17 TO RT 168 SO	UTH							N.1.A			N I A	
17 Ramp	City of Chesapeake (Maint: 64)	0.16 <b>NA</b>								NA			NA	
<del></del>	Τα	I-64-W291B FROM RT 17	7 NORT	ГН										
lorth	From:	US 17 TO RT 464 NO	ORTH											
17 Ramp	City of Chesapeake (Maint: 64)	0.26 <b>4800</b>	G		<u>.</u>					0.24	F		5100	G
÷		168-N015B FROM RT 17 NOR	RTH TO	0 464 NOR										
I	From													
lorth Pomp	City of Chesapeake (Maint: 64)	US 17 N, Dominion E 0.10 <b>NA</b>	BIVU							NA			NA	
Ramp	Oily of Offesapeake (Maint. 64)	0.10 <b>NA</b>								INA			INA	
- 4-	To: From	SR 168 North Exit 15A	Ramp		_									
lorth Domn	City of Changage (Maint, 64)	0.54 05000	^							0.00	F		26000	_
Ramp	City of Chesapeake (Maint: 64)		G							0.09	Г		20000	G
~	To:	I-64 West Exit 291 Colle	ector Ro	1										
lorth	From:	US 17 Dominion Bl	lvd											
Ramp	City of Chesapeake (Maint: 64)	0.30 <b>4300</b>	G	95% 0%	1%	1%	3%	0%	F	0.162	F		4500	G
	To:	I-464 North												
	From		D1 1								_			
orth	Oit and Double with (Mainta OA)	US 17 N, Frederick B 0.07 <b>1600</b>	F.							0.440	_		4700	_
Ramp	City of Portsmouth (Maint: 64)		<u> </u>							0.112	F		1700	F
~	To:	I-264 East												
lorth	From:	US 17 N, Frederick B	Blvd											
17 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>1200</b>	F							0.158	F		1300	F
	To:	I-264 West												
	From				1						_			
outh	City of Change also (Mainty CA)	US 17 South	_							0.110	_		4700	_
Ramp	City of Chesapeake (Maint: 64)		G							0.110	F		4700	G
~	10:	I-64 West												
outh	From	US 17 South												
17 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>1300</b>	G	95% 0%	1%	1%	3%	0%	F	0.082	F		1300	G
)	To:	I-64 East												
41-	From		211											
outh	City of Doutous outle (Mainty CA)	US 17 S, Frederick B	F							0.000	F		0000	F
Ramp	City of Portsmouth (Maint: 64)		Г							0.086	г		3600	Г
~	10:	I-264 East												
outh	From	US 17 South												
Ramp	City of Portsmouth (Maint: 64)	0.14 <b>3300</b>	F							0.093	F		3500	F
	To:	I-264 West												
Dua .	Front	US 17 Dominion Bl	lvid		<u> </u>									
Bus	City of Changes also			0.40/ 00/		00/	E0/	00/	_	0.000	_	0.760	6200	_
George Washington Hwy	City of Chesapeake	4.07 <b>6100</b>	G	94% 0%	1%	0%	5%	0%	۲	0.093	F	0.763	6300	G
~	To	SR 165 Cedar Rd	1		$\neg$									
Bus Occurre Manakin stand Hann	O'the COL			0.40/ 055		00/	Fc′	001	_	0.075	_	0.500	00000	_
George Washington Hwy	City of Chesapeake		G	94% 0%	1%	0%	5%	0%	F	0.075	F	0.592	36000	G
~	To:	I-64	_	· <u></u>										

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

-							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)	ECL Suffol 2.94 <b>78000</b>	k <b>A</b>	92%	0%	1%	1%	6%	0%	С	0.093	Α	0.556	81000	Α
[58] [13] [460] Military Highway	To	I-664		02.70	0 70		170	070	070		0.000	,,	0.000	01000	, ,
(58) (13) (460)	City of Chesapeake (Maint: 64)	0.11 10000	G	92%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	G
$\bigcirc$	To: From:	SR 191 Jolliff Rd; US 13 N	Ailitary I	lighway											
ALT (58) (460) Airline Blvd	City of Chesapeake	1.72 <b>7300</b>	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7700	G
$\hookrightarrow$	To:	WCL Portsmo													
ALT (58) (460) Airline Blvd	City of Portsmouth	ECL Chesape 0.29 <b>12000</b>	F	96%	2%	1%	0%	2%	0%	F	0.093	F	0.577	12000	F
$\smile \smile$	Toe	Greenwood 1	Dr												
ALT (58) (460) Airline Blvd	City of Portsmouth	0.20 <b>12000</b>	F	96%	2%	1%	0%	2%	0%	F	0.084	F	0.528	12000	F
33) (+30)	To	Elmhurst La	no.												
ALT Airling Plud	City of Dortomouth			069/	20/	10/	00/	20/	00/	F	0.000	_	0.504	0.400	_
58 460 Airline Blvd	City of Portsmouth	1.30 8900	F	96%	2%	1%	0%	2%	0%	г	0.083	F	0.504	9400	F
ALT	To: From:	SR 239 Victory	Blvd												
58 460 Airline Blvd	City of Portsmouth	0.28 <b>9100</b>	F	96%	2%	1%	0%	2%	0%	F	0.089	F	0.56	9600	F
~~ · · · · · · · · · · · · · · · · · ·	T <sub>O</sub> . From:	SR 337 Portsmou													
58 Airline Blvd	City of Portsmouth	1.40 <b>11000</b>	F	96%	2%	1%	0%	2%	0%	F	0.091	F	0.532	12000	F
~ A. F. B. J.	From	US 17 Frederick		070/	40/		00/	40/	00/		0.000	_	0.570	1 1000	
(58) Airline Blvd	City of Portsmouth	0.19 <b>13000</b>	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.573	14000	F
C Landon Divid	From From	High St		070/	10/		00/	10/	00/		0.000	_	0.000	00000	
58 London Blvd	City of Portsmouth	0.72 19000	G	97%	1%	1%	0%	1%	0%	С	0.086	F	0.602	20000	G
Martin Luthau King Francis	From From (Majorty C4)	SR 141 London		070/	10/		00/	10/	00/	F	0.004	F	0.557	00000	
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>56000</b>	G	97%	1%	1%	0%	1%	0%	Г	0.084	Г	0.557	60000	G
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	SR 164 Western 0.12 <b>29000</b>	Frwy <b>G</b>	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	35000	G
Martin Luther King Freeway	To:	Elizabeth River Midto			0 76	078	1 /0	J /6	0 /6	O	0.032	^	0.515	33000	u
~~~	From:	Martin Luther King	Freeway	y											
[58] Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>29000</b>	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	35000	G
~	To: From:	ECL Portsmo													
Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>29000</b>	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	35000	G
	From:	SR 337 Bramblet SR 337	on Ave												
(58) (337) Brambleton Ave	City of Norfolk	0.26 <b>30000</b>	F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.561	NA	
<u> </u>	To: From:	Colley Ave	<u> </u>												
(58) (337) Brambleton Ave	City of Norfolk	0.83 <b>31000</b>	G	96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	G
<del>~</del> ~	To:	E SR 337 E SR 337 Bramble	ton Are												
58 Duke St	City of Norfolk	0.17 <b>8300</b>	G G	96%	1%	2%	1%	1%	0%	F	0.099	F	0.68	9000	G
30)	To:	Olney Rd							- / -	-					-

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

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tire	Duo		Tru	ıck		QC	K	QK	Dir	AAWDT	
noute	Julisalction	Lengin	AADT	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
~	From		Olney Rd		2221	4.5.1				0-1	_		_			
Virginia Beach Blvd	City of Norfolk	0.07	6000	G	96%	1%	2%	1%	1%	0%	F	0.090	F	0.661	6500	(
~	To: From:		Boush Street													
58 Virginia Beach Blvd	City of Norfolk	0.24	5700	G	96%	1%	2%	1%	1%	0%	F	0.092	F	0.558	6100	
~	To:	US 460 Mont			Blvd											
Windala Basala Blad	Prom:		onticello Av		000/	40/	00/	40/	40/	00/	_	0.004	_	0.004	45000	
Virginia Beach Blvd	City of Norfolk	0.70	14000	G	96%	1%	2%	1%	1%	0%	F	0.094	F	0.634	15000	
	To- From:	SR 1	68 Tidewate													
Virginia Beach Blvd	City of Norfolk	0.53	15000	G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.561	16000	
~	To		Park Ave													
SS Virginia Beach Blvd	City of Norfolk	0.96	17000	G	96%	2%	2%	1%	1%	0%	С	0.088	F	0.525	18000	
,,,	To	GD 40														
S8 Virginia Beach Blvd	City of Norfolk	0.88	5 Ballentine 30000	G Blvd	96%	2%	2%	1%	1%	0%	F	0.098	F	0.617	32000	
Virginia Beach Blvd	City of Norion	0.88	30000	G	30 /6	2 /0	Z /0	1 /0	1 /0	0 /6	'	0.030	'	0.017	32000	
~	To: From:		alea Garden													
Virginia Beach Blvd	City of Norfolk	1.35	33000	G	96%	2%	2%	1%	1%	0%	F	0.091	F	0.666	35000	
<del>~</del>	To:	US 1	13 Military I	Hwy												
S8 Virginia Beach Blvd	City of Norfolk	0.79	26000	G	96%	2%	2%	1%	1%	0%	F	0.087	F	0.521	28000	
	To	CD 1/	55 Kempsvil	1. D.I			1									
58 Virginia Beach Blvd	City of Norfolk	0.93	28000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.571	30000	
Virginia Beach Blvd	To:		Beach; New			0 70	170	0 70	0 70	0 70	O	0.032	•	0.57 1	30000	
	From				·u											
ast 58 Ramp	City of Chesapeake (Maint: 64)		E, Military H <b>28000</b>	G G								0.115	F		28000	
58) Hamp	City of Offesapeake (Maint: 64)											0.113	'		20000	
ast	To: From:	Ramps to an	d from US N	Military	Hwy											
Ramp	City of Chesapeake (Maint: 64)	0.24	27000	G								0.101	F		29000	
	To:		I-664 East													
ast	From:	IIS 58 F	E, Military H	Iiohway												
58 Ramp	City of Chesapeake (Maint: 64)		10000	G								0.077	F		11000	
56)	To:		I-664 West									0.07.	•			
/est	From:		V, Military F	Linkryor												
58 Ramp	City of Chesapeake (Maint: 64)		440	G	′							0.107	F		470	
58) Hamp	Tac Tac	0.23	I-664 East	<u> </u>								0.107	•		470	
	From	110 50 W		T' 1			I									
est	City of Changes (Maint CA)		V, Military F <b>3100</b>	Highway <b>G</b>	7							0.100	F		3300	
Ramp	City of Chesapeake (Maint: 64)			G			1					0.109	Г		3300	
-	100		I-664 West				I									
~	From		h River Mid			051		061	061	061	_	0.40=	_		0.400	
P /	to Midtown Tunn@ity of Norfolk (Maint: 64)	0.26	6000	G	99%	0%	0%	0%	0%	0%	F	0.105	F		6400	
Combine	ed Traffic Estimates for 2 Parallel Roadways		35000	N	96%	0%	0%	1%	3%	0%	N	NA			42000	
	To:	SR 33	7 Brambleto	n Ave												

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

Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
60 60 Ramp	From: City of Norfolk (Maint:	64) 0.13 I-64-E FROM RTS	I-64 <b>6700 G</b>		1%	1%	1%	3%	0%	F	0.124	F		6900	G
60 (64) Hampton Roads Bridge Tu	nnel City of Norfolk (Maint:	EC	CL Hampton			for direc	tional tr	affic vo	lume es	timate	es for this	sear	ment.		
	ned Traffic Estimates for 2 Parallel Road	dways on this Route:		97%	1%	1%	0%	2%	0%	С	0.075	A	0.504	93000	Α
(60) (64) Hampton Roads Beltway	City of Norfolk (Maint:	64) 1.74	Bayville St	S	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	segr	nent.		
Combir	ned Traffic Estimates for 2 Parallel Road	4	th View St		1%	1%	0%	2%	0%	F	0.076	F	0.544	97000	G
(60) (64) Ramp	City of Norfolk (Maint:		O 4TH VIEW S		ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	segr	ment.		
60 4th View St	City of Norfolk (Maint:	64) 0.25	I-64 W I-64 <b>12000</b> G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.709	13000	G
	To: From:	Ocean 4	Niew Ave East th View St												
60 Ocean View Ave East	City of Norfolk		14000 G 460 Granby St	99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	15000	G
Ocean View Ave East	City of Norfolk	0.47	19000 G		0%	1%	0%	0%	0%	F	0.096	F	0.514	20000	G
60 Ocean View Ave East	City of Norfolk	1.41	Chesapeake Bly		0%	1%	0%	0%	0%	F	0.095	F	0.631	17000	G
60 Ocean View Ave East	City of Norfolk		8 Cape View A		0%	1%	0%	0%	0%	F	0.095	F	0.583	20000	G
(60) Shore Dr	City of Norfolk	0.88	21st Street 26000 G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.555	27000	G
(60) Shore Dr	City of Norfolk	0.97	Little Creek Ro 29000 G		0%	1%	0%	0%	0%	F	0.088	F	0.512	30000	G
<del></del>	To: From	US 60 S	Virginia Beach ettlers Landing I												
(60) Ramp	City of Norfolk (Maint:		6700 G I-64 East	95%	1%	1%	1%	3%	0%	F	0.124	F		6900	G
60 Ramp	Fron: City of Norfolk (Maint:	64) 0.17	60 4th View St <b>2600</b> G I-64 East								0.107	F		2700	G
(60) Ramp	Front City of Norfolk (Maint:	US 64) 0.18	60 4th View St 7300 G								0.127	F		7800	G
(60) (60) Ramp	Tec  From: City of Norfolk (Maint:	I-64-W FROM OCEA	I-64 West AN VIEW AVE 800 G		EL						0.3	F		850	G

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From		I-64 W		2221		121	0-1	221	2-1			_			
Ocean View Ave	City of Norf		<b>5600</b> 4th View St	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.776	6000	(
	From															
Ramp	City of Norfolk (N		Ocean View	G Ave								0.3	F		850	
Ramp	To:	:	I-64 West										-			
ast	From:	: E	CL Hampto	n												
(60) Hampton Roads B		,	46000	Α	96%	1%	1%	0%	2%	0%	С	0.077	Α		47000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	Α	97%	1%	1%	0%	2%	0%	С	0.075	Α	0.504	93000	
ast	To: From		Bayville St													
$\frac{1}{4}$ $\frac{1}{60}$ Hampton Roads B	eltway City of Norfolk (M	Maint: 64) 1.74	47000	G	96%	1%	1%	0%	2%	0%	F	0.073	F		49000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	97000	
	Te		4th View St													
ast 4 Hampton Roads Beltway	City of Norfolk (N	•	44000	G	96%	1%	1%	0%	2%	0%	F	0.075	F		46000	
1 Hampton Houde Beltway	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	0.073	F	0.533	88000	
	To To		Bay Ave		0070	.,,		0,70		0,70	•	0.0.2	•	0.000		
st	From:							0-1	221	221					=	
Hampton Roads Beltway		,	49000	G	96%	1%	1%	0%	2%	0%	-	0.078	F	0.507	51000	
	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	96000	
st	To: From:	•	New Gate Ro	d												
Hampton Roads Beltway		,	55000	G	96%	1%	1%	0%	2%	0%	F	0.082	F		57000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	G	96%	1%	1%	0%	2%	0%	F	0.077	F	0.633	98000	
ast	To: From:	I-564,	US 460 Gra	inby St												
Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.38	54000	G	96%	0%	1%	1%	2%	0%	С	0.097	F		60000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	130000	G	98%	0%	0%	0%	1%	0%	F	NA			145000	
and the same of th	To:	SR 1	68 Tidewate	er Dr												
ast 4) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.04	60000	G	97%	0%	1%	1%	1%	0%	F	0.087	F		61000	
ン ' ' '	Combined Traffic Estimates for 3 Parallel	,	141000	G	99%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	149000	
	To:	-	1 Chesapeak	e Blvd												
st 4 Hampton Roads Beltway	City of Norfolk (N	•	64000	A	97%	0%	1%	0%	2%	0%	С	0.09	Α		68000	
Hampton Roads Beltway	Combined Traffic Estimates for 3 Parallel	•		A	97%	0%	1%	0%	1%	0%	С	NA	^		164000	
	Tame Estimates for 31 arailer				01 /0	0 /0	1 /0	0 /0	1 /0	0 /0	J	11/71			10-1000	
ast	From:	•	47 Norview								_		_		_ ,	
Hampton Roads Beltway		,	71000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.004	74000	
~	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	155000	G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.661	168000	(

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

								Tru	ck			K		Dir		_
Route	Jurisdiction	on Lengt	th <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	C
ast	Fron	m SI	R 165 Military	Hwv			2, 0.00	017100	TTTGII	Liian		1 40101		- 40101		
Hampton Roads Beltwa	y City of Norfolk (N	Maint: 64) 1.19	60000	Ğ	97%	0%	1%	1%	1%	0%	F	0.078	F		65000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route	e: <b>145000</b>	G	98%	0%	0%	0%	1%	0%	F	NA			160000	
	Te		SR 166 North	ampton F	Rlvd											
est	Fron					00/	40/	40/	40/	00/	_	0.00	_		0.4000	
Hampton Roads Beltwa	,	,		F	97%	0%	1%	1%	1%	0%	F	0.08	В		84000	
	Combined Traffic Estimates for 3 Parallel	Hoadways on this Route	e: 187000	F	98%	0%	1%	0%	1%	0%	F	NA			202000	
st	T. Fron	m	I-264													_
Hampton Roads Beltwa	y City of Norfolk (N	Maint: 64) 1.34	74000	Α	97%	0%	1%	1%	1%	0%	С	0.098	Α		80000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>149000</b>	Α	97%	0%	1%	1%	1%	0%	С	0.086	Α	0.572	159000	
	Т	o: W	CL Virginia l													
st 	y City of Virginia Beac	<sup>∞</sup> L ch (Maint: 64) 1.35	ECL Norfo		97%	0%	1%	10/	10/	00/	С	0.098	Α		80000	
Hampton Roads Beltwa	•	,		A				1%	1%	0% 0%	С			0.570		
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte	e: 149000	Α	97%	0%	1%	1%	1%	0%	C	0.086	Α	0.572	159000	
st	T <sub>C</sub>	or m	Indian River	Rd												_
${4}$ Hampton Roads Beltwa	y City of Virginia Beac	ch (Maint: 64) 1.57	69000	G	97%	0%	1%	1%	1%	0%	F	0.079	F		75000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>138000</b>	G	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	151000	
	Т		ECL Chesape													
st 	From	·	CL Virginia l		070/	00/	10/	10/	10/	00/	_	0.070	_		75000	
Hampton Roads Beltwa	, , , , , , , , , , , , , , , , , , , ,	,		G	97%	0%	1%	1%	1%	0%		0.079	^	0.50	75000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Route	e: 138000	G	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	151000	
st	To Fron	m G	reenbrier Par	kway												_
Hampton Roads Beltwa	y City of Chesapeake	e (Maint: 64) 2.13	45000	G	97%	0%	1%	1%	1%	0%	F	0.083	F		49000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>92000</b>	G	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	99000	
	Te	SR	168 Battlefie	ld Blvd												
st 	v City of Chesapeake	111			97%	0%	10/	10/	10/	00/	_	0.074	_		65000	
Hampton Roads Beltwa	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	1%	1% 1%	1%	0% 0%	F	0.074	F	0.55	121000	
	Combined Trainc Estimates for 2 Parallel	noadways on this nout		G	9770	076	1% 	1 70	1%	0%	Г	0.061	Г	0.55	121000	
st	To From	rr rr	I-464													_
(7) $(17)$ Hampton Roads E	Beltway City of Chesapeake	e (Maint: 64) 4.31	47000	G	92%	1%	1%	1%	5%	0%	F	0.075	F		50000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>94000</b>	G	93%	0%	1%	1%	5%	0%	F	0.072	F		100000	
	T	US 17 (	George Washi	ington H	wv		$\neg$ $\vdash$									
st Hampton Roads Beltwa	y City of Chesapeake	111	•	G	92%	1%	1%	1%	5%	0%	E	0.085	F		47000	
Hampton Roads Beltwa	,	,			92%			1%			F	0.085	F	0 EE1		
	Combined Traffic Estimates for 2 Parallel	-		G		0%	1%	1 70	5%	0%	r	0.076	r	0.551	92000	
st	T <sub>c</sub> From	US 13, U	JS 460 Milita	ry Highv	way											_
Hampton Roads Beltwa	y City of Chesapeake	e (Maint: 64) 2.31	46000	G	92%	1%	1%	1%	5%	0%	С	0.087	Α		49000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>89000</b>	G	93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	93000	
	To	00	I-264, I-66	4												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-64 East												
(64) Ramp	City of Norfolk (Maint: 64)	0.03 <b>920 G</b>	98%	1%	1%	0%	0%	0%	F	0.233	F		980	G
	To:	Bayville St												
East	From:	I-64 East												
(64) $(60)$ Ramp	City of Norfolk (Maint: 64)	0.17 <b>5500 G</b>								0.126	F		5900	G
	To:	US 60 4th View St												
East	Fron:	I-64 East									_			
64 Ramp	City of Norfolk (Maint: 64)	0.14 <b>15000 G</b>								0.1	F		15000	G
East	To: I-	64 East Exit 276B to US 460 West, I-64 East Exit 276B	Granby St											
(64) Ramp	City of Norfolk (Maint: 64)	0.15 <b>8400 F</b>								0.117	F		8900	F
(64)	To:	I-564 North								0	•		0000	•
East	From:	I-64 East Exit 276A												
(64) Ramp	City of Norfolk (Maint: 64)	0.06 <b>5500 F</b>								0.087	F		5900	F
<b>0</b>	To:	US 460 W, Granby St												
East	From	I-64-E TO H.O.V. LANE												
(64) Ramp	City of Norfolk (Maint: 64)	0.04 <b>6700 G</b>								0.282	F		6700	G
	To:	I-64-R I-64-R000A FROM 64 I	EAST											
East	From:	I-64 East												
(64) Ramp	City of Norfolk (Maint: 64)	0.35 <b>8800 G</b>								0.099	F		9400	G
	To:	SR 168 S, Tidewater Dr												
East	From:	I-64 East												
East (64) Ramp	City of Norfolk (Maint: 64)	0.13 <b>2100 G</b>								0.093	F		2300	G
	To:	SR 168 N, Tidewater Dr												
East	From:	I-64 East												
64 Ramp	City of Norfolk (Maint: 64)	0.18 <b>3000 G</b>								0.115	F		3200	G
$\overline{}$	To:	SR 194 S, Chesapeake Blv	d											
East	From:	I-64 East												
64) Ramp	City of Norfolk (Maint: 64)	0.17 <b>4300 G</b>	98%	0%	1%	0%	1%	0%	С	0.123	F		4500	G
	To:	SR 247 Norview Ave												
East	Fronx	I-64 East												
(64) Ramp	City of Norfolk (Maint: 64)	0.16 <b>2700 G</b>								0.099	F		2900	G
	Tα	Robin Hood Rd												
East	From:	I-64 East												
(64) Ramp	City of Norfolk (Maint: 64)	0.17 <b>6600 G</b>								0.089	F		7000	G
<u> </u>	To:	SR 165 S, Military Hwy Nor	th											
East	From:	I-64 East												
(64) Ramp	City of Norfolk (Maint: 64)	0.19 <b>10000 G</b>								0.113	F		11000	G
	To	US 13 N, Northampton Blv	d		L									
East	From:	I-64-E TO I-264												
(64) Ramp	City of Norfolk (Maint: 64)	0.16 <b>40000 G</b>								0.073	F		40000	G
	To:	I-64-E284C TO RT 264 EAST264	WESTR											

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

		11011011111	namenance A				Tru	-l.			1/		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		 e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	L64-F284C TO	RT 264 EAST264	WESTR		ZAXI	e S+Axie	HIIdii	ZIIali		Facioi		Facioi		
(64) Ramp	City of Norfolk (Maint: 6		4700 G	WESTK							0.097	F		4700	G
04	Тох		X FROM RT 64 E	EAST											
East	Fronx	I-64-E 7	ΓΟ I-264 EAST44												
(64) Ramp	City of Norfolk (Maint: 6		6200 G								0.131	F		6700	G
	Tα	I-264-E013	X FROM I-64 EA	ST											
East	From:		RT 264 EAST26	4 WEST											
(64) Ramp	City of Norfolk (Maint: 6		27000 G								0.08	F		27000	G
	To:	I-264-E	From RT 64 East												
East	Fron:		I-64 East												
(64) Ramp	City of Virginia Beach (Mair		6300 G								0.097	F		6800	G
	10:	134-7 W	V, Indian River Ro												
East	City of Virginia Beach (Mair	-t- C4\ 0.00	I-64 East								0.000	F		17000	0
64 Ramp	City of Virginia Beach (Mair		16000 G E, Indian River Rd			_					0.096	г		17000	G
	France					<u> </u>									
East (64) Ramp	City of Chesapeake (Main		6500 G	95%	1%	1%	1%	2%	0%	С	0.117	F		6900	G
64) Hamp	To:		W, Greenbrier Pk		1 /0	170	1 /0	2 /0	0 70	O	0.117	•		0300	u
East	From:		East Collector Rd												
(64) Ramp	City of Chesapeake (Main		14000 G								0.094	F		15000	G
	To:		E, Greenbrier Pky	vy											
East	Front	I-64-E BEG. COLL	ROAD TO GREE	NBRIER P	'A										
(64) Ramp	City of Chesapeake (Main		27000 G								0.101	F		27000	G
$\smile$	Tox	I-64-E289A TO C	GREENBRIER PA	RKWAY		$\neg$									
East (64) Ramp	City of Chesapeake (Main		20000 G								0.092	F		20000	G
64) Hallip	Oity of Offesapeake (Wall										0.032	'		20000	G
East	To: From:	131-8665-W001A FRO	M GREENBRIER	PARKWA	AY W										
(64) Ramp	City of Chesapeake (Main	t: 64) 0.23	30000 G								0.082	F		30000	G
	To: From:	I-64-E289B TO C	GREENBRIER PA	RKWAY		$\neg$									
East (64) Ramp	City of Chesapeake (Main	t: 64) 0.13	14000 G								0.087	F		14000	G
(64) Hamp	Only of Officoapeans (Wait	,									0.007	•		14000	u
East	Front	131-8665-E001A FROM		PARKWA	Y EA										
(64) Ramp	City of Chesapeake (Main	t: 64) 0.22	NA								NA			NA	
Foot	To: From	SLIP RAMP T	TO EXIT 290 CO	LL RD											
East (64) Ramp	City of Chesapeake (Main	t: 64) 0.40	NA								NA			NA	
04)	Tro	I-64-E END COLL R		NBRIER PA	AR						, .			. •/ •	
East	From:		ast Collector Rd			i									
(64) Ramp	City of Chesapeake (Main		5500 G	94%	0%	1%	2%	3%	0%	С	0.137	F		5800	G
$\overline{}$	To:		R 168 North												

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

				viairiteriai					Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:			I-64 East													
64) Ramp	City of Chesapeake	(Maint: 64)	0.23	12000	G	98%	0%	0%	0%	1%	0%	С	0.180	F		13000	G
<u> </u>	Tα		S	R 168 South	h												
East	From:			I-64 East													
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.60	20000	G								0.107	F		21000	G
Fast	To:			East Exit 29 4 E Exit 290				_									
East 64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.10	15000	G								0.099	F		16000	G
64) 1 0 4 E EXIT 200	Oity of Officoapeane	(Marrit: 04)											0.000	•		10000	ď
East	To: From:		Ramp From Bus	SR 168 Ba	ttlefield	Blvd N											
64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	23000	G								0.089	F		25000	G
$\bigcirc$	Tœ		I-6	4 E Exit 290	) R												
East	From:	(NA=!=+= 0.4)											0.000	_		10000	_
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.12	11000	G								0.088	F		12000	G
East	To: From:		Ramp From Bus	s SR 168 Ba	ttlefield	Blvd S											
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	15000	G								0.082	F		17000	G
04)	To:	,		I-64 E													
East	From:			I-64 East													
(64) Ramp	City of Chesapeake	(Maint: 64)	0.25	12000	G								0.075	F		13000	G
	To:	,		I-464 North													
East	From:			I-64 East													
(64) Ramp	City of Chesapeake	(Maint: 64)	0.23	21000	G								0.082	F		22000	G
	To:	,		I-464 South													
East	From:			I-64 East													
(64) (17) Ramp	City of Chesapeake	(Maint: 64)	0.23	4300	G								0.074	F		4600	G
	To:		US 17 N, G	eorge Wash	ington F	Iwy											
East	From:			I-64 East													
64 Ramp	City of Chesapeake	(Maint: 64)	0.21	5700	G								0.096	F		6100	G
$\smile$	To:		1	US 17 South	l												
East	From:			I-64 East													
(64) Ramp	City of Chesapeake	(Maint: 64)	0.31	4900	G								0.135	F		5200	G
$\overline{}$	To:		US 13	Military Hig	ghway												
Rev	From:			ersible Lane	e At I-56	54											
<del>64</del>	City of Norfolk (M		5.99	19000	Α	100%	0%	0%	0%	0%	0%	С	0.145	Α		23000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways o	n this Route:	155000	G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.661	168000	G
D	To:		Rai	mp To I-64	EB			$\neg$ $\vdash$									
Rev 64	City of Norfolk (M	laint: 64)		19000	F	100%	0%	0%	0%	0%	0%	F	0.146	В		23000	F
64	City of Noriok (M Combined Traffic Estimates for 3 Parallel				F	98%	0% 0%	1%	0%	0% 1%	0% 0%	r	0.146 NA	ם		202000	F
	Combined Trainic Estimates for 3 Parallel	noauways 0		nd Reversibl		30%	U%	170	U%	1 70	U%	Г	INA			202000	Г
D	Econol	l				561											
Rev 64 Ramp	City of Norfolk (M	laint: 64)	0.24	eversible Lar	ne At I-:	100%	0%	0%	0%	0%	0%	F	0.301	F		3500	G
64 Ramp	City of Notion (M	iaiiii. 04)	0.24	I-64-W	G	100 /0	U /0	0 /0	U /o	U /0	U /o	'	0.301	'		3300	G
		<u> </u>		1-04- 11													

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

London Modern		4457		4	D		Tru	ck		00	K	01/	Dir	AAMADT	. 01
Jurisdictio	on Length	AADI	QA	41 Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
City of Norfolk (A											0 102	_		2200	G
City of Norion (iv											0.193	Г		2200	G
From:															
City of Norfolk (N	Maint: 64) 0.12	6200	G	100%	0%	0%	0%	0%	0%	F	0.259	F		6700	G
То		I-64-E													
From				.=-/			001		221	_				10000	
• ,										_			0.504		A
Combined Trainic Estimates for 2 Parallel	-			9/%	170	170	0%	2%	0%	C	0.075	А	0.504	93000	,
To: From:	US 60	Ocean Vie	w Ave												
	,									F	0.077	F			(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.52	97000	G
To: From:		4th View St	i .												
City of Norfolk (N	Maint: 64) 0.80	40000	G	96%	1%	1%	1%	3%	0%	F	0.069	F		42000	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	85000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	88000	(
To:		Bay Ave													
City of Norfolk (N	Maint: 64) 0.90	44000	G	96%	1%	1%	1%	3%	0%	F	0.083	F	0.922	45000	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.554	96000	C
Tec From	l l	lew Gate R	d												
City of Norfolk (N	Maint: 64) 1.26	40000	G	96%	1%	1%	1%	3%	0%	F	0.085	F		41000	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	98000	(
	I-564,	US 460 Gra	inby St												
City of Norfolk (N	Maint: 64) 0.92	57000	G	100%	0%	0%	0%	0%	0%	F	0.088	F		61000	
•			G	98%	0%	0%	0%	1%	0%	F	NA			145000	
Tax	SR 1	68 Tidewat	er Dr												
City of Norfolk (N	•			100%	N%	0%	0%	0%	0%	C	0 092	Δ		65000	A
· ·	,									F		F	0.706		
To Tax							0,0	. , 0	0,70				000	0000	
From:	•			079/	00/	10/	00/	10/	00/	_	0.005	٨		72000	
•												А			,
Combined Traine Estimates for 3 Faraller				31 /0	U /o	1 /0	U /o	1 /0	U /o	U	INA			104000	,
To: From:	•											_			
City of Norfolk (M Combined Traffic Estimates for 3 Parallel	,	64000	G	97%	0%	1%	1% 0%	1%	0%	F	0.074	F F		70000 168000	
	Decidence and the Decident	4 = = 0 0 0	G	98%	0%	1%		1%	0%		0.081		0.661		(
	City of Norfolk (Norfolk (Norf	City of Norfolk (Maint: 64) 0.02  Total I-64-EF  City of Norfolk (Maint: 64) 0.12  Total I-64-EF  City of Norfolk (Maint: 64) 0.12  Total I-64-EF  City of Norfolk (Maint: 64) 0.17  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 2.00  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 0.80  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 0.90  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 1.26  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 1.26  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 0.92  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 0.98  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  SR 1  City of Norfolk (Maint: 64) 0.98  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  SR 194  City of Norfolk (Maint: 64) 0.96  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  SR 194  City of Norfolk (Maint: 64) 0.96  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  SR 194  City of Norfolk (Maint: 64) 0.96  Combined Traffic Estimates for 3 Parallel Roadways on this Route:	City of Norfolk (Maint: 64)   0.02   2200     Tro	City of Norfolk (Maint: 64)   0.02   2200   G	City of Norfolk (Maint: 64)   0.02   2200   G     To	City of Norfolk (Maint: 64)   0.02   2200   G	City of Norfolk (Maint: 64)	City of Norfolk (Maint: 64)   O.02   2200   G	City of Norfolk (Maint: 64)   0.02   2200   G   City of Norfolk (Maint: 64)   0.12   6200   G   City of Norfolk (Maint: 64)   0.13   45000   A   97%   1%   1%   0%   2%	City of Norfolk (Maint: 64)   0.02   2200   G   100%   0%   0%   0%   0%   0%   0%	L64R TO IS 64 EAST   City of Norfolk (Maint: 64)	City of Norfolk (Maint: 64)   0.02   2200   G   1.64   F   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64	Street   S	City of Norfolk (Maint: 64)	City of Norfok (Maint: 64)

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

										Tru	ck			K		Dir		_
Route		Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	C
/est		From	n:	SR 1	65 Military	Hwv			2, 0.00	017100	TTTGII	Liian		1 40101		- 40101		—
$\frac{64}{64}$ Hampton Roads Be	tway	City of Norfolk (N	Maint: 64)	1.07	66000	Ğ	97%	0%	1%	1%	1%	0%	F	0.072	F		71000	
	Combined	d Traffic Estimates for 3 Parallel	Roadways on t	his Route:	145000	G	98%	0%	0%	0%	1%	0%	F	NA			160000	
		To		IIS 13 SR	166 Northa	mnton B	lvd											
est		From	M = 1 = 1 = 0.4)					00/	40/	40/	40/	00/	_	0.000	_		00000	
Hampton Roads Be	•	City of Norfolk (N	,	2.20	90000	F	97%	0%	1%	1%	1%	0%	-	0.086	В		96000	
	Combined	d Traffic Estimates for 3 Parallel	l Roadways on t	his Route:	187000	F	98%	0%	1%	0%	1%	0%	F	NA			202000	
est est		To From	n:		I-264													_
$\frac{1}{4}$ Hampton Roads Be	ltway	City of Norfolk (M	Maint: 64)	0.83	75000	Α	97%	0%	1%	1%	1%	0%	С	0.1	Α		80000	
	Combined	d Traffic Estimates for 2 Parallel	l Roadways on t	his Route:	149000	Α	97%	0%	1%	1%	1%	0%	С	0.086	Α	0.572	159000	
		To	0:		L Virginia B													
est		From	m (Mainte C4)		ECL Norfoll		070/	00/	10/	10/	10/	00/	0	0.1	^		00000	
Hampton Roads Be	-	City of Virginia Bead	,	1.75	75000	A	97%	0%	1%	1%	1%	0%	С	0.1	A	0.570	80000	
	Combined	d Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	149000	Α	97%	0%	1%	1%	1%	0%	С	0.086	Α	0.572	159000	
est		To From	n:	In	dian River I	Rd												_
$\frac{33}{4}$ Hampton Roads Be	tway	City of Virginia Bead	ch (Maint: 64)	1.17	68000	G	100%	0%	0%	0%	0%	0%	С	0.082	F		76000	
	Combined	d Traffic Estimates for 2 Parallel	l Roadways on t	his Route:	138000	G	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	151000	
		To	0:		CL Chesapea	ake												
est		From	(14 : 1 0 4)		L Virginia B		1000/	00/	201	00/	00/	00/	•	0.000	_		70000	
Hampton Roads Be	•	City of Chesapeake	,	0.89	68000	G	100%	0%	0%	0%	0%	0%	C	0.082	F		76000	
	Combined	d Traffic Estimates for 2 Parallel	l Roadways on t	his Route:	138000	G	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	151000	
est		To From	n:	Gre	enbrier Park	way												_
$\frac{3}{4}$ Hampton Roads Be	tway	City of Chesapeake	e (Maint: 64)	2.10	46000	G	97%	0%	1%	1%	1%	0%	F	0.087	F		50000	
	Combined	d Traffic Estimates for 2 Parallel	Roadways on t	his Route:	92000	G	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	99000	
		To			68 Battlefield	d Blvd												
est		From	(NA : 1 OA)				070/	00/	40′	40/	40/	00/		0.000	_		F0000	
168 Hampton Roa	•	City of Chesapeake		0.50	52000	N	97%	0%	1%	1%	1%	0%	N	0.088	F		56000	
	Combined	d Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	112000 US 17	N	97%	0%	1%	1%	1%	0%	Ν	NA			121000	
est		From	n:	SR 16	68 Battlefield	d Blvd												_
(4) Hampton Roads Be	tway	City of Chesapeake	e (Maint: 64)	0.49	52000	G	97%	0%	1%	1%	1%	0%	F	0.088	F		56000	
	Combined	d Traffic Estimates for 2 Parallel	Roadways on t	his Route:	112000	G	97%	0%	1%	1%	1%	0%	F	0.073	F	0.558	121000	
		To			I-464													
est	de Delle	From	(Mainta 0.4)	0.44			000/	001	401	461	FC′	001	_	0.070	_		40000	
4) (17) Hampton Roa	•	City of Chesapeake	,	0.41	46000	G	93%	0%	1%	1%	5%	0%	-	0.076	F		48000	
	Combine	d Traffic Estimates for 2 Parallel	I Koadways on t	nıs Route:	93000	G	93%	0%	1%	1%	5%	0%	F	NA			98000	
est		To From	r:	SR 190	Great Brid	ge Blvd												_
Hampton Roa	ds Beltway	City of Chesapeake	e (Maint: 64)	3.86	47000	G	93%	0%	1%	1%	5%	0%	F	0.074	F		50000	
	•	d Traffic Estimates for 2 Parallel	. ,		94000	G	93%	0%	1%	1%	5%	0%	F	0.072	F		100000	
	2230	To	: : : : : : : : : : : : : : : : : : :		orge Washir							- / -	-		-			

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	US 17 Ge	orge Washir	ngton Hy	/V		27 000	7 0171010	TTTUI	Liiuii		1 40101		1 40101		
(64) Hampton Roads Beltway	City of Chesapeake		43000	G	93%	0%	1%	1%	5%	0%	F	0.077	F		45000	G
	Combined Traffic Estimates for 2 Parallel	,	87000	G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.551	92000	G
	To		US 460 Milit													
West	From:							4.57		0-1	_		_		4.4000	_
(64) Hampton Roads Beltway		,	42000	F	93%	0%	1%	1%	5%	0%	С	0.085	F		44000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	93000	G
	10.		I-264, I-664													
West	From:	(-1-t-04) 0.00	I-64 West									0.400	_		470	_
64 Ramp	City of Norfolk (M		450	G								0.132	F		470	G
		US 0	Ocean Vie	w Ave												
West	City of Norfolk (M	laint: 64) 0.18	I-64 West 2100									0.106	F		2200	G
Ramp	City of Noriok (M		60 4th View	G								0.106	Г		2200	G
	From	Us		v Si												
West Ramp	City of Norfolk (M	laint: 64) 0.15	I-64 West 4000	G								0.205	F		4200	G
64 Ramp	City of Norion (IV	0.13	Bay Ave	u								0.203	'		4200	G
IAI .	From:															
West 64 Ramp	City of Norfolk (M	L 0.11	I-64 West <b>5200</b>	F								0.120	F		5500	F
64) Hamp	To:		460 E, Granl									0.120	•		3300	•
Most	Fron:		I-64 West	0, 50												
West 64 Ramp	City of Norfolk (M	laint: 64) 0.26	4800	G								0.085	F		5100	G
64) Hamp	To:		65 Little Cre									0.000	•		0100	ď
West	From:		I-64 West													
Ramp	City of Norfolk (M	laint: 64) 0.11	5200	G								0.098	F		5600	G
	To:		68 S, Tidewa													
West	From:		I-64 West													
(64) Ramp	City of Norfolk (M	laint: 64) 0.21	4600	G								0.111	F		4900	G
	To:		8 N, Tidewa	ater Dr												
West	Fron:		I-64 West													
(64) Ramp	City of Norfolk (M	laint: 64) 0.25	9600	G								0.105	F		10000	G
	Tα	SR 194	N, Chesape	ake Blvd												
West	From:		I-64 West													
(64) Ramp	City of Norfolk (M	laint: 64) 0.18	4200	G	98%	0%	1%	0%	0%	0%	С	0.1	F		4500	G
$\overline{}$	To:	SR 24	7 W, Norvie	ew Ave												
West	From		I-64 West													
(64) Ramp	City of Norfolk (M	laint: 64) 0.13	4200	G	99%	0%	0%	0%	0%	0%	С	0.092	F		4400	G
$\overline{}$	To	SR 24	47 E, Norvie	w Ave												
West	From:		I-64 West													
64 Ramp	City of Norfolk (M		9900	G								0.094	F		11000	G
$\sim$	To:	R	lobin Hood I	Rd												

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

Route $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	K Factor	QK	Dir		
West Front I-64 West 24 Years 24 Years 25 Years 25 Years 25 Years 26 Years 26 Years 26 Years 27 Years	Factor			AAWDT	QW
And the second s			Factor		
(64) Ramp City of Noriolik (Maint: 64) 0.11 26000 G	0.1	F		00000	0
Tec I-64 West Exit 282B	0.1	г		28000	G
West I-64-W TO H.O.V. LANE	0.405	_		0000	0
Ramp City of Norfolk (Maint: 64) 0.09 3300 G	0.185	F		3300	G
Tcc I-64-R FROM I-64 WEST					
West I-64-W TO I-264 WEST	0.007	_		0000	_
Ramp City of Norfolk (Maint: 64) 0.13 9200 G	0.097	F		9200	G
Tax I-264-W013X FROM I-64 WEST					
West I-64-W TO I-264 EAST44		_			_
64         Ramp         City of Norfolk (Maint: 64)         0.23         27000         G	0.08	F		27000	G
To: I-264-E013X FROM I-64 WEST					
West I-64-W TO H.O.V.LANEMEDIAN					
(64) Ramp City of Norfolk (Maint: 64) 0.12 <b>3800 G</b> 100% 0% 0% 0% 0% 0% F	NA			4100	G
To: I-64-R I-64-R008A TO & FROM RT					
West I-64 West					
(64) Ramp City of Virginia Beach (Maint: 64) 0.22 5800 G	0.120	F		6200	G
Tox 134-7 W, Indian River Rd					
West I-64 West					
Ramp City of Virginia Beach (Maint: 64) 0.20 13000 G	0.091	F		14000	G
Tα 134-7 E, Indian River Rd					
West I-64 West Collector Rd					
(Maint: 64) 0.28 <b>6400 G</b> 95% 1% 1% 1% 2% 0% C	0.114	F		6800	G
To: 131-8665 W, Greenbrier Pkwy					
West I-64 West Collector Rd					
(64) Ramp City of Chesapeake (Maint: 64) 0.25 12000 G	0.088	F		12000	G
Tα 131-8665 E, Greenbrier Pkwy					
West I-64 West					
City of Chesapeake (Maint: 64) 0.66 20000 G	0.085	F		21000	G
West I-64 West Exit 289B Ramp to Greenbriar Pkwy East					
Get City of Chesapeake (Maint: 64) 0.10 8000 G	0.11	F		8500	G
Wood Ramp from Greenbriar Pkwy East					
West	0.007	_	0.770	1 1000	0
G4 Collector Rd City of Chesapeake (Maint: 64) 0.23 13000 G	0.087	F	0.773	14000	G
West I-64 West Exit 289A Ramp to Greenbriar Pkwy West					
City of Chesapeake (Maint: 64) 0.16 6600 G	0.101	F	0.826	7000	G
		-			-
West Ramp from Greenbriar Pkwy West					
G4 Collector Rd City of Chesapeake (Maint: 64) 0.14 20000 G	0.092	F	0.944	21000	G
Trr I-64 West					

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

Route	Jurisdiction	Length AADT	QA 4T	ire Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From	I-64 West Collect	or Rd		ZAXIE	JTANIC	IIIaii	ZITAII		1 actor		1 actor		
(64) (168) Ramp	City of Chesapeake (Maint: 6		<b>G</b> 86	% 1%	1%	2%	9%	1%	С	0.078	F		4400	G
	То	Bus SR 168 1												
Vest 64 Ramp From I-64 W to SR 168 S	City of Change also (Maint)	I-64 West Collect		0/ 00/	10/	00/	10/	00/	0	0.000	F		10000	0
Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 6	0.30 <b>9300</b> Bus SR 168 Battlefie		% 0%	1%	0%	1%	0%	С	0.098	Г		10000	G
lost	From	I-64 West	id Divd 5											
Vest 64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 6		G							0.079	F		16000	G
100)	To:	I-64 West Exit 2												
/est	From	I-64 W Exit 290									_			_
168 I-64 W Exit 290	City of Chesapeake (Maint: 6	(34) 0.10 <b>7800</b>	G							0.082	F		8300	G
Vest	To: From:	Ramp From Bus SR 168 Ba	ttlefield Blvd	S										
64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 6	0.20 <b>12000</b>	G							0.079	F	0.673	13000	G
	To	I-64 W Exit 29	0 S											
Vest 64) I-64 W Exit 290	City of Chesapeake (Maint: 6		G		-					0.085	F	0.536	8500	G
54) 1 64 W EXIL 230	ony of one-sapeake (waint. o									0.000	•	0.550	0300	
/est	From:	Ramp From Bus SR 168 Ba	ttlefield Blvd	N										
54) I-64 W Exit 290	City of Chesapeake (Maint: 6	(4) 0.35 <b>19000</b>	G							0.082	F		20000	G
/est	To: From:	Ramp to I-64 E Ex	tit 289											
64) I-64 W Exit 290	City of Chesapeake (Maint: 6	(4) 0.51 <b>11000</b>	G							0.087	F		12000	G
<u> </u>	To:	I-64 W												
/est	From	I-64 West Exit 291 Co												
Ramp	City of Chesapeake (Maint: 6		<b>G</b> 95	% 0%	1%	1%	3%	0%	F	0.106	F		4300	G
<u> </u>	To:	I-464; US 17	1											
/est	From:	I-64 West	G							0.000	_		0700	_
Ramp	City of Chesapeake (Maint: 6	0.49 <b>9100</b> Ramp from US 17			1					0.098	F		9700	G
/est	From	US 17-N017A FROM RT												
Ramp	City of Chesapeake (Maint: 6	-								NA			NA	
<u> </u>	To:	1SR 168-P FROM RT 64 WE	ST & 17 NOI	RTH										
Vest	From	I-64-W BEGIN COLL ROA	AD TO RT 46	54										
Ramp	City of Chesapeake (Maint: 6	0.40 <b>NA</b> I-64-W US 17-N01	70.0		i					NA			NA	
	Francis		/C Gap											
Vest 64) Ramp	City of Chesapeake (Maint: 6	I-64 West 0.20 <b>2500</b>	G							0.090	F		2700	G
04) 1 141111	Ta:	SR 190 Great Bridg			Ī					0.030	'		2100	u
Vest	From	I-64 West			1									
Ramp	City of Chesapeake (Maint: 6		<b>G</b> 95	% 0%	1%	1%	3%	0%	F	0.102	F		5800	G
	Tor	US 17												

### Virginia Department of Transportation Traffic Engineering Division 2019 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Length AAL	DT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From City of Changes (Maint CA)	I-64 W									0.076	F		E400	
Ramp	City of Chesapeake (Maint: 64)	0.23 <b>510</b> US 13 Militar									0.076	Г		5400	G
	From														
141)George Washington Hwy	City of Portsmouth	US 17 Frede		98%	1%	1%	0%	0%	0%	F	0.089	F	0.671	20000	F
141) see go 11 se migrem 1 my	Trail				. , 0	- 70	0,0	0,0	0,0	•	0.000	•	0.07		•
141 George Washington Hwy	City of Portsmouth	SR 337 E 0.48 <b>150</b> 0		98%	1%	1%	0%	0%	0%	F	0.092	F	0.706	16000	F
141 George Washington Tiwy	Oity of 1 oftsmouth			30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	'	0.032	•	0.700	10000	'
C#in albana Ct	To: From:	Portsmou		000/	10/	10/	00/	00/	00/		0.007		0.001	07000	
Effingham St	City of Portsmouth	0.76 <b>250</b> 0	00 F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.691	27000	F
	To: From:	I-26													
141 Effingham St	City of Portsmouth	0.18 <b>220</b> 0	00 F	98%	1%	1%	0%	0%	0%	F	0.073	F	0.526	24000	F
<u> </u>	To: From:	South	h St												
141)Effingham St	City of Portsmouth	0.25 <b>250</b> 0	00 G	98%	0%	1%	0%	0%	0%	F	0.07	F	0.568	27000	G
$\smile$	Too	High	St												
141)Effingham St	City of Portsmouth	0.06 <b>200</b> 0		98%	0%	1%	0%	0%	0%	F	0.071	F	0.641	21000	G
3	To:	London													
	Fron:	Effingha	am St												
141)London Blvd	City of Portsmouth	0.33 <b>190</b> 0	00 G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.64	20000	G
	To: From:	Elm A	Ave			$\neg$ $\vdash$									
141)London Blvd	City of Portsmouth	0.83 <b>250</b> 0	00 G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.692	26000	G
$\smile$	To:	M L King	Freeway												
	From:	SR 141 Effi	ingham St												
141)Ramp	Norfolk Maintenance Area	0.15 <b>120</b> 0	00 F								0.108	F		12000	F
$\mathcal{L}$	To:	I-264 l	East												
lorth	From:	SR 141 N, Ef	ffingham St												
141)Ramp	City of Portsmouth (Maint: 64)	0.30 610	00 F								0.135	F		6500	F
$\smile$	To:	I-264 V	West												
South	From:	SR 141 S, Ef	ffingham St												
141)Ramp	City of Portsmouth (Maint: 64)	0.14 <b>330</b>	00 F								0.143	F		3500	F
$\smile$	To:	I-264 V	West												
	From:	ECL Su	uffolk												
164)Western Freeway	City of Portsmouth (Maint: 64)	0.88 <b>590</b> 0	00 A	96%	0%	0%	1%	3%	0%	С	0.104	Α	0.572	66000	Α
$\mathcal{L}$	To	Towne Po	oint Rd												
164)Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>670</b> 0		98%	0%	1%	0%	0%	0%	F	0.09	F	0.626	NA	
101)	To														
164 Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>640</b> 0		96%	0%	0%	1%	3%	0%	F	0.09	F	0.626	61000	G
164) Western Freeway	Gity of Fortsmouth (Maint. 64)			JU 70	U-70	U 70	1 70	J 70	U 7/0	Г	0.09	1-	0.020	01000	G
	To: From	West Nor										_			
164 Western Freeway	City of Portsmouth (Maint: 64)	1.81 <b>570</b> 0		96%	0%	0%	1%	3%	0%	F	0.089	F	0.631	64000	G
$\sim$	To:	US 58, SR 337 Marti	in Luther Kir	g Fwy											

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus US 17 George Washington												
165 Moses Grandy Trail	City of Chesapeake	2.70 <b>13000 G</b>	98%	1%	1%	0%	0%	0%	С	0.099	F	0.519	14000	G
<u> </u>	To: From:	US 17 Dominion Blvd												
165)Cedar Rd	City of Chesapeake	0.28 <b>27000 G</b>	98%	1%	1%	0%	0%	0%	С	0.09	F	0.535	28000	G
$\bigcirc$	Toc	Bells Mill Rd West			<u> </u>									
165)Cedar Rd	City of Chesapeake	2.01 <b>31000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	F	0.529	33000	G
103)	T-													
Coder Dd	City of Change also	131-8798 Bells Mill Rd Ea		10/	10/	00/	00/	0%	F	0.001	F	0.57	20000	(
165 Cedar Rd	City of Chesapeake	1.73 <b>28000 G</b>	98%	1%	1%	0%	0%	0%	Г	0.081	Г	0.57	30000	(
Bus	To: From:	Bus SR 168 Battlefield Bly	vd											
165) (168) Battlefield Blvd	City of Chesapeake	0.26 <b>32000 G</b>	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	NA	
163) (168) Sattlement 2.14	only or orrosapound			0,0		0,0	0,0	0,0	Ū	0.000	•	0.000		
	From	BUS SR 168 Battlefield Bl		40/		40/	40/	00/		0.400	_	0.040	00000	
165 Mt Pleasant Rd	City of Chesapeake	0.75 <b>19000 G</b>	97%	1%	1%	1%	1%	0%	F	0.102	F	0.613	20000	(
<u> </u>	To: From:	SR 168 Great Bridge Bypa	SS											
165)Mt Pleasant Rd	City of Chesapeake	2.57 <b>19000 G</b>	97%	1%	1%	1%	1%	0%	С	0.097	F	0.511	21000	(
	To	131-866 Centerville Tpke												
165)Mt Pleasant Rd	City of Chesapeake	4.53 <b>10000 G</b>	97%	0%	1%	1%	1%	0%	С	0.110	F	0.558	11000	(
165 Jivit i leasant riu	Oity of Offesapeake			0 /6	1 /0	1 /0	1 /0	0 /6	O	0.110	•	0.550	11000	`
	To: From:	131-8667 Fentress Airfield												
165 Mt Pleasant Rd	City of Chesapeake	0.91 <b>11000 G</b>	97%	0%	1%	1%	1%	0%	F	0.116	F	0.661	12000	(
	To:	WCL Virginia Beach	. 51											
Kamana illa Del	City of Novfolk	WCL Virginia Beach, SR 403 Nev		10/	10/	00/	00/	00/	_	0.000	_	0.051	01000	,
165 Kempsville Rd	City of Norfolk	1.00 <b>20000 G</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.651	21000	(
	To: From:	US 58 Virginia Beach Blv												
165)Kempsville Rd	City of Norfolk	1.57 <b>11000 G</b>	98%	1%	1%	0%	0%	0%	F	0.101	F	0.587	12000	(
$\smile$	To:	US 13 Northampton Blvd	l											
	From:	Kempsville Rd							_		_			
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>27000 G</b>	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	29000	(
$\bigcirc$ $\bigcirc$ $\bigcirc$	To: From:	SR 166, US13												
Military I luny North		US 13 Northampton Blvd; SR 166 Prin			10/	00/	00/	00/	F	0.085	F	0 505	27000	(
165 Military Hwy North	City of Norfolk	0.62 <b>35000 G</b>	97%	1%	1%	0%	0%	0%	Г	0.065	Г	0.535	37000	,
	To: From:	I-64												
165)Military Hwy North	City of Norfolk	0.60 <b>21000 G</b>	97%	1%	1%	0%	0%	0%	F	0.084	F	0.577	23000	(
$\smile$	To	SR 192 Azalea Garden Ro	d											
165 Military Hwy North	City of Norfolk	0.39 <b>19000 G</b>	97%	1%	1%	0%	0%	0%	С	0.085	F	0.551	20000	(
100)														
NATION OF THE PARTY OF THE PART	From:	SR 247 Norview Ave	070/	40/		00/	00/	00/		0.004	_	0.544	00000	
165 Military Hwy North	City of Norfolk	1.65 <b>21000 G</b>	97%	1%	1%	0%	0%	0%	F	0.084	F	0.511	23000	(
<u>~</u>	To: From	SR 170 Little Creek Rd												
165)Little Creek Rd	City of Norfolk	0.12 <b>35000 F</b>	96%	1%	1%	1%	1%	0%	С	0.085	F	0.536	NA	
<u> </u>	To	SR 194 Chesapeake Blvd	ı											
165 Little Creek Rd	City of Norfolk	0.58 <b>24000 G</b>	97%	1%	1%	1%	1%	0%	F	0.091	F	0.585	26000	(
165 Little Creek Rd	City of Norioik			1 /0	1 /0	1 /0	1 /0	0 /0	'	0.031	'	0.303	20000	
		Tidewater & Sewells Point	ĸα											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Tidewater & Sewells													
165)Little Creek Rd	City of Norfolk	0.86 <b>22000</b>	G S	97%	1%	1%	1%	1%	0%	F	0.101	F	0.672	24000	G
$\mathcal{L}$	Tox	NHS Chang	e												
	Fron:	I-64		2701	40/		40/	40/	00/	_	0.074	_	0.505	07000	
165 Little Creek Rd	City of Norfolk	0.36 <b>25000</b>	G 9	97%	1%	1%	1%	1%	0%	F	0.074	F	0.525	27000	•
	To: From:	US 460 Granb	y St												
165)Little Creek Rd	City of Norfolk	1.19 <b>21000</b>	G S	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	22000	•
<u> </u>	To: From:	Diven St													
165)Little Creek Rd	City of Norfolk	0.78 <b>12000</b>	G S	98%	1%	1%	0%	0%	0%	F	0.084	F	0.582	12000	
	To:	SR 337 Hamptor	n Blvd												
	From:	SR 165 Little Cre	ek Rd												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>5500</b>	G								0.084	F		5800	(
	To:	I-64 East													
Vorth	From:	SR 165 N, Military F	Iwy North												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>	1117 1101111								NA			NA	
100)	To	D 1: II 1D1	D.												
North	From:	Robin Hood Rd	Kamp												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>8200</b>	G								0.102	F		8700	
<u> </u>	To:	I-64 West													
	Fron:	US 17 Dominion													
166)Bainbridge Blvd	City of Chesapeake	2.05 <b>2000</b>	<b>G</b> 8	39%	1%	2%	4%	4%	0%	F	0.093	F	0.682	2200	
<u> </u>	Tox	SR 190 Great Brid	ge Blvd												
166 Bainbridge Blvd	City of Chesapeake	0.69 <b>7600</b>		39%	1%	2%	4%	4%	0%	С	0.101	F	0.578	8700	
3	To														
166) 460 Bainbridge Blvd	City of Chesapeake	US 13 Military 0.74 <b>11000</b>		95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	12000	(
166 (460) Bainbridge Blvd	Oity of Offesapeake	0.74 11000	<b>u</b>	)J /6	1 /0	1 /6	1 /0	2/0	0 /6	'	0.103	•	0.501	12000	
	To: From:	Freeman Av											2 = 2 4		
166 (460) Bainbridge Blvd	City of Chesapeake	1.25 <b>10000</b>	<b>G</b> 9	95%	1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	(
<u> </u>	To: From:	Chesapeake l	Dr												
166) 460 Bainbridge Blvd	City of Chesapeake	0.81 <b>8900</b>	<b>G</b> 9	95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9400	(
	To:	SR 337 Poindex													
	From:	Bainbridge B		2001	40/	401	00/	00/	00/	_	0.440	_	0.000	0000	
166 460 Poindexter St	City of Chesapeake	0.56 <b>7800</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8200	•
	To: From:	Liberty St													
166)(460)22nd St	City of Chesapeake	0.39 <b>5900</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6200	(
	To:	SCL Norfol													
Wilson Dd	From:	NCL Chesape		200/	10/	10/	00/	00/	00/	_	0.4	_	0.540	7000	
166 460 Wilson Rd	City of Norfolk	0.65 7300		98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	7800	(
<u></u>	To: From:	Campostella A Wilson Rd													
166)(460)(168) Campostella Rd	City of Norfolk	0.73 <b>52000</b>		95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	57000	(
166 460 168 Campostella Rd	Tre	Kimball Ter		,,,,	1 /0	- /0	1 /0	_ /0	0 /0	'	0.110	•	0.700	0,000	,

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

						Tru	ıck			K	a.,	Dir		
Route	Jurisdiction	Length AADT Q	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
Dramblaton Ave	From:	Kimball Terr	000/	00/	10/	00/	00/	00/	_	0.000	F	0.014	NIA	
166 460 168 Brambleton Ave	City of Norfolk	0.30 <b>47000 F</b>	99%	0%	1%	0%	0%	0%	F	0.082	г	0.614	NA	
Pork Avo	City of Norfolk	US 460 Brambleton Av 0.45 <b>13000</b> G		1%	1%	0%	0%	0%	С	0.098	F	0.523	15000	G
166 Park Ave	City of Norloik		97%	170	176	0%	0%	0%	C	0.096	Г	0.523	15000	G
Pork Avo	City of Norfalk	US 58 Va Beach Blvd 0.14 <b>12000</b> G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.556	14000	G
166 Park Ave	City of Norfolk	0.14 <b>12000</b> G	9170	170	1 70	0%	0%	0%	Г	0.101	Г	0.556	14000	G
	From	Park Ave												
166) Princess Anne Rd	City of Norfolk	0.65 <b>18000 G</b>	97%	1%	1%	1%	1%	0%	F	0.087	F	0.505	20000	G
<u> </u>	To: From	Merrimac Ave												
166) Princess Anne Rd	City of Norfolk	0.30 <b>19000 G</b>	97%	1%	1%	1%	1%	0%	F	0.088	F	0.522	21000	G
	To- From	Ballentine Blvd												
166) Princess Anne Rd	City of Norfolk	0.95 <b>21000 A</b>	97%	1%	1%	1%	1%	0%	С	0.100	Α	0.551	23000	Α
	To- From	Azalea Garden Rd												
166) Princess Anne Rd	City of Norfolk	1.46 <b>19000 G</b>	97%	1%	1%	1%	1%	0%	F	0.086	F	0.537	21000	G
	To- From	US 13 Military Hwy												
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>27000 G</b>		1%	1%	0%	1%	0%	F	0.095	F	0.538	29000	G
	To: From	SR 165 Princess Anne F SR 165 Military Hwy	.d											
166) (13) Northampton Blvd	City of Norfolk	0.62 <b>38000 G</b>	96%	0%	1%	1%	2%	0%	F	0.092	F	0.602	40000	(
	To	I-64												
166) (13) Northampton Blvd	City of Norfolk	0.20 <b>89000 G</b>	96%	0%	1%	1%	2%	0%	F	0.081	F	0.557	92000	G
	To:	CL Virginia Beach												
	From	North Carolina State Lin	ie											
168 Battlefield Blvd	City of Chesapeake	1.79 <b>27000 A</b>	97%	1%	1%	1%	1%	0%	С	0.149	Α	0.54	26000	P
<u> </u>	To- From	Bus SR 168 Battlefield Blvd; Ga	llbush Rd											
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.92 <b>11000 G</b>	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	9900	C
<u> </u>	FIGH	SR 168 Battlefield Blvd; Near In	dian Creek I	Rd										
168)Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.94 <b>11000 G</b>	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	9900	G
<u> </u>	To: From	Hillcrest Pkwy												
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	0.25 <b>38000 G</b>	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	35000	C
<u> </u>	To: From	End Toll Road												
168)Great Bridge Bypass	City of Chesapeake	1.76 <b>38000 G</b>	97%	1%	1%	1%	1%	0%	F	0.09	F	0.673	35000	C
<u> </u>	To: From	Bus SR 168 Battlefield B	lvd											
168 Great Bridge Bypass	City of Chesapeake	0.20 <b>34000 G</b>	97%	1%	1%	1%	1%	0%	F	0.079	F	0.609	32000	(
<u> </u>	To: From:	Hanbury Rd												
168) Great Bridge Bypass	City of Chesapeake	1.50 <b>50000 G</b>	97%	1%	1%	1%	1%	0%	F	0.084	F	0.675	47000	(
$\smile$	To: From	SR 165 Mt Pleasant Ro	<u> </u>											
168)Great Bridge Bypass	City of Chesapeake	2.49 <b>72000 G</b>	97%	1%	1%	1%	1%	0%	F	0.093	F	0.669	68000	(
$\smile$	Tα	Bus SR 168 Battlefield B	lvd											

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

		110110111	viairiteria	1100 7 110	<u></u>			Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		le 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus SR	168 Battlef	ield Blvd												
168 Oak Grove Connector	City of Chesapeake	1.82	72000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.61	68000	G
	To: From:		I-64													
168 64 Hampton Roads Beltway	City of Chesapeake (Maint: 64)							rectional t					s seg	ment.		
Combined	Traffic Estimates for 2 Parallel Roadways				97%	0%	1%	1%	1%	0%	Ν	NA			121000	١
	From:		I-64; US 17 R 168 CD I													
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)				S	ee I-64	for di	rectional t	raffic vo	lume es	timat	es for this	seg	ment.		
	Toc	Ramr	to Bus SR	168 S												
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)		to Bus BIL	100 5	S	ee I-64	for di	rectional t	raffic vo	lume es	timat	es for this	seg	ment.		
	Too	Ram	p From SR	168 S												
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20	p i roin sic	100 5	S	ee I-64	for di	rectional t	raffic vo	lume es	timat	es for this	seg	ment.		
1007 (0.47)	To:	Ramp to	SR 168, Bu	ıs SR 168	3											
	From:		p to Bus SF	R 168												
168 64 Ramp	City of Chesapeake (Maint: 64)	0.18			S	iee I-64	for di	rectional t	raffic vo	lume es	stimate	es for this	seg	ment.		
Bus	To: From:		Bus SR 168	3												
168 (168) Battlefield Blvd	City of Chesapeake	0.35	72000	N	99%	0%	1%	0%	0%	0%	Ν	0.08	F	0.509	77000	
	To:		nd Bus SR 1													
Dawle Calal Dhad	From:		I-64; US 17		000/	40/		40/	00/	00/	_	0.000	F	0.540	40000	
168 Battlefield Blvd	City of Chesapeake	0.54	37000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.548	40000	(
	To: From:		13 Military		000/	40/		10/	00/	00/		0.000		0.510	05000	
168 Battlefield Blvd	City of Chesapeake	0.47	23000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.519	25000	(
	To: From:		ampostella													
168 Atlantic Ave	City of Chesapeake	0.42	16000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.542	18000	(
	To- From:		rovidence F													
168 Atlantic Ave	City of Chesapeake	1.16	17000	Α	96%	1%	1%	1%	2%	0%	С	0.114	Α	0.515	19000	,
<u> </u>	To: From	Old	Atlantic Av	enue												
Atlantic Ave	City of Chesapeake	0.39	10000	G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.56	11000	(
	To: From	SR	246 Liberty	/ Rd			<u> </u>									
168)Campostella Rd	City of Chesapeake	0.35	16000	G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.599	18000	(
$\smile$	To		SCL Norfol	k			$\neg$									
168)Campostella Rd	City of Norfolk	0.52	19000	G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.601	21000	
<u> </u>	To:	SR 40	7 Indian Ri	ver Rd												
168)Campostella Rd	City of Norfolk	0.26	25000	G	96%	1%	1%	1%	2%	0%	F	0.103	F	0.62	27000	(
	Ter	US	460 Wilson													
	From		Wilson Rd		0557	4			051	021	_	0.4.0	_	0.700		
168 460 166 Campostella Rd	City of Norfolk	0.73	52000	G	95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	57000	(
	To: From		Kimball Ter				-									
168)(460)(166)Brambleton Ave	City of Norfolk	0.30	47000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.614	NA	
$\sim$ $\sim$	To:		Park Ave													

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	Fronc	Park Ave													
168 (460) Brambleton Ave	City of Norfolk	0.40 <b>39000</b>	F	97%	1%	1%	0%	1%	0%	С	0.082	F	0.558	NA	
	To: From:	Brambleton													
168) Tidewater Dr	City of Norfolk	0.31 <b>35000</b>	F	95%	1%	1%	1%	2%	0%	С	0.082	F	0.508	NA	
<u> </u>	To: From:	US 58 Va Beac	h Blvd												
168)Tidewater Dr	City of Norfolk	0.89 <b>34000</b>	F	98%	0%	1%	0%	1%	0%	F	0.081	F	0.503	NA	
<u> </u>	To: From	Lindenwood	Ave												
168)Tidewater Dr	City of Norfolk	0.81 <b>32000</b>	F	98%	0%	1%	0%	1%	0%	F	0.080	F	0.514	NA	
<u> </u>	To: From	Cromwell	Dr												
168)Tidewater Dr	City of Norfolk	1.03 <b>39000</b>	F	98%	0%	1%	0%	1%	0%	С	0.088	В	0.516	43000	F
	To: From	Norview A	ve												
168 Tidewater Dr	City of Norfolk	1.11 <b>45000</b>	F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.517	NA	
$\overline{}$	To: From	I-64				<u> </u>									
168 Tidewater Dr	City of Norfolk	0.60 <b>32000</b>	F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.618	NA	
	To: From:	SR 165 Little Ci	eek Rd			<u> </u>									
168 Tidewater Dr	City of Norfolk	1.29 <b>19000</b>	G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.630	20000	G
	To: From:	Bay View B	lvd			<u> </u>									
168 Tidewater Dr	City of Norfolk	1.01 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.532	13000	G
$\smile$	To: From:	US 460 Gran	by St			$\neg$ $\vdash$									
168 Tidewater Dr	City of Norfolk	0.75 <b>8900</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.636	9500	G
	To:	US 60 Ocean Vi	ew Ave												
North	From	SR 168; 1SR 168-P SI	R 168-N0	15B											
168)Ramp	City of Chesapeake (Maint: 64)										NA			NA	
	10.	US 17-N017C TO R													
North	City of Chesapeake (Maint: 64)	SR 168; 1SR 168-P SI 0.28 <b>NA</b>	R 168-N0	15A							NA			NA	
168 Ramp	City of Chesapeake (Maint. 64)										INA			INA	
North	To: From:	SR 168-N015C TO RT 1	7 SOUTH	I & 190											
168 Ramp	City of Chesapeake (Maint: 64)	0.05 <b>20000</b>	G								0.110	F		21000	G
Newth	To: To: Trom:	S 17-N017B FROM RT 17 N	NORTH T	O 464 NC	)R	<u> </u>									
North 168 Ramp	City of Chesapeake (Maint: 64)	0.07 <b>5900</b>	G								0.127	F		6300	G
100)	To:	I-64-W291A US									0	•		0000	<u> </u>
North	From	SR 168-N015B TO RT 1	7 SOUTH	I & 190		l									
168)Ramp	City of Chesapeake (Maint: 64)										NA			NA	
$\smile$	To:	SR 168-S015A TO RT 17	SOUTH	l & 190											
North	From	SR 168 N, Tidev	vater Dr												
1 <sub>68</sub> )Ramp	City of Norfolk (Maint: 64)	0.27 <b>6000</b>	G								0.092	F		6300	G
$\smile$	Tα	I-64 Wes	t												

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q۱
North	From:	SR 168 Tidewate	r Dr												
168)Ramp	City of Norfolk (Maint: 64)	0.20 <b>5500</b>	G								0.094	F		5900	(
<u> </u>	To:	I-64 East													
South	From	1SR 168-P TO RT	Γ 190												
168)Ramp	City of Chesapeake (Maint: 64)	0.13 <b>16000</b>	G								0.084	F		17000	
	To. From	SR 168-N015C TO RT 17 S	SOUTH	& 190		$\neg$ $\vdash$									
South 168 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>NA</b>									NA			NA	
168 / 161115	To:	US 17 SR 190 FROM & TO	) RT 464	1 64 &		_					1471			1471	
South	From	SR 168 S, Tidewat		.,0 . &											_
168 Ramp	City of Norfolk (Maint: 64)	0.17 <b>3700</b>	G								0.086	F		4000	
166). 14.115	To:	I-64 East				_					0.000	•		1000	
outh	From	SR 168 Tidewate	or Dr												=
168)Ramp	City of Norfolk (Maint: 64)	0.13 <b>3300</b>	G								0.096	F		3500	
100)	To:	I-64 West													
	From:	SR 168 south of Inte	rchange												_
SR 168 SB From I 464 S to south	of Interchange City of Chesapeake	0.55 <b>NA</b>	renunge								NA			NA	
180	To:	I-464 S													
Bus	From:	SR 168 Chesapeake Expresswa	v: Battle	field Blvd	i										
168 Battlefield Blvd	City of Chesapeake	2.70 <b>15000</b>	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.630	16000	
	To	Indian Creek R	o d												
Bus	From:														
Battlefield Blvd	City of Chesapeake	1.55 <b>19000</b>	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.599	20000	
Bus	To: From	Centerville Tpl	ke												
Battlefield Blvd	City of Chesapeake	3.78 <b>22000</b>	G	97%	1%	1%	1%	1%	0%	F	0.121	F	0.553	23000	
100)	Tec						.,.	. , .		-	•	-			
Bus	From:	SR 168 Great Bridge													
Battlefield Blvd	City of Chesapeake	0.28 <b>11000</b>	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	12000	
Du-	To: From	131-8802 Hanbur	y Rd			$\neg$									
Bus 168)Battlefield Blvd	City of Chesapeake	1.70 <b>13000</b>	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	14000	
166) Battleffeld Bivd	ony or onesapeane				0 70		070	0 70	0 70	•	0.100	•	0.007	14000	
Bus	From:	SR 165 S, Mount Pleasant Ro	d, Johnst	own Rd											_
168 165 Battlefield Blvd	City of Chesapeake	0.26 <b>32000</b>	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	NA	
	To:	SR 165 North; Ceda	ır Road			_									
Bus 168)Battlefield Blvd	City of Chesapeake	1.24 39000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.664	42000	
168 Battielleid Bivd	Only of Offesapeake			JJ 70	U 70	I 70	U 70	U-76	U-76	Г	0.094	Г	0.004	42000	
Bus	To: From:	SR 190 Great Bridg	ge Blvd												_
168 Battlefield Blvd	City of Chesapeake	0.17 <b>37000</b>	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.566	39000	
$\smile$	Too	SR 168 Great Bridge	Bypase												
Bus	From L		•	000/	00/		00/	00/	00/	_	0.000	_	0.055	45000	
168 Battlefield Blvd	City of Chesapeake	1.39 42000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.657	45000	(
$\smile$	Tα	Hollywood Rd; Oak C	Grove Rd												

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

_					_		Tru	ıck		_	K	_	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Hollywood Rd;													
168 Battlefield Blvd	City of Chesapeake	0.68 <b>530</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.622	57000	G
Bus	To: From:	Volvo	Pkwy			<u> </u>									
168)Battlefield Blvd	City of Chesapeake	0.58 720	00 G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.509	77000	(
108) - 411-1012 - 112	To To							• , •							
Bus	From:	I-6													
168 168 Battlefield Blvd	City of Chesapeake	0.35 <b>720</b>		99%	0%	1%	0%	0%	0%	N	0.08	F	0.509	77000	1
$\bigcirc$	To:	SR 168 Batt	lefield Blvd												
Bus	From:	Bus SR 1										_			
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 100		99%	0%	0%	0%	0%	0%	С	0.083	F		11000	(
	100	I-64 West C													
Bus	From:	Bus SR 1		070/	00/	10/	00/	40/	00/	_	0.070	_		0000	
68 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	0.18 <b>87</b> 0		97%	0%	1%	0%	1%	0%	С	0.076	F		9300	•
	-	I-64 East C													
Bus	City of Chesapeake (Maint: 64)	SR 168 Battle 0.17 <b>43</b> 0		0.40/	00/	20/	1%	20/	00/	0	0.076	F		4600	
68) Ramp	To:	0.17 <b>43</b> 0 I-64 West C		94%	0%	2%	1 70	3%	0%	С	0.076	Г		4600	
	France														
<sub>8us</sub> <sub>68</sub> )Ramp	City of Chesapeake (Maint: 64)	Bus SR 168 Ba 0.35 <b>42</b>		86%	1%	1%	2%	9%	1%	С	0.078	F		4400	
68 Mainp	Tra	0.33 <b>42</b> 0		00 /6	1 /0	1 /0	2/0	3 /0	1 /0	C	0.076	'		4400	
	From:														
70)Little Creek Rd	City of Norfolk	SR 165 N M 1.08 <b>240</b>		98%	0%	1%	0%	1%	0%	F	0.081	F	0.515	26000	
70) Entire Greek Fla	City of Norton			0070	0 70	170	0 70	1 /0	0 70	•	0.001	•	0.010	20000	
70)Little Creek Rd	City of Norfolk	Halprin 0.48 <b>220</b>		98%	0%	1%	0%	1%	0%	F	0.091	F	0.525	24000	
70 Little Creek Ad	City of Norioik			90%	0%	1 76	0%	1 70	0%	Г	0.091	Г	0.525	24000	,
	Front	SR 192 Azale		000/	00/		00/	40/	00/		0.000	_	0.510	00000	
70 Little Creek Rd	City of Norfolk	1.09 210		98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	23000	•
	From	US 60 Sh													
90)Great Bridge Blvd	City of Chesapeake	SR 166 Bain 0.83 <b>41</b>		89%	3%	1%	3%	3%	0%	С	0.110	F	0.705	4300	
90 Great Bridge Bivd	City of Chesapeake			09%	3%	1 76	3%	3%	0%	C	0.110	Г	0.703	4300	(
	Front	131-8763 Car		000/	00/		201	00/	00/		0.440	_	0.705	0700	
90) Great Bridge Blvd	City of Chesapeake	0.30 82	00 G	89%	3%	1%	3%	3%	0%	F	0.110	F	0.705	8700	•
	To: From:	I-6													
90 Great Bridge Blvd	City of Chesapeake	0.26 <b>130</b>	00 G	96%	2%	1%	0%	0%	0%	F	0.096	F	0.694	14000	•
<u></u>	To: From:	US 17 Don	ninion Blvd			-									
90)Great Bridge Blvd	City of Chesapeake	2.34 <b>140</b>	000 G	96%	2%	1%	0%	0%	0%	С	0.095	F	0.665	15000	(
	To	Bus SR 168 B	attlefield Blve	1		<u> </u>									
90) Kempsville Rd	City of Chesapeake	0.48 <b>320</b>	00 G	98%	0%	0%	1%	1%	0%	F	0.087	F	0.578	34000	(
$\mathcal{L}$	Too	Clearfie	ld Ave												
90) Kempsville Rd	City of Chesapeake	0.81 <b>320</b>		98%	0%	0%	1%	1%	0%	С	0.088	F	0.512	34000	(
130)	Tor	Greenbri				i i				-					

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

Devite	Lorde alleaters	l. a sa adda	44DT 04	4	D		Tru	ıck		00	K	01/	Dir	AAVADT	
Route	Jurisdiction	Length I	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		nbrier Pkwy												
(90) Kempsville Rd	City of Chesapeake	1.81	22000 G	99%	0%	0%	1%	0%	0%	F	0.096	F	0.562	23000	G
<u> </u>	To- From:	Vo	lvo Pkwy												
190)Kempsville Rd	City of Chesapeake	0.49	20000 G	99%	0%	0%	1%	0%	0%	F	0.097	F	0.541	21000	C
$\smile$	To:	WCL V	Virginia Beach												
	From:	SR 191,	S Military Hwy												
191) (13) (460)	City of Chesapeake	0.18	7900 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8400	(
	To:		INE BLVD												
	From:		Airline Blvd							_		_			
191 Jolliff Rd	City of Chesapeake	2.22	3600 G	96%	1%	1%	1%	0%	0%	С	0.122	F	0.676	3800	(
	To: From:	Dock	Landing Rd												
191)Jolliff Rd	City of Chesapeake	0.91	4100 G	98%	0%	1%	0%	0%	0%	С	0.111	F	0.527	4400	(
	То:	SR 337 F	Portsmouth Blvd												
	From:	SR 165	Military Hwy												
192) Azalea Garden Rd	City of Norfolk		14000 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.594	14000	(
192)	To:		0 Little Creek												
	From		rincess Anne Rd												
194) Sewells Point Rd	City of Norfolk		14000 G	97%	1%	2%	1%	1%	0%	С	0.091	F	0.506	15000	(
194) Sewells Fount Fla	To:		apeake Blvd	01 70	1 /0		1 /0	1 /0	0 /0	O	0.001	•	0.000	10000	`
	From:		rview Ave												
194)Chesapeake Blvd	City of Norfolk	0.87 1	17000 G	97%	1%	2%	1%	1%	0%	F	0.090	F	0.535	18000	(
	To		I-64												
194)Chesapeake Blvd	City of Norfolk	0.85	25000 G	97%	1%	1%	0%	0%	0%	F	0.077	F	0.587	27000	(
194 Onesapeane Biva	Oity of Norion			01 70	1 70	1 70	0 70	0 70	0 /0	•	0.077	•	0.007	27000	`
	From		Little Creek Rd				221	221	221			_		0.4000	_
194) Chesapeake Blvd	City of Norfolk	1.31 2	22000 G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.575	24000	C
<u> </u>	To: From:	Bay	View Blvd												
194)Chesapeake Blvd	City of Norfolk	0.61 1	11000 G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.516	12000	C
$\smile$	Toc	Che	sapeake St												
194)Chesapeake Blvd	City of Norfolk		5800 G	97%	1%	1%	0%	0%	0%	С	0.089	F	0.513	6200	
194)	To:		cean View Ave				-,-	• , •		_		-			
North	From		Chesapeake Blv	d											_
194)Ramp	City of Norfolk (Maint: 64)		1700 G	u							0.095	F		1900	(
194) (1811)	To:		64 West								0.033	•		1300	•
	From:					<u> </u>									
South			Chesapeake Blv	d							0.107	г		0000	_
194 Ramp	City of Norfolk (Maint: 64)		9200 G								0.107	F		9800	G
	10.		-64 East												
	From:		Military Hwy			_ إ			_	_		_			_
196) Canal Dr	City of Chesapeake		20000 G	98%	0%	0%	1%	0%	0%	С	0.081	F	0.508	21000	(
$\smile$	To:	US 17 Georg	ge Washington H	wy											

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		7 Portsmout													
239 Victory Blvd	City of Portsmo	outh 0.22	7800	F	95%	1%	1%	1%	2%	0%	F	0.094	F	0.577	8300	F
<u> </u>	To: From:		58 Airline I	Blvd												
239 Victory Blvd	City of Portsmo	outh 0.33	19000	F	95%	1%	1%	1%	2%	0%	F	0.083	F	0.508	20000	F
$\smile$	To:		I-264													
239 Victory Blvd	City of Portsmo	outh 0.59	23000	F	95%	1%	1%	1%	2%	0%	С	0.082	F	0.506	25000	F
	To	(	Greenwood I	Or												
239 Victory Blvd	City of Portsmo		18000	F	95%	1%	1%	1%	2%	0%	F	0.082	F	0.537	19000	F
	To:	De	eep Creek B	lvd												
239 Victory Blvd	From: <b>∟</b> City of Portsmo		19000	F	93%	0%	1%	1%	4%	0%	F	0.081	F	0.576	20000	F
200)	To															
239)Victory Blvd	Front City of Portsmo		orge Washir	ngton Hy G	93%	0%	1%	1%	4%	0%	С	0.102	F	0.772	11000	G
239 Violory Biva	Oity of 1 oftonio	0.42			0070	0 70		1 70	170	0 70	Ü	0.102	•	0.772	11000	
	Prom:		Frailey Pl		000/	00/		40/	40/	00/		0.440	_	0.700	7000	F
239 Victory Blvd	City of Portsmo	outh 0.83	7200	F	93%	0%	1%	1%	4%	0%	F	0.113	F	0.708	7600	r
$\overline{}$	To: From:		Afton Pkwy													
239 Victory Blvd	City of Portsmo		7800	F	93%	0%	1%	1%	4%	0%	F	0.114	F	0.715	8300	F
<u> </u>	To:	SI	R 337 Elm A	ve												
	From	SR 239 I-264-V		AND FR	OM RT											
239 Ramp	City of Portsmouth (M		NA									NA			NA	
<u> </u>	To: From		MONT AVE Belmont Ave													
239)Ramp	City of Portsmouth (N		5600	F								0.088	F		6000	F
239 1141116	To:	viaint. 0+) 0.11	I-264 West									0.000	•		0000	
	From		Cavalier Blv													
239)Ramp	City of Portsmouth (N		8500	F								0.074	F		9000	F
239 1141116	To:	viaint. 0+) 0.10	I-264 East	•								0.07 4	•		0000	
	From	LIC	160 Poindex	tor Ct												
246)Liberty St	City of Chesape		7100	G	97%	1%	1%	0%	0%	0%	С	0.091	F	0.533	7500	
246 Liberty Ot	City of Chesape				01 70	1 /0		0 70	0 /0	0 70	Ü	0.001	•	0.000	7000	`
Liboute Ot	From _		Latham Stree		070/	10/	10/	00/	00/	00/		0.000		0.500	4000	(
Liberty St	City of Chesape		4500	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.539	4800	(
			68 Camposte													
a call Octh Ct	Prom.		37 Hampton		070/	10/	10/	10/	10/	00/	_	0.105	_		4000	,
247 26th St	City of Norfoll		4000	G	97%	1%	1%	1%	1%	0%	-	0.105	F	0.000	4300	(
_	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Houte:	13000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	14000	(
	To: From:		Colonial Av													
247)26th St	City of Norfoll		9500	G	97%	1%	1%	1%	1%	0%	F	0.105	F		10000	C
$\smile$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.611	20000	G
	To:	I	lewellyn Av	/e												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From		lewellyn Av													
247) 26th St	City of Norf		10000	G	97%	1%	1%	1%	1%	0%	F	0.099	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	G
	To:		Ionticello A													
247)26th St	City of Norf		9900	G	97%	1%	1%	1%	1%	0%	С	0.095	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.581	21000	G
	Tec From		Church St													
247)26th St	City of Norf	olk 0.21	9400	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.582	10000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.533	21000	G
	To		27th St				$\neg$ $\vdash$									
247)Lafayette Blvd	City of Norf	olk 1.07	17000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.513	18000	G
	To:	SR 1	68 Tidewate	er Dr												
247)Lafayette Blvd	City of Norf		17000	G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.505	18000	G
247) = 3.10	To:		nesapeake B							- , -	_		-			
	From:		afayette Blv													
<sub>247</sub> )Chesapeake Blvd	City of Norf		18000	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.513	19000	G
<u> </u>	To:		4 Sewells Po													
Norview Ave	City of Norf		nesapeake B 22000	G	97%	1%	1%	0%	0%	0%	_	0.08	F	0.511	24000	G
247 Norview Ave	City of Nori	UIK 0.29		G	9170	1 70	1 70	0%	076	0%	Г	0.06	Г	0.511	24000	G
	To: From:	-11-	I-64		000/	00/	10/	00/	00/	00/	С	0.000	F	0.540	07000	
Norview Ave	City of Norf		<b>26000</b> 65 Military	G	99%	0%	1%	0%	0%	0%	C	0.080	г	0.540	27000	G
East	City of Norfolk (M		7 E, Norvie	w Ave G	000/	10/	00/	00/	00/	00/	0	0.100	F		6400	_
247 Ramp	City of Noriolk (IV	Maint: 64) 0.20	<b>6000</b> I-64 East	G	99%	1%	0%	0%	0%	0%	С	0.102	Г		6400	G
	Francis															
<u>West</u> 247)Ramp	City of Norfolk (M		7 W, Norvie <b>7900</b>	w Ave G	99%	0%	0%	0%	0%	0%	С	0.082	F		8400	G
247 114111	To:	0.10	I-64 East	<u> </u>	33 /6	0 76	0 /8	0 /6	0 /6	0 /6	O	0.002	•		0400	u
M	From	CD C														
<u>Vest</u> 247)Ramp	City of Norfolk (N		247 Norview 4900	G Ave	99%	0%	1%	0%	0%	0%	С	0.075	F		5200	G
247 Hallip	To:	0.21	I-64 West	<u> </u>	33 /6	0 /6	1 /0	0 /6	0 /0	0 /6	C	0.073	'		3200	G
	From	CD 2	37 Hampton	Dlvd			<u> </u>									
247)27th St	City of Norf		9100	G	97%	1%	1%	1%	1%	0%	С	0.087	F		9700	G
247)27111 01	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	14000	G
	Combined Traine Estimates for 21 drainer				31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.005	'	0.000	14000	u
07th Ct	To From		Llewellyn Av		070/	10/	10/	10/	10/	00/	г	0.004			10000	
247) 27th St	City of Norf		9800	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.500	10000	G
_	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	G
	10:	•	R 247 26Th													
	From	IS-00264-E008A(L)/IS		008A(U)	/TO BERI	KLE						N				
264 337 Ramp	City of Norfolk (N		NA	0.1.07.	0 DE 1							NA			NA	
$\sim$	To	1SR-00337-P(L)/122	2-08592- 00	uA(U)/T	U RT 464	S										

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

Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From	I-264-E014A	1 264 W01	14A TO	I 64		2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp	City of Norfolk (N		26000	G	1-04							0.083	F		28000	G
	To:	I-64-E FROI	M I-264 EA	ST & W	EST											
	From	I-264-E0140	C I-264-W01	14C TO	I-64											
Ramp	City of Norfolk (M		NA									NA			NA	
$\smile$	To:	I-64-W FROM			EST44											
East	City of Chesapeake	(Maint: 64) 1.10	I-64; I-664 <b>26000</b>	F	93%	1%	1%	1%	4%	0%	_	0.125	_		29000	_
264	Combined Traffic Estimates for 2 Parallel	,		F	93%	0%	1%	1%	4% 4%	0%	F	0.123	F	0.708	59000	F
	Combined Traine Estimates for 21 arailer			-	30 /6	0 76	1 /0	1 /0	4 /0	0 /6	'	0.007	'	0.700	33000	'
ast	From:		CL Portsmo	uth												
264)	City of Portsmouth	,	26000	F	93%	1%	1%	1%	4%	0%	F	0.125	F		29000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	F	93%	0%	1%	1%	4%	0%	F	0.087	F	0.708	59000	F
East	To:	Gr	eenwood Dr	ive												
264)	City of Portsmouth	(Maint: 64) 1.29	25000	F	93%	1%	1%	1%	4%	0%	F	0.126	F		27000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	F	93%	1%	1%	1%	4%	0%	F	0.111	F	0.932	33000	F
•	Too From	SR 2	39 Victory	Blvd												
264)	City of Portsmouth	(Maint: 64) 1.16	29000	Α	93%	1%	1%	1%	4%	0%	С	0.131	Α		32000	Α
204)	Combined Traffic Estimates for 2 Parallel	,		A	93%	0%	1%	1%	4%	0%	C	0.099	Α	0.63	63000	Α
	Too		7 Portsmout	h Blvd												
ast ALT	City of Dortomouth				020/	1%	10/	10/	40/	00/	_	0.116	_		31000	_
264 (460)	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,	28000 56000	F F	93% 93%	1% 0%	1% 1%	1% 1%	4% 4%	0% 0%		0.116 0.085	F	0.682	62000	
	Combined Trainic Estimates for 2 Faraner				30 /0	0 /6	1 /0	1 /0	4 /0	0 /6	'	0.003	•	0.002	02000	'
ast ALT	From:		7 Frederick	Blvd												
264)(460)	City of Portsmouth	,	21000	F	93%	1%	1%	1%	4%	0%	F	0.114	F		24000	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	F	93%	0%	1%	1%	4%	0%	F	0.094	F	0.742	58000	F
ast ALT	To: From:	De	es Moines A	ve												
264)(460)	City of Portsmouth	(Maint: 64) 0.67	34000	F	93%	1%	1%	1%	4%	0%	F	0.113	F		38000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	80000	F
	To	SR 1	41 Effingha	ım St												
ast ALT 64) 460 Elizabeth River Do	owntown Tunnel City of Portsmouth		37000	F	93%	1%	1%	1%	4%	0%	F	0.086	F		38000	F
204/(400) 2.1.2.2.2.2.1.1.1.1.1.1.1.1.2.1	Combined Traffic Estimates for 2 Parallel	,		F	93%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	71000	F
	To To	·	VCL Norfol								-					
East ALT	From				000/	40/	40/	40/	40/	00/	_	0.000	_		20000	_
264 460 Elizabeth River Do			37000	F	93%	1%	1%	1%	4%	0%	-	0.086	<b>-</b>	0.500	38000	F
-	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	67000	F	93%	0%	1%	1%	4%	0%	-	0.090	Α	0.502	71000	F

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

		INOTIOIR	viaintenan	Ce An	<del>e</del> a											
Route	Jurisdictio	n Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
		- 9-					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East ALT Deviation Project	From:		-464, SR 337		000/	10/	10/	10/	40/	00/	F	0.100	F		F0000	0
264 460 337 Berkley Brid	dge City of Norfolk (M		48000	G	93%	1%	1%	1%	4%	0%		0.109	•	0.007	52000	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	93000	G	93%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	100000	G
East	To: From:	1	ALT US 460													
264)(337)	City of Norfolk (M	Maint: 64) 0.26	47000	N	93%	1%	1%	1%	4%	0%	Ν	0.109	F		51000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	N	93%	0%	1%	1%	4%	0%	Ν	0.085	F	0.508	100000	Ν
East ALT	To: From:	SR 3	37 Tidewate	r Dr												
East ALT (264) (460) (337)	City of Norfolk (M	Maint: 64) 0.65	47000	F	93%	1%	1%	1%	4%	0%	F	0.109	F		51000	F
2047 (400) (001)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	92000	G	93%	0%	1%	1%	4%	0%	F	0.085	F	0.508	99000	G
	To	US 46	0 Brambleton	n Ave												
East (264)	City of Norfolk (M		60000	F	93%	1%	1%	1%	4%	0%	F	0.104	F		66000	F
264	Combined Traffic Estimates for 2 Parallel	,		F	93% 93%	0%	1%	1%	4% 4%	0% 0%	F	0.104	F	0.577	133000	F
	Combined Trainic Estimates for 2 Parallel				93%	076	1 70	1 70	470	0%	Г	0.09	Г	0.577	133000	Г
East	To: From:	SR 40	05 Ballentine	Blvd												
264)	City of Norfolk (M	Maint: 64) 2.34	59000	F	93%	1%	1%	1%	4%	0%	F	0.106	F		65000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	119000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.576	130000	F
East	To: From:	US	13 Military H	Iwy												
264)	City of Norfolk (M	Maint: 64) 1.05	33000	G	98%	0%	1%	1%	1%	0%	F	0.106	F		39000	G
204)	Combined Traffic Estimates for Parallel	,	NA									0.09	F	0.576	NA	
	To	I-64 Han	npton Roads	Beltwa	v											
East (264) Virginia Beach Norfolk I	Expwy City of Norfolk (M		103000	G	97%	0%	0%	2%	1%	0%	_	0.085	_		110000	G
264) Virginia Beach Norloik i	Combined Traffic Estimates for 2 Parallel			G	98%	0%	0%	1%	0%	0%		0.083	F	0.529	220000	G
	To:	SR 403 Newtow				0 /6	0 /0	1 /0	0 /0	0 /6	'	0.076	'	0.529	220000	G
East	From:		I-264 East													
(264) Ramp	City of Portsmouth	(Maint: 64) 0.32	2400	F								0.155	F		2600	F
	To:		0 E, Greenw	ood Dr	•											
East	From:		I-264 East													
(264) Ramp	City of Portsmouth		3700	F								0.097	F		3900	F
	Τα	124-854	0 W, Greenw	vood D	r											
East	From		I-264 East													
Ramp	City of Portsmouth		4800	F								0.105	F		5100	F
	10:	124-8.	599 Cavalier	Blvd												
East	City of Portsmouth	(Maint: 64) 0.14	I-264 East <b>2500</b>	F								0.099	F		2600	F
264 Ramp	Oity Of FORISITIOUTI	<u> </u>	E, Portsmou									0.033	'		2000	'
East	From:	SR 331	I-264 East	Divu	•											
(264) Ramp	City of Portsmouth	(Maint: 64) 0.25	12000	F								0.111	F		13000	F
2017	To:	<u> </u>	st Exit 5B to		4											

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

Route	Jurisdiction	Length AADT	<b>QA</b> 4Tire Bu	s 2Axle 3+Axle 1Trail 2Trail	$\cap$ C	QK	Dir Factor	AAWDT	QW
East	From:	I-264 East Exit 5B							
Ramp	City of Portsmouth (Maint: 64		F		0.084	F		4000	F
$\smile$	To:	US 17 Frederic	k Blvd						
East	From:	I-264 East Exit 5A Ra	mp to US 17						
Ramp	City of Portsmouth (Maint: 64		F		0.127	F		8600	F
204)	To:	SR 164							
East	From:	I-264-E TO DES MC	INES AVE						
Ramp	City of Portsmouth (Maint: 64	(a) 0.14 <b>3000</b>	G		0.11	F		3200	G
264) (1411)	To:	124-8559 FROM			0.11	•		0200	G
	Paral.								
East	City of Daytonayth (Mainty CA	I-264 Eas			0.107	F		5700	F
Ramp	City of Portsmouth (Maint: 64		F		0.167	Г		5700	г
<u> </u>	10:	SR 141 S, Effing	sham St						
East	From:	I-264 Eas							
Ramp	City of Portsmouth (Maint: 64	0.10 <b>6800</b>	F		0.126	F		7200	F
$\mathcal{L}$	To	I-264 East Exit 7C Ramp	n to Pavilion Dr						
East	From					_			_
Ramp	City of Portsmouth (Maint: 64	-	F		0.114	F		2700	F
<u> </u>	To:	SR 141 N, Effing	gham St						
East	From:	I-264 East Exit 7B Ram	p to SR 141 N						
Ramp	City of Portsmouth (Maint: 64	0.21 <b>4200</b>	F		0.134	F		4500	F
	To:	Pavilion D	r						
East	From:	IS-00264-E(L)/TO ROUT	FE 464 SOUTH						
Ramp	City of Norfolk (Maint: 64)	0.42 <b>NA</b>	12 101 500 111		NA			NA	
104)		S-00264-W008A(R)/IS-00264-	008A(L)/TO BERKLE						
	From	` ,							
East Pomp	City of Norfolk (Maint: 64)	I-264 Eas 0.21 <b>1400</b>	F		0.129	F		1500	F
Ramp	City of Norion (Maint. 64)				0.129	Г		1500	Г
		US 460 W, Bramb							
East	From	I-264 Eas							
Ramp	City of Norfolk (Maint: 64)	0.10 <b>6400</b>	F		0.102	F		6800	F
<u> </u>	To:	SR 405 Ballentii	ne Blvd						
East	From:	I-264 East Colle	ctor Rd						
Ramp	City of Norfolk (Maint: 64)	0.14 <b>3200</b>	G		0.146	F		3400	G
	To:	US 13 S, Military	Highway						
ast	From:	I-264 East Colle	etor P.d						
Ramp	City of Norfolk (Maint: 64)	0.14 <b>6100</b>	G		0.089	F		6500	G
264) Hamp	Tro.	US 13 N, Military			0.003	•		0300	
		-							_
East	From:	I-264 Eas			2 12-	_		00000	_
Ramp	City of Norfolk (Maint: 64)	0.11 <b>20000</b>	G		0.102	F		22000	G
	To:	I-264 East Exit	t 13A						
Callantar Dd	Other of North II. (NA - to 1 O A)				0.4	_		10000	_
Collector Rd	City of Norfolk (Maint: 64)	0.07 <b>17000</b>	G		0.1	F		18000	G
<u>~</u>	Τα·	US 13 South Ex	at 47A						

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

		Notion Maintenance Area									
Route	Jurisdiction	Length AADT QA		Tru 2Axle 3+Axle			K Factor	QK	Dir Factor	AAWDT	QW
East	From:	US 13 South Exit 47A									-
Collector Rd	City of Norfolk (Maint: 64)	0.11 <b>27000 G</b>					0.092	F		29000	G
East	To: From:	I-264 East Exit 13B									
(264) Collector Rd	City of Norfolk (Maint: 64)	0.09 <b>21000 G</b>					0.095	F		23000	G
	To:	US 13 North Exit 47A									
East (264) Collector Road	City of Norfolk (Maint: 64)	US 13 Military Hwy 0.42 <b>29000 G</b>	98% 0%	 1% 1%	1% 0%	, F	0.094	F		31000	G
264) 66/16/16/16	To:	I-64 Hampton Roads Beltway	0070 070		170 07		0.001	•		0.000	ŭ
East	From	I-264-E014A TO RT 64 EAST					0.000	_		00000	
Ramp	City of Norfolk (Maint: 64)	0.18 <b>20000 G</b>					0.089	F		22000	G
East	To: From:	I-64-E284B FROM RT 64 EAST									
Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>					NA			NA	
East	To: From:	I-264-E014B TO RT 64 WEST									
(264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>25000 G</b>					0.096	F		25000	G
	To	I-64-W284B FROM RT 64 WEST	Γ								
East (264) Ramp	City of Norfolk (Maint: 64)	0.23 <b>55000 G</b>	•				0.082	F		55000	G
264 / Tamp				_			0.002	'		33000	u
East	110112	4-E015A TO RT 403 SOUTH-NEWTO	OWN RD								
Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>					NA			NA	
East	Tor From: SR 403	3-S000A FROM RT 403 SOUTH-NEW	VTOWN RD								
(264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>					NA			NA	
East	Tor From: I-26	4-E015B TO RT 403 NORTH-NEWTO	OWN RD								
(264) Ramp	City of Norfolk (Maint: 64)	0.17 <b>38000 G</b> 9	97% 0%	0% 2%	1% 0%	F	0.078	F		38000	G
		64-E END COLL RD FROM RTS 13, 6	64 & 403								
East	From:	I-264-E013X TO I-64 EAST									
264 Ramp	City of Norfolk (Maint: 64)	0.16 <b>8800 G</b>					0.137	F		8800	G
	To an analysis of the state of	I-264-W014A I-264- 14A TO I-64	4								
East (264) Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 WEST 0.12 <b>4000 G</b>					0.09	F		4000	G
264)	To:	I-64-W FROM I-264 EAST					0.00	·		1000	ŭ
East	From:	I-264-E TO I-64 WEST									
(264) Ramp	City of Norfolk (Maint: 64)	0.25 <b>NA</b>					NA			NA	
	Τσ	I-264-W014C I-264- 14C TO I-64									
Rev	City of Norfall (Maint C4)	I-264-R I-264-W013C RAMPS TO &	k FR				NA			NIA	
Ramp	City of Norfolk (Maint: 64)	0.01 <b>NA</b> -264-E FROM I-64 REVERSIBLE IN	MED	_			INA			NA	
West	From	I-64 WB I-664 EB									
Ramp	City of Chesapeake (Maint: 64)	0.46 <b>6200 G</b>					0.102	F		6300	G
$\overline{}$	To	I-264 WB; I-664 WB									

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	' QI
Vest	From		I-64: I-664				2, 1,110	017100	TTTGII	Liian		1 40101		- 40101		
264)	City of Chesapeake	(Maint: 64) 0.71	27000	F	93%	0%	1%	1%	4%	0%	F	0.114	F		30000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.682	59000	F
V4	Tro- Front	W	CL Portsmou	ıth			_									
Vest (264)	City of Portsmouth	(Maint: 64) 0.61	27000	F	93%	0%	1%	1%	4%	0%	F	0.114	F		30000	F
204)	Combined Traffic Estimates for 2 Parallel	'		F	93%	0%	1%	1%	4%	0%	F	0.092	F.	0.682	59000	F
	To To		eenwood Dri		00,0	0,0		. , 6	.,,	0,70		0.002		0.002		
est	From				2221			101		0-1						
64)	City of Portsmouth	'	5300	F	93%	0%	1%	1%	4%	0%	F	0.088	F		5800	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	F	93%	1%	1%	1%	4%	0%	F	0.1	F	0.643	33000	
est	To: From:	SR 2	239 Victory I	Blvd												
64)	City of Portsmouth	(Maint: 64) 0.75	28000	Α	93%	0%	1%	1%	4%	0%	С	0.13	Α		31000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	93%	0%	1%	1%	4%	0%	С	0.099	Α	0.63	63000	
	To	SR 33	7 Portsmouth	n Blvd			$\neg$ $\vdash$									
est ALT	City of Portsmouth	(Maint: 64) 0.84	28000	F	93%	0%	1%	1%	4%	0%	F	0.122	F		31000	
64) 460 \	Combined Traffic Estimates for 2 Parallel	,		F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.682	62000	
	Combined Traine Estimates for 21 drainer	-			30 /6	0 70	1 70	1 /0	770	0 70	'	0.000	'	0.002	02000	
est ALT	From:		7 Frederick													
<del>64)</del> (460)	City of Portsmouth	•	31000	F	93%	0%	1%	1%	4%	0%	F	0.116	F		35000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	F	93%	0%	1%	1%	4%	0%	F	0.094	F	0.742	58000	
est ALT	To: From:		South St				$\Box$									
64)(460)	City of Portsmouth	(Maint: 64) 1.17	37000	F	93%	0%	1%	1%	4%	0%	F	0.114	F		41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	80000	
	To:	SR	141 Effinghai	m St												
est ALT	Downtown Tunnel City of Portsmouth		30000	F	93%	0%	1%	1%	4%	0%	_	0.112	_		32000	
Elizabeth River	Combined Traffic Estimates for 2 Parallel			F	93%	0%	1%	1%	4% 4%	0%		0.112	F	0.542	71000	
	Combined Trainc Estimates for 2 Faraner				93 /6	0 /0	1 /0	1 /0	4 /0	0 /6	'	0.03	'	0.542	7 1000	
est ALT	To: From:	\	WCL Norfolk	ζ												
64)(460) Elizabeth River		,	30000	F	93%	0%	1%	1%	4%	0%	F	0.112	F		32000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	67000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.542	71000	
est ALT	To: From:	Ι	-464, SR 337	7												
64) 460 (337) Berkley Bi	ridge City of Norfolk (N	Maint: 64) 0.78	45000	G	93%	0%	1%	1%	4%	0%	F	0.081	Α		48000	
54/(400)(337)=311118)	Combined Traffic Estimates for 2 Parallel	,		G	93%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	100000	
	To									- / -						
est	From		idewater Driv		2221						_	<u> </u>	_		10005	
C31		4-:	45000	F	93%	0%	1%	1%	4%	0%	F	0.1	F		48000	
264 337	City of Norfolk (N Combined Traffic Estimates for 2 Parallel	•	45000 91000	N	93%	0%	1%	1%	4%	0%	ı N	NA	'		100000	

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

		TVOTIO	K Maniena	ilice Air	ca											
Route	Jurisdictio	n lend	th <b>AADT</b>	ΟΔ	4Tire	Rus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
riodio	our rounding	Jii Long	AADI	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	7011101	Q.
West	From	US 460, SR	168, SR 166	Bramblet	on Ave											
(264)	City of Norfolk (N	Maint: 64) 0.87	61000	F	93%	0%	1%	1%	4%	0%	F	0.09	F		67000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>122000</b>	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	133000	F
	To		405 Ballentin													
West	From	-														
264)	City of Norfolk (N	Maint: 64) 2.0	60000	F	93%	0%	1%	1%	4%	0%	F	0.091	F		65000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>119000</b>	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.576	130000	F
	To	Ţ	JS 13 Military	Hwy												
West	City of Norfolk (N	Maint: 64) 1.08	25000	G	97%	0%	1%	1%	1%	0%	F	0.091	F		29000	G
264				G	9770	076	1 70	1 70	1 70	0%	Г			0.570		G
	Combined Traffic Estimates for Parallel	Roadways on this Rout	e: NA									0.09	F	0.576	NA	
West	To From	I-64 I	Iampton Road	s Beltwa	y											
(264) Virginia Beach Norfo	lk Expwy City of Norfolk (N	Maint: 75) 0.30	102000	G	99%	0%	0%	0%	0%	0%	F	0.082	F		110000	G
204) 3	Combined Traffic Estimates for 2 Parallel	,			98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	220000	G
	To		town Rd; WC			0 70	7	1 /0	070	070	•	0.070	•	0.020	220000	•
West	From		4-W TO I-66													
West (264) Ramp	City of Chesapeake			G								0.129	F		22000	G
264) (1011)	To To The Supplementary of The Supplementary of The Supplementary of Tone Supplementary		W FROM I-2		г							0.120	•		22000	G
	Livery	1-00+			•											
West	City of Portsmouth	(Maint: 64) 0.1	I-264 Wes	F								0.099	F		2000	F
264 Ramp	City of Portsilloutif		3540 E, Green									0.099	Г		2000	Г
		124-														
West	From	(14 : 1 : 24)	I-264 Wes									0.40	_		0000	_
264 Ramp	City of Portsmouth	<u>`                                    </u>		F								0.12	F		2900	F
	10	124-8	3540 W, Green	iwood Di	r											
West	From		I-264 Wes													
(264) Ramp	City of Portsmouth			F								0.093	F		8300	F
$\overline{}$	То	S	R 239 Victory	Blvd												
West ALT	From		I-264 Wes	t												
264 (460) Ramp	City of Portsmouth	(Maint: 64) 0.3	3400	F								0.125	F		3600	F
	То	SR 3	37 W, Portsm	outh Blvd	l											
West	From	c .	I-264 Wes	t												
(264) Ramp	City of Portsmouth	(Maint: 64) 0.25	<b>7800</b>	F								0.097	F		8300	F
	To	US	17 N, Frederi	ck Blvd												
West	From	c	I-264 Wes	t												
(264) Ramp	City of Portsmouth	(Maint: 64) 0.02		F								0.134	F		14000	F
	To				. 0.											
West	From	-	st Exit 7B Rat		urt St											
(264) Ramp	City of Portsmouth	(Maint: 64) 0.0	9300	F								0.123	F		9800	F
$\smile$	То		Bart St													
West	From	I-264	West 7A Ram	to Bart	St											
(264) Ramp	City of Portsmouth			F								0.169	F		3900	F
· ·	To		Court St													
						_		_	_	_	_					

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

Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K (	QK Dir Factor	AAWDT	QW
City of Norfolk (Maint: 64)	0.22 <b>NA</b>			NA		NA	
	0264-W(B)/INSPECTION STA ROAD			NΑ		NΑ	
	IS-00464-S(B)/FROM INSPECTION	STATION		IVA		17/4	<u> </u>
City of Norfolk (Maint: 64)	0.19 <b>NA</b>			NA		NA	
City of Norfolk (Maint: 64)	0.44 <b>NA</b>			NA		NA	
From:	I-264 West	)/Gap Terminu		0.110		0100	F
City of Nortolk (Maint: 64)	I-264 West Exit 11C Ramp to Claib	orne Ave		0.119	<u>г</u>	6100	
City of Norfolk (Maint: 64)	0.12 <b>12000 F</b>	e	<u> </u>	0.073	F	13000	F
City of Norfolk (Maint: 64)	I-264 West  0.15 6000 F  SR 405 Ballentine Blvd			0.106	F	6300	F
City of Norfolk (Maint: 64)	I-264 West Collector Rd 0.12 <b>7300 G</b> US 13 S, Military Highway	y		0.142	F	7800	G
City of Norfolk (Maint: 64)	I-264 West Collector Rd 0.15 10000 G US 13 N, Military Highway			0.079	F	11000	G
City of Norfolk (Maint: 64)	0.06 <b>2200 G</b>			0.266	F	2800	G
City of Norfolk (Maint: 64)	I-264 West 0.09 <b>45000 G</b>	99% 0%	0% 0% 0% 0%	F 0.076	F	48000	G
City of Norfolk (Maint: 64)	0.27 NA			NA		NA	
City of Norfolk (Maint: 64)	Ramp from SR 403 South 0.45 <b>72000 G</b>			0.079	F	72000	G
City of Norfolk (Maint: 64)	I-264 West Exit 14C					NA	
	City of Norfolk (Maint: 64)  Tot  From: IS-00  City of Norfolk (Maint: 64)  Tot  From: City of Norfolk (Maint: 64)  Tot  From: City of Norfolk (Maint: 64)  Tot  City of Norfolk (Maint: 64)  Tot  From: City of Norfolk (Maint: 64)	City of Norfolk (Maint: 64)   0.22   NA	City of Norfolk (Maint: 64)   0.22   NA     1-264-E008A TO BERKLE     1-264-E008A TATION     1-264	Length AADT QA 4Tire Bus   2Axle 1Trail 2Trail   Eligible   Elig	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   City of Norfolk (Maint: 64)   0.22   NA	Length   AADT   QA   4Thr   Bus   2Axle   3+Axle   1Trail   2Trail   CT   QK   Factor   City of Norfolk (Maint: 64)   0.22   NA   NA	Second   Color   Col

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

Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire Bus			 Гrail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West	City of Norfolk (Maint: 64)	Ramp from I-64 West Exit 284A 0.17 <b>39000 G</b>						0.092	F		39000	G
Ramp	Gity of Noriolk (Maint: 64)							0.092	'		39000	G
West	From	I-264 West Exit 14B										
Ramp	City of Norfolk (Maint: 64)	0.13 <b>26000 G</b>						0.085	F		28000	G
West	To: From:	Ramp from I-64 East Exit 284A										
264 Collector Rd	City of Norfolk (Maint: 64)	0.42 <b>41000 G</b>						0.081	F		43000	G
West	To: From:	I-264 West Exit 13B										
Collector Rd	City of Norfolk (Maint: 64)	0.08 <b>30000 G</b>						0.087	F		32000	G
25,7	To	Ramp from US 13 North										
West 264)Collector Rd	City of Norfolk (Maint: 64)	•						0.084	F		35000	G
264 Collector Na	City of Noriolk (Maint: 64)	0.11 <b>33000 G</b>						0.004	Г		33000	G
West	To: From:	I-264 West Exit 13A										
Collector Rd	City of Norfolk (Maint: 64)	0.09 <b>26000 G</b>						0.085	F		28000	G
West	To: From:	Ramp from US 13 South										
264) Ramp	City of Norfolk (Maint: 64)	0.16 <b>32000 G</b>						0.076	F		34000	G
	To:	I-264 West										
West	From:	I-264-W TO I-64 EAST										
Ramp	City of Norfolk (Maint: 64)	0.24 <b>19000 G</b>						0.096	F		19000	G
<u> </u>	10.	I-264-E014A I-264- 14A TO I-64										
Nest 264 Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO I-64 EAST 0.18 <b>11000 G</b>						0.148	F		11000	G
264) Hallip	Tr.:	I-64-E FROM I-264 WEST44						0.140	'		11000	C
Vest	From	I-264 W CD Road at Exit 14										
Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>						NA			NA	
	To:	Ramp to I-64 W										
	From:	ECL Suffolk										
Portsmouth Blvd	City of Chesapeake	0.72 <b>13000 G</b> 9	95% 1%	1%	1%	1% 0%	F	0.095	F	0.537	14000	C
<u> </u>	To: From	SR 191 Joliff Rd										
Portsmouth Blvd	City of Chesapeake	0.68 <b>20000 G</b> 9	96% 0%	1%	1% 2	2% 0%	F	0.090	F	0.560	21000	C
	To: From:	I-664										
Portsmouth Blvd	City of Chesapeake	0.60 <b>29000 G</b> 9	98% 0%	0%	0% (	0% 0%	F	0.083	F	0.508	31000	G
<u> </u>	To: From	Capri Circle West										
Portsmouth Blvd	City of Chesapeake	0.67 <b>23000 G</b> 9	98% 0%	0%	0% (	0%	С	0.084	F	0.515	25000	G
<u> </u>	To: From	Taylor Rd										
937 Portsmouth Blvd	City of Chesapeake	0.24 <b>27000 G</b> 9	98% 0%	0%	0% (	0%	F	0.089	F	0.5	28000	G
<u></u>	To: From	Dock Landing Rd										
337)Portsmouth Blvd	City of Chesapeake		98% 0%	0%	0% (	0%	F	0.091	F	0.504	29000	G
$\smile$	Tα	WCL Portsmouth										

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	Fronx	ECL Chesape													
Portsmouth Blvd	City of Portsmouth	0.34 <b>27000</b>	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.533	29000	l
	To: From:	Hodges Ferry	y Rd												
Portsmouth Blvd	City of Portsmouth	0.60 <b>22000</b>	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.564	23000	
$\smile$	To	Elmhurst La	ane												
Portsmouth Blvd	City of Portsmouth	1.17 20000		98%	0%	1%	0%	0%	0%	С	0.09	F	0.599	21000	
33.7	To	SR 239 Victory	. Dlvd												
Portsmouth Blvd	City of Portsmouth	0.23 <b>14000</b>		98%	0%	1%	0%	0%	0%	F	0.088	F	0.626	14000	
337)1 Grismodin Biva	Only of Fortismoun				0 70		0 70	0 70	0 70	•	0.000	•	0.020	14000	
ALT	To: From:	US 58, ALT US 460	Airline Bl	vd											
Portsmouth Blvd	City of Portsmouth	0.10 <b>13000</b>	F	98%	0%	1%	0%	0%	0%	F	0.08	F	0.544	14000	
	To:	ALT SR 337 Turi	nnike Rd												
ALT	From:			000/	00/	40/	00/	00/	00/	_	0.000	_	0.004	40000	
Portsmouth Blvd	City of Portsmouth	0.16 <b>12000</b>		98%	0%	1%	0%	0%	0%	F	0.089	F	0.621	12000	
ALT	From:	Ramp to I-26 Ramp to I-264 E; Function		Change											
337) 460 Portsmouth Blvd	City of Portsmouth	0.29 <b>12000</b>		98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.621	12000	
460)1 011011100111 2110	any or remaindur				0 70		0 70	0 70	070		0.000	•	0.021	12000	
Deuten en de Bleed	From:	Ramp From I-264	_		40/	10/	40/	00/	00/	_	0.000	F	0.5	40000	
Portsmouth Blvd	City of Portsmouth	0.98 <b>12000</b>	F	97%	1%	1%	1%	0%	0%	F	0.092	г	0.5	12000	
	To: From:	Deep Creek 1													
Portsmouth Blvd	City of Portsmouth	0.17 <b>6900</b>	F	97%	1%	1%	1%	0%	0%	F	0.092	F	0.615	7400	
<u> </u>	To: From:	ALT US 17 Frede	rick Blvd			$\neg$									
Portsmouth Blvd	City of Portsmouth	0.79 <b>8700</b>	F	97%	1%	1%	1%	0%	0%	С	0.096	F	0.687	9200	
	To:	US 17 Elm A	Ave												
	From:	US 17 Portsmou													
Elm Ave	City of Portsmouth	0.32 <b>6800</b>	F	97%	1%	1%	1%	0%	0%	F	0.111	F	0.531	7200	
<u> </u>		US 17 George Washingto US 17 George Washingto													
Elm Ave	City of Portsmouth	0.72 <b>8400</b>	<u> </u>	97%	1%	1%	1%	0%	0%	F	0.103	F	0.544	8900	
337/2740	Only of 1 of official			07 70	1 /0		1 /0	0 70	0 70	•	0.100	•	0.011	0000	
	From	SR 239 Victory		0.457					221	_	0.404		2 2 4 2	10000	
B37 Elm Ave	City of Portsmouth	0.23 <b>12000</b>	F	94%	0%	1%	2%	3%	0%	F	0.121	F	0.648	13000	
<u> </u>	To: From:	Burtons Poin	t Rd												
Elm Ave	City of Portsmouth	0.32 10000	F	94%	0%	1%	2%	3%	0%	С	0.136	F	0.715	11000	
	To:	WCL Chesap													
	From:	ECL Portsmo		0.457					0-1			_			
37)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 10000	N	94%	0%	1%	2%	3%	0%	N	0.136	F	0.715	11000	
	To- From:	Toll Authority B	oundary												
Poindexter St	City of Chesapeake	0.11 <b>10000</b>	F	94%	0%	1%	2%	3%	0%	С	0.136	F	0.715	11000	
$\mathcal{L}$	To	I-464				<u> </u>									
Poindexter St	City of Chesapeake	0.56 <b>12000</b>	G	97%	1%	1%	1%	0%	0%	F	0.094	F	0.671	13000	
501)	To:	US 460 Bainbrid		, ,	. , ,		. , •	- / -	- / -	•				. 5000	

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

		Nortoik	Maintenand	ce Ar	ea											
Route	Jurisdictio	n Lenath	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
	- Carlouidie						2Axle	3+Axle	1Trail	2Trail		Factor	Q., \	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>
Daile builde a Dhud	From:		460; Poindexte		000/	10/	10/	00/	F0/	00/	0	0.107	_	0.007	1000	_
337 Bainbridge Blvd	City of Chesa <sub>To</sub>		1700 SCL Norfolk	G	90%	1%	1%	2%	5%	0%	С	0.127	г	0.827	1800	G
	From		CL Chesapeak	re .												
(337)Bainbridge Blvd	City of Norf		1700	G	93%	0%	3%	2%	2%	0%	С	0.171	F	0.905	1900	G
	To:		Main St													
	From		Bainbridge Blvo													
337 Main St	City of Norf	olk 0.21	6700	G	93%	0%	3%	2%	2%	0%	F	0.171	F	0.905	7200	G
$\overline{}$	To: From:		Liberty St Main St													
337)Liberty St	City of Norf	colk 0.11	5200	G	93%	0%	3%	2%	2%	0%	F	0.096	F	0.719	5600	G
337 Liberty of	To:	0.11	State St	<u> </u>	0070	0 70		270	270	0 /0	•	0.000	•	0.7 10	0000	u
	From		Liberty St													
337 State St	City of Norf	olk 0.05	5200	N	93%	0%	3%	2%	2%	0%	Ν	0.096	F	0.719	5600	Ν
$\bigcirc$	Combined Traffic Estimates for Parallel	Roadways on this Route:	: NA									NA			NA	
	To:		Berkley Ave													
337)State St	City of Norf	folk 0.07	14000	G								0.113	F	0.683	15000	G
337) State St	To:	0.0.	I-464	<u> </u>								011.10	•	0.000	.0000	•
	From	S	SR 337 State S	t												
(337)(337) Ramp	City of Norfolk (N	Maint: 64) 0.12	8400	G								0.121	F		8400	G
$\bigcirc$	To:		I-464 NB													
	From:		State St													
337 (464)	City of Norfolk (N	,										tes for thi				
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		N	95%	0%	1%	1%	2%	0%	N	0.080	F	0.779	59000	N
ALT	To:		I-264 I-464				_									
	dge City of Norfolk (N	Maint: 64) 0.41	1-404		Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	tes for thi	s sen	ıment		
337 264 460 Berkley Bri	Combined Traffic Estimates for 2 Parallel	,	93000	G	93%	0%	1%	1%	4%	0%	F	0.086	A A	0.667	100000	G
	To:	rioadways on this riodle.	EndLabel	<u> </u>	30 /6	0 /6	1/0	1 /0	7 /0	0 /6	'	0.000	^	0.007	100000	u
ALT	From		State St													
337 264 460	City of Norfolk (N	Maint: 64) 0.65			Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	tes for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	92000	G	93%	0%	1%	1%	4%	0%	F	0.085	F	0.508	99000	G
	To:	ALT U	JS 460 St Paul:	s Blvd												
ALT	From:		I-264													
(337) (460)	City of Norfolk (M		29000	N	98%	1%	1%	0%	0%	0%	N	0.084	F	0.782	NA	
	To:		Tidewater Dr	D1 1												
	City of Norfolk (N		JS 460 St Paul	s Blvd	S-0	0 1 264	for dir	actional t	roffic v	م مسام	atim of	tes for thi		mont		
337 264			04000	N.									s seg F		100000	N.I
-	Combined Traffic Estimates for 2 Parallel		Tidewater Dr	N	93%	0%	1%	1%	4%	0%	N	0.085	г	0.508	100000	N
	From		JS 460 St Paul	s Blvd												
337)Tidewater Dr	City of Norf		24000 24000	G	96%	0%	0%	1%	3%	0%	F	0.091	F	0.587	28000	G
001)	To To		mbleton Aven								-		-			
	From:		Brambleton A													
337 460 Brambleton Ave	City of Norf	olk 0.10	34000	G	95%	1%	1%	1%	2%	0%	F	0.077	F	0.595	37000	G
	To		Church St													

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

_						_		Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	"	Church St		25-1				221	221	_		_			
337 460 Brambleton Ave	City of Norf		23000	G	95%	1%	1%	1%	2%	0%	F	0.079	F	0.573	25000	G
	From:		S 460 St Pau 0 Saint Pauls													
(337)Brambleton Ave	City of Norf		25000	G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.579	29000	G
<u> </u>	To		Boush St													
(337) Brambleton Ave	From: City of Norfo	olk 0.07	31000	N	96%	0%	0%	1%	3%	0%	N	0.087	F	0.704	36000	N
337) 2.4	Tool				0070			. 70	0,0	0,0	• •	0.00.	•	00	00000	
337) 58 Brambleton Ave	From: City of Norfo		337 Par Duk 31000	e St G	96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	G
337 58 Brambleton Ave	Oity of North			<u> </u>	30 /6	0 76	U /6	1 /0	J /6	0 /6	'	0.007	'	0.704	30000	ч
Dramblatan Ava	To: From		Colley Ave		000/	00/		00/	00/	00/	F	0.00	F	0.501	NIA	
337 58 Brambleton Ave	City of Norf	olk 0.26	30000 US 58	F	99%	0%	0%	0%	0%	0%	г	0.08	г	0.561	NA	
	From:		US 58 .													
(337) Brambleton Ave	City of Norf	olk 0.22	30000	N	99%	0%	0%	0%	0%	0%	Ν	0.08	F	0.561	NA	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	N								NA			NA	
	To:		Iampton Blv	d												
	From:		8 Brambleton								_		_			
337 Hampton Blvd	City of Norf	olk 0.90	38000	F	96%	0%	0%	1%	3%	0%	F	0.079	F	0.639	NA	
<u>~</u>	To: From:		21st Street				$\Box$									
(337) Hampton Blvd	City of Norf	olk 0.22	33000	G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.565	39000	G
$\overline{}$	To:	SI	R 247, 26th	St			$\neg$ $\vdash$									
(337) Hampton Blvd	City of Norf	olk 0.71	26000	G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.709	31000	G
$\bigcirc$	To	49th St. Ol	d Dominion	Univers	itv											
(337) Hampton Blvd	City of Norf		32000	F	96%	0%	0%	1%	3%	0%	С	0.096	В	0.551	38000	F
	Tool	CD 14	55 Little Cree	alr D.d												
(337) Hampton Blvd	From: City of Norfo		29000	G	96%	0%	0%	1%	3%	0%	F	0.078	F	0.609	33000	G
(337) Hampton Biva	City of North				0070	0 70	——————————————————————————————————————	1 70	0 / 0	0 70	•	0.070	•	0.000	00000	ŭ
Hompton Plyd	Tron: From: City of Norfo		06 Terminal 24000	Blvd <b>G</b>	96%	0%	0%	10/	3%	0%	F	0.093	F	0.52	28000	G
337 Hampton Blvd	City of North		iral Taussig		90%	076	0%	1%	3%	0%	Г	0.093	Г	0.52	20000	G
	Front		Blvd; Mary		e											
(337) Admiral Taussig Blvd	City of Norf		25000	G	96%	0%	0%	1%	3%	0%	F	0.094	F	0.838	29000	G
	Tox		I-564													
	From:	SI	R 337 State S	St												
(337)Ramp	City of Norfolk (M	aint: 64) 0.12	8400	G								0.121	F		8400	G
	Tα		I-464 NB													
East	From		E, Portsmou	ıth Blvd												
(337)Ramp	City of Chesapeake	(Maint: 64) 0.29	3700	G								0.111	F		3900	G
$\smile$	To		I-664 East													
East	From:	SR 337	E, Portsmou	ıth Blvd												
(337)Ramp	City of Chesapeake	(Maint: 64) 0.28	2600	G								0.085	F		2800	G
$\smile$	Τα		I-664 West													

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

			47. 5	Truck	- K	Dir Dir		0111
Route	Jurisdiction	Length AADT QA	4Tire Bus	2Axle 3+Axle 1Trail 2Tra	il QC Ractor	QK Factor	AAWDT	QW
East ALT	City of Portsmouth (Maint: 64	SR 337 E, Portsmouth Blv	vd .		0.107	F	2100	F
(337) (460) Ramp	To:	) 0.57 <b>2900 F</b> I-264 East		$\neg$	0.107	Г	3100	Г
East	From:	SR 337 Poindexter St						
(337) Ramp	City of Chesapeake (Maint: 6				0.258	F	2600	G
	To:	I-464 South Collector Rd	1					
East	From:	SR 337 E, Poindexter St				_		
Ramp	City of Chesapeake (Maint: 6	4) 0.17 <b>1900 G</b> I-464 North		<del></del>	0.252	F	2000	G
Wash	Front		1					
West (337) Ramp	City of Chesapeake (Maint: 6	SR 337 W, Portsmouth Blv 1) 0.24 <b>6100 G</b>	va		0.079	F	6600	G
337	To:	I-664 East						
West	From:	SR 337 W, Portsmouth Blv	vd					
(337) Ramp	City of Chesapeake (Maint: 6	,			0.075	F	5400	G
	To:	I-664 West						
West	From:	SR 337 W, Portsmouth Bly	vd		0.110	_	1000	_
(337) Ramp	City of Portsmouth (Maint: 64	) 0.17 <b>1700 F</b> I-264 West		$\dashv$	0.118	F	1800	F
West	From:	SR 337 W, Poindexter St	•					
(337)Ramp	City of Chesapeake (Maint: 6		ι		0.104	F	2200	G
007)	To:	I-464 South Collector Rd	1					
West	Fron:	SR 337 W, Poindexter St	t					
(337)Ramp	City of Chesapeake (Maint: 6			<u> </u>	0.091	F	3200	G
	To:	I-464 North						
West	From:	1SR-00337-P(B)/TO WATERSID	E DRIVE		NIA		NIA	
Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b> IS-00264-W010B(B)/FROM TIDEWA	ATER DRIVE	<del></del>	NA		NA	
		-00264-E008A(L)/IS-00264-W008A(L						
(337)(264) Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>	O)/ TO BERREE		NA		NA	
(B) (C)	To:	ISR-00337-P(L)/122-08592- 000A(U)/						
Pamp	City of Norfolk (Maint: 64)	IS-00264-W(B)/IS-00464-S(L)/464-W 0.22		for directional traffic volume	actimates for this	a acamont		
337 264 Ramp		5-00264-E008A(L)/IS-00264- 008A(U		Tor directional traffic volume	estimates for this	s segment.		
	From:	I-264 W	)/10 BERRES					
Ramp From Tidewater Dr to I-264 W	City of Norfolk	0.13 <b>NA</b>			NA		NA	
	To: From:	Tidewater Dr Ramp to I-264 W						
337 Tidewater Dr	City of Norfolk	0.12 <b>NA</b>			NA		NA	
- p.	To	East City Hall Ave						
(337) Tidewater Dr	City of Norfolk	0.15 <b>NA</b>			NA		NA	
P	To:	Charlotte St						

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

							Tru	ıck			K		Dir		—
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
ALT	From:	SR 337 Po	ortsmouth Blvd												
337)Turnpike Rd	City of Portsmouth	1.05 <b>3</b>	3600 F	96%	1%	2%	1%	0%	0%	С	0.086	F	0.530	3800	F
ALT	To: From	US 17 Fr	rederick Blvd												
337 Turnpike Rd	City of Portsmouth	0.30 7	7200 F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.513	7700	F
337)	То		oward St				.,.	.,.	-,-	-					
ALT	From									_		_			
337 Turnpike Rd	City of Portsmouth		4200 F	97%	1%	1%	1%	1%	0%	С	0.084	F	0.537	4400	F
<u> </u>	From:		arbor Dr ssell Ave												
337)Harbor Dr	City of Portsmouth		4700 G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.552	5000	C
$\smile$	To	Co	ounty St												
ALT	City of Portsmouth			97%	1%	10/	10/	10/	00/	F	0.006	F	0.500	6400	_
Harbor Dr	City of Portsmouth	0.11 6	6000 G	97%	176	1%	1%	1%	0%	Г	0.086	Г	0.583	6400	(
ALT	To: From	H	High St												
337 Harbor Dr	City of Portsmouth	0.24 <b>1</b> 4	4000 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.587	15000	(
$\bigcirc$	To:		US 58												
ALT 337 Waterside Dr/Boush St	City of Norfolk	ALT US 460 Over 0.72 <b>20</b>	erpass; Berkley 20000 G	Bridge 95%	1%	2%	1%	0%	0%	F	0.101	F	0.610	22000	(
33/ Waterside Di/Bousii St	Combined Traffic Estimates for 2 Parallel Roadway			95%	1%	2% 2%	1%	0%	0%	F	0.101	F	0.606	23000	(
	Combined Traine Estimates for 21 aranel Floadwa			33 /6	1 /0	2 /0	1 /0	0 /6	0 76	'	0.101	'	0.000	23000	•
<u>ALT</u>	To: From:	City 3	Hall Ave												
337) Waterside Dr/Boush St	City of Norfolk		0000 G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.610	21000	(
	Combined Traffic Estimates for 2 Parallel Roadway			95%	1%	2%	1%	0%	0%	F	0.101	F	0.606	23000	(
	10:		Brambleton Av	e											
ALT	From:		7 Waterside Dr								0.400	F		45000	,
Ramp	City of Norfolk (Maint: 64)		5000 <b>G</b> 264 East								0.166	Г		15000	(
	From														_
403)Newtown Rd	City of Norfolk		Yempsville Rd	98%	0%	1%	0%	0%	0%	С	0.078	F	0.549	31000	(
403). 10.110					0 70	.,,	0,0	0,70	0,0	Ū	0.0.0	•	0.0.0	0.000	
403)Newtown Rd	City of Norfolk		ch Norfolk Exp	98%	0%	1%	0%	0%	0%	F	0.079	F	0.535	36000	(
403 Newtown Ha	To:		a Beach Blvd	30 /6	0 70	170	0 70	0 70	0 70	'	0.075	•	0.555	30000	
	From		Tidewater Dr												
404) Princess Anne Rd	City of Norfolk		6000 G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.535	17000	(
101)	To:	SR 166	6 Park Ave												
	From	I	I-264												
405)Ballentine Blvd	City of Norfolk		2000 G	93%	1%	2%	2%	2%	0%	С	0.081	F	0.564	24000	(
$\smile$	To:	US 58:	3; 122-8573												
	From		Ballentine Blvd												
405)Ramp	City of Norfolk (Maint: 64)		5300 F								0.092	F		5600	F
$\smile$	To	I-20	264 East												

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

5 .					4.T.	_		Tru	ck			K	01/	Dir	A A) A ( D T	0
Route	Jurisdiction	Length	AADT Q	A	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		Ballentine Blv													
Ramp	City of Norfolk (Maint: 64)			F								0.1	F		8400	
<u> </u>	10:		-264 West													
	From:		7 Hampton Blv		07-1			4.57	221		_				.=	
406)International Blvd	City of Norfolk	1.33			97%	0%	0%	1%	2%	0%	С	0.090	Α	0.582	25000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	40000 I	F								NA			44000	
	To: From		Ruthven Rd													
<sub>406</sub> )Terminal Blvd	City of Norfolk (Maint: 64)	0.28	23000 h	V	97%	0%	0%	1%	2%	0%	Ν	0.090	Α	0.582	25000	
<u> </u>	To:		I-564													
East	From:	Ramp from SR 406 I			astbound											
Ramp	City of Norfolk (Maint: 64)			F								0.105	F		6700	
<u> </u>	To:	Ramps to I-64 West	tbound and US	460 G	iranby St											
	From		-564 North													
Ramp	City of Norfolk (Maint: 64)		18000 I	F								0.119	F		19000	
	Combined Traffic Estimates for 2 Parallel Roadwa			F								NA			44000	
	To:	SR 406	W, Terminal B	lvd												
_	From:	SR 168	Campostella F	Rd												
Indian River Rd	City of Norfolk	0.71	17000	3	95%	0%	1%	2%	2%	0%	С	0.099	F	0.57	18000	
	To:		L Chesapeake													
Ladian Divan Dd	City of Change also		CL Norfolk		000/	00/	10/	10/	00/	00/	F	0.007	F	0.500	01000	
Indian River Rd	City of Chesapeake	0.71	20000	3	98%	0%	1%	1%	0%	0%	Г	0.097	Г	0.523	21000	
	To: From:		aklette Ave				<u> </u>						_			
107 Indian River Rd	City of Chesapeake		26000 (	-	98%	0%	1%	1%	0%	0%	С	0.093	F	0.539	28000	
<u> </u>	10:	WCL	Virginia Beach	1												
~~~~~	From		CL Suffolk								_					
(58) $(58)$ $(13)$ Military Highw	vay City of Chesapeake (Maint:	64) 2.94	78000 A	4	92%	0%	1%	1%	6%	0%	С	0.093	Α	0.556	81000	
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From		I-664													
460 (58) (13)	City of Chesapeake (Maint:	64) 0.11	10000	3	92%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	
$\rightarrow \bigcirc \bigcirc$	To	US	S 58; SR 191													
460 (13) (191)	City of Chesapeake	0.18	7900 (	<b>3</b>	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8400	
	To	CD 101	, S Military Hv													
460 13 Military Highway	City of Chesapeake	0.45		_	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7000	
	Combined Traffic Estimates for 2 Parallel Roadwa		6600		0070	. 70	_,0	070	170	0 70	•	NA	•	0.070	NA	
	Combined Traine Estimates for 2 Taraffer Floadwa	•		<u> </u>								1471			14/1	
~ Militaria I limb	Ton: From:		Military Hwy		000/	10/		00/	40/	00/		0.140		0.010	11000	
160 (13) Military Highway	City of Chesapeake	2.44	11000	3	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	
~~~	To: From:		I-64													
160 (13) Military Highway	City of Chesapeake	1.37	19000	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	
~ ~	To:	US 17 Geor	rge Washington	ı Hwv	,		$\neg$ $\vdash$									
160 13 Military Highway	City of Chesapeake		19000 (		97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	21000	
	To:	SR	196 Canal Dr													

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

Б.,			- 4=:			Tru	ck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT Q</b>	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~~~	From:	SR 196 Canal Dr	0==/	221		401		221		2115			44000	
160)(13) Military Highway	City of Chesapeake	2.20 <b>37000 A</b>	97%	0%	1%	1%	1%	0%	С	0.115	Α	0.536	41000	/
~ ~	To: From:	Military Hwy												
160 (166) Bainbridge Blvd	City of Chesapeake	US 13 Military Hwy 0.74 <b>11000 G</b>	95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	12000	
166 Bainbridge Blvd	Oity of Offesapeake	0.74 11000 G	95/6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.103	'	0.501	12000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Freeman Ave												
160 (166) Bainbridge Blvd	City of Chesapeake	1.25 <b>10000 G</b>	95%	1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	
$\sim$	To	Chesapeake Ave												
160 (166) Bainbridge Blvd	City of Chesapeake	0.81 <b>8900 G</b>	95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9400	
100 (100)	To:	SR 337 Poindexter St												
	From:	Bainbridge Blvd												
160 (166) Poindexter St	City of Chesapeake	0.56 <b>7800 G</b>	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8200	
$\sim$	To:	Liberty St												
160 (166) 22nd St	City of Chesapeake	0.39 <b>5900</b> G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6200	
160 (166) 22110 31	To:	SCL Norfolk	0070	1,70		0 70	0 70	070	•	0.122	•	0.700	0200	
	From:	NCL Chesapeake												
(166) (166) Wilson Rd	City of Norfolk	0.65 <b>7300 G</b>	98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	7800	
35).00	To:	Campostella Ave												
	From:	Wilson Rd												
(166) (168) Campostella Rd	City of Norfolk	0.73 <b>52000 G</b>	95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	57000	
$\sim$	Too	Kimball Terr												
160 (166) (168) Brambleton Ave	City of Norfolk	0.30 <b>47000</b> F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.614	NA	
160 166 168 Brambleton Ave	Oity of Norton		0070	0 70		0 70	0 /0	0 70	•	0.002	•	0.014	1471	
~	To: From:	Park Ave			<del> </del>									
160 168 Brambleton Ave	City of Norfolk	0.40 <b>39000 F</b>	97%	1%	1%	0%	1%	0%	С	0.082	F	0.558	NA	
<del>~                                    </del>	To	Tidewater Dr			<b>—</b> —									
(337) Brambleton Ave	City of Norfolk	0.10 <b>34000 G</b>	95%	1%	1%	1%	2%	0%	F	0.077	F	0.595	37000	
35)66.7	Too	Cl. 1.0												
Dramblatan Ava	City of Norfolk	Church St 0.31 <b>23000 G</b>	95%	1%	10/	10/	20/	0%	F	0.070	F	0.570	25000	
Brambleton Ave	City of Norfolk	0.31 <b>23000 G</b> ALT US 460 St Pauls B		170	1%	1%	2%	0%	Г	0.079	Г	0.573	25000	•
ALT	From:	ALT US 460, Brambleton												
160 (460 St Pauls Blvd	City of Norfolk	0.24 <b>21000</b> G		2%	1%	0%	1%	0%	F	0.077	F	0.542	23000	
460 460 511 4410 5114	Only of Horion					0 70	1 70	070	•	0.077	•	0.012	20000	
~	From	ALT US 460 Par; Monticell												
St Pauls Blvd	City of Norfolk	0.07 <b>24000 G</b>	96%	2%	1%	0%	1%	0%	F	0.078	F	0.504	26000	
~	T <sub>C</sub> .	US 58 Virginia Beach B	vd		<u> </u>									
Monticello Ave	City of Norfolk	0.66 <b>21000 G</b>		2%	1%	0%	1%	0%	С	0.077	F	0.505	23000	
=======================================	Tec				<del></del> 1									
Monticella Ava	City of Norfalls	21st St	060/	20/	10/	00/	10/	00/		0.004	г	0.505	10000	
Monticello Ave	City of Norfolk	0.49 <b>18000 G</b>	96%	2%	1%	0%	1%	0%	F	0.094	F	0.565	19000	•
~	To: From:	Church St												
Granby St	City of Norfolk	0.81 <b>25000 G</b>	96%	2%	1%	0%	1%	0%	F	0.085	F	0.592	26000	(
<del></del>	To	Llewellyn Ave												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From	Llewellyn .		000/	00/	101	00/	40/	00/	_	0.000	_	0.504	07000	
Granby St	City of Norfolk	0.45 <b>35000</b>	G	96%	2%	1%	0%	1%	0%	F	0.093	F	0.521	37000	G
~~~	Front	Willow Woo										_			
Granby St	City of Norfolk	1.30 <b>34000</b>	G	96%	2%	1%	0%	1%	0%	F	0.084	F	0.559	37000	G
~~~ - · · -	From:	Thole S													
Granby St	City of Norfolk	0.37 <b>27000</b>	G	96%	2%	1%	0%	1%	0%	F	0.086	F	0.502	29000	G
~~ ~~	To: From:	SR 165 Little C													
Granby St	City of Norfolk	0.44 <b>24000</b>	G	96%	2%	1%	0%	1%	0%	F	0.085	F	0.563	26000	(
<del>~</del>	To: From	I-64; I-56	54												
Granby St	City of Norfolk	0.69 <b>24000</b>	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.665	26000	(
<del>~</del>	To.	I-64 Eas	it												
Granby St	City of Norfolk	0.30 21000		98%	1%	1%	0%	0%	0%	F	0.1	F	0.665	22000	(
~	To	Bay View I	Blvd												
Granby St	City of Norfolk	0.89 13000		98%	1%	1%	0%	0%	0%	С	0.113	F	0.706	14000	(
	To	SR 168 Tidew													
Granby St	City of Norfolk	0.71 <b>11000</b>		98%	1%	1%	0%	0%	0%	F	0.096	F	0.608	12000	
	To:	US 60 Ocean V		0070	. , 0		0,70	0,0	0,0	•	0.000	•	0.000	000	
	From	US 460 Gran	iby St												
Ramp	City of Norfolk (Maint: 64)	0.07 <b>4100</b>	G								0.085	F		4300	(
	To:	I-64 We	st												
ast	From	US 460 E, Bramb	oleton Ave	;											
Ramp	City of Norfolk (Maint: 64)	0.14 <b>5300</b>	F								0.114	F		5700	
~	To:	I-264 Ea	st												
ast	From	US 460 E, Gra	anby St												
Ramp	City of Norfolk (Maint: 64)	0.13 <b>4800</b>	F								0.237	F		5100	
~	Tα:	I-564 Nor	th												
Vest	From	US 460 W, Braml		e											
Ramp	City of Norfolk (Maint: 64)	0.19 11000									0.095	F		12000	
~	10.	I-264 Ea													
ALT	From	Joliff Ro		000/	00/	101	00/	00/	00/	_	0.004	_	0.500	7700	
60 58 Airline Blvd	City of Chesapeake	1.72 <b>7300</b>	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7700	(
ALT	From	WCL Portsn ECL Chesar													
160 (58) Airline Blvd	City of Portsmouth	0.29 <b>12000</b>		96%	2%	1%	0%	2%	0%	F	0.093	F	0.577	12000	
$\sim$	Tα	Greenwood	l Dr			—									
ALT	From:			0001	001	401	061	001	001	_	0.004	_	0.500	40000	_
Airline Blvd	City of Portsmouth	0.20 <b>12000</b>	F	96%	2%	1%	0%	2%	0%	F	0.084	F	0.528	12000	I
ALT	To: From:	Elmhurst L	ane												
(60) (58) Airline Blvd	City of Portsmouth	1.30 8900	F	96%	2%	1%	0%	2%	0%	F	0.083	F	0.504	9400	
	To:	VICTORY E	RI VD												

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

-								Tru	ıck			K		Dir		
Route	Jurisdiction	on Len	gth <b>AA</b> E	T QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT	From		Victory	Blvd												
(460) (58) Airline Blvd	City of Portsn	nouth 0.2	28 <b>910</b>	0 F	96%	2%	1%	0%	2%	0%	F	0.089	F	0.56	9600	F
ALT			US 58, S	R 337												
(460) (337) Portsmouth Blvd	City of Portsn	nouth 0.	0 <b>130</b> 0	00 F	98%	0%	1%	0%	0%	0%	F	0.08	F	0.544	14000	F
	To	Al	T SR 337 T	urnpike Rd												
ALT (460) (337) Portsmouth Blvd	City of Portsn	nouth 0.	6 <b>120</b> 0	00 F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.621	12000	F
460 (337). Gramoum 2.10	To To		I-26		0070			0,0	0,0	0,70	•	0.000	•	0.02	000	•
ALT Produced Block	From:				000/	00/	40/	00/	00/	00/	N.	0.000		0.004	10000	NI.
Portsmouth Blvd	City of Portsn	nouth 0.2	29 <b>120</b> 0 RT 337 &		98%	0%	1%	0%	0%	0%	N	0.089	F	0.621	12000	N
ALT	From:		SR 337 TO													
(460)(337)Ramp	City of Portsmouth	(Maint: 64) 0.5	57		See	e VA 33	7 for dir	rectional	traffic v	olume e	estima	ates for th	nis se	gment.		
$\bigcirc$	To:	Į.	264-E FRO RT 337 &													
ALT (460 (264)	City of Portsmouth	(Maint: 64) 0.5		: 1-264	Se	ee I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s sea	ment.		
400 (204)	Combined Traffic Estimates for 2 Parallel	, ,		00 F	93%	0%	1%	1%	4%	0%		0.085	U	0.682	62000	F
	To	-	US 17 Frede													
ALT	City of Dortomouth			iick bivu	C		for dire	ational t	roffic v	م مسام	ntim ot	oo for thi		mant		
460 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	'		00 F	93%	e 1-264 0%	for dire	ctional t 1%	4%	oiume es 0%		es for thi 0.094		ment. 0.742	58000	F
	Combined Trainic Estimates for 2 Faraner	noadways on this not			30 /6	0 /0	1 /0	1 /0	4 /0	0 /0	•	0.034	'	0.742	36000	•
ALT	From:		Deep Cree	ek Blvd												
(460) (264)	City of Portsmouth										stimat	es for thi				_
<b>~</b> •	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: <b>720</b> 0	00 F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	80000	F
ALT	To: From:		SR 141 Effi	ngham St												
460 264 Elizabeth River Do	owntown Tunnel City of Portsmouth	(Maint: 64) 0.8	37		Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ite: <b>670</b> 0	00 F	93%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	71000	F
ALT	To: From:		WCL No	orfolk												
460 (264) Elizabeth River Do	owntown Tunnel City of Norfolk (N	Maint: 64) 0.5	55		Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
100 (201)	Combined Traffic Estimates for 2 Parallel	*	ite: <b>670</b> 0	00 F	93%	0%	1%	1%	4%	0%	F	0.090	_		71000	F
	To		I-46	4												
ALT (460) (264) (337) Berkley Brid	dge City of Norfolk (N	Maint: 64) 0.4	11		Se	ا م <u>د</u>	for dire	actional t	raffic ve	م مسام	etimat	es for thi	മാ	ment		
460 264 337 Berkley Brid	Combined Traffic Estimates for 2 Parallel	•		00 G	93%	0%	1%	1%	4%	0%		0.086	_	0.667	100000	G
	To		SR 337 Ma					.,,	.,,	• , •						-
ALT	Promi	Asinti 64)		ııı əucet			for eller	ation al 1				oo fe :: 41- !		m on t		
460 (264) (337)	City of Norfolk (M Combined Traffic Estimates for 2 Parallel	,		00 0	93%	e 1-264 0%	for aire	ectional t 1%	raπic vo 4%	oiume es 0%		es for thi 0.085	s seg F	ment. 0.508	99000	G
	Combined Trainic Estimates for 2 Parallel	nuauways on this Hot			33%	U%	170	1 70	470	U%	٦	0.065	r	0.508	99000	G
ALT	To: From:	<u> </u>	I-26	4												
(460)(337)	City of Norfolk (N				98%	1%	1%	0%	0%	0%	Ν	0.084	F	0.782	NA	
<u>~ ~ ~ </u>	To:	S	R 337 Tidev	ater Drive												

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

NA NA 23000 NA 62000	NA NA NA 23000	0.782 0.596 0.542	P F F S segi	0.084 NA 0.081 0.077	QC F	2Trail 0% 0%	1Trail 0%	3+Axle 0%	1%	2.	1%	4Tire 98%	F G d	7 Tidewater 29000 38000 t Pauls Blverchurch S	SR 33 0.24 on this Route:	Jurisdiction  From  City of Norfolk (Ma  Combined Traffic Estimates for 3 Parallel B	Route ALT 460
NA NA 23000	NA NA 23000	0.596	F F	NA 0.081 0.077	F				] ]		1%	98%	F G d	29000 38000 t Pauls Blv	0.24 on this Route:	,	~~
NA NA 23000	NA NA 23000	0.596	F F	NA 0.081 0.077	F				] ]		1%	98%	G d	<b>38000</b> t Pauls Blv	on this Route:	,	60)
NA 23000 NA	NA 23000	0.542	F	0.081	F	0%	1%	0%	] ]-	<u> </u>			d t	t Pauls Blv	S	Combined Traffic Estimates for 3 Parallel F	~
23000 NA	23000	0.542	F	0.077	F	0%	1%	0%	<del>]</del> ]—	_			t				
23000 NA	23000	0.542	F	0.077	F	0%	1%	0%	 ]—					enchurch S		To:	
23000 NA	23000	0.542	F	0.077	F	0%	1%	0%	_						0.45	City of Norfolk (Ma	ALT 160 St Pauls Blvd
NA			F Sequ		F	0%	1%	0%	_				F	34000	0.45	City of Norioik (ivia	160 St Fauls Bivu
NA			F		F	0%	1%	0%					n Ave	) Brambleto	US 46	To: From:	ALT
	NA	ient.	s sear	NA					1%		2%	96%	G	21000	0.24	City of Norfo	160 (460 St Pauls Blvd
	NA	ient.	s segi	NA								ive	ticello A	0 Par; Mon	ALT US 46	Tα:	400
	NA	nent.		NA					ì			VENITE	JAII A	TO CITY I	A1US-00460(B)	From	IT
		nent.	s seai						_			VENUE	TALL A	NA	А103-00460(В); 0.17	L City of Norfolk (Ma	LT 60 Ramp
62000		nent.	s seai						1	—	IT4	ST VIA A	264 F A		0264-W010B(B)/F	Tar	60 J. Marrip
62000		nent.	s seai						+		ET I	71 11111				Livery	· <del>-</del>
62000		<u></u>	s seu.	oo for thi	atim at	م مسام	roffic v	otional t		24 fo	00   26		337	-W TO RT	0.37	City of Portsmouth (N	LT
S2000			3	25 101 (111	Suman	Julile es	iaiiic vi	Clionari		)4 10	36 1-20	36	T 264	7 FROM R		City of Portsinoutif (r	60 264 Ramp
62000														Portsmout		From:	LT
82000		ient.	s sea	es for thi	stimat	olume e	raffic v	ctional t	 r dire	34 fo	ee I-26	Se	II DIVG	Tortsmout	0.84	City of Portsmouth (N	60 264
2000	6200	0.682	F	0.085	F	0%	4%	1%	1%		0%	93%	F	56000		Combined Traffic Estimates for 2 Parallel R	80 (204)
	02000	0.002	'	0.000	•	0 70	470	1 70					•				
									_				Blvd	7 Frederick	US 1	To: From:	LT
		ıent.	s seg	es for thi	stimat	olume e	raffic v	ctional t	r dire	34 fo	ee I-26	S€			0.55	City of Portsmouth (N	60 264
58000	58000	0.742	F	0.094	F	0%	4%	1%	1%		0%	93%	F	53000	on this Route:	Combined Traffic Estimates for 2 Parallel R	
													lval	ep Creek B	Do	To	
									_				ivu	ер Стеек Б		From:	LT ~~~
		ıent.	s segr	es for thi	stimat	olume e	raffic v	ctional t	r dire	34 fo	эе I-26	Se			1.17	City of Portsmouth (N	60 (264)
30000	80000	0.577	F	0.09	F	0%	4%	1%	1%		0%	93%	F	72000	on this Route:	Combined Traffic Estimates for 2 Parallel R	$\leftarrow$
									1				m St	41 Effingha	SR 1	To	
					_1!1					24.6-	1.00			<u> </u>		December of Destate and Market	~~~~
			J		sumati –												60 264 Elizabeth River L
71000	/1000	0.542	F	0.09	F	0%	4%	1%	1%		0%	93%	F	67000	on this Route:	Combined Traffic Estimates for 2 Parallel R	~ ~
									$\blacksquare$				k	/CL Norfol	V	To: From:	I T
		nent	e e a n	as for thi	etimat	م مسالم	raffic v	ctional t	r dire	34 fo	26۔ا مم	Sc			0.56	Downtown Tunnel City of Norfolk (Ms	~~~~
71000	7100		Ū		E								_	67000			160 (264) Liizabetii Filvei L
1000	71000	0.342	Г	0.09	Г	0%	470	170	70		076	93%				Tan Tan Combined Trainic Estimates for 2 Parallel P	
									_				/		1-		
	0.466		_	0.44=	_	00/	00/	40/				050/			0 =0	From:	
	34000		•	•	-												64 <i>)</i>
71000	71000	0.642	F	0.089	F	0%	2%	1%	1%		0%	95%	G	62000	on this Route:	Combined Traffic Estimates for 2 Parallel P	~
									1				Hwy	3 Military	US 1	To:	
	0000		_	0.101	_	00/	00/	10/	10/		00/	050/				Oits of Observation (	
0000			-	-	-											• • • • • • • • • • • • • • • • • • • •	64)
32000	66000	0.775	F	0.085	F	0%	2%	1%	1%		0%	95%	G	SENON	on thic Douto	Combined Traffic Estimates for 2 Parallel R	_
7	_ _ _	nent. 0.542	s segr	es for thi 0.09 es for thi 0.09 0.117 0.089	F	0% o% o% o%	raffic vv 4% raffic vv 4% 2% 2%	ctional t 1% ctional t 1% 1%	direct of the control	64 for	ee I-26 0% ee I-26 0% 0%	See 93%  See 93%  95%  95%	F k F 7 G G Hwy	41 Effingha  67000  /CL Norfol  67000  464, SR 33  I-64  30000  62000  3 Military    28000	O.45 on this Route:  0.56 on this Route:  I-  0.79 on this Route:  US 1	Downtown Tunnel City of Portsmouth (N Combined Traffic Estimates for 2 Parallel R From Combined Traffic Estimates for 2 Parallel R Combined Traffic Estimates for 2 Parallel R City of Chesapeake (Combined Traffic Estimates for 2 Parallel R City of Chesapeake (Combined Traffic Estimates for 2 Parallel R City of Chesapeake (City of Chesapeake (Cit	ALT 460 264 Elizabeth River D  ALT 460 264 Elizabeth River D  North 464

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

								Tru	ıck		_	K	_	Dir		
Route	Jurisdictio	on Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		Freeman Av	e												
464)	City of Chesapeake	,		Α	95%	0%	1%	1%	2%	0%	С	0.145	Α		31000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>55000</b>	Α	95%	0%	1%	1%	2%	0%	С	0.115	Α	0.698	63000	Α
North	To: From:	SF	337 Poindex	ter St												
464)	City of Chesapeake	(Maint: 64) 0.76	27000	G	95%	0%	1%	1%	2%	0%	F	0.116	F		31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 53000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	62000	G
N1	To: From:		SCL Norfol	k												
North 464)	City of Norfolk (N	Maint: 64) 0.41	27000	G	95%	0%	1%	1%	2%	0%	F	0.116	F		31000	G
404)	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	62000	G
	To:	,	Main Stree													
North	City of Norfolk (M	Maint: 64) 0.60			95%	0%	1%	1%	2%	00/	F	0.114	F		29000	G
464	Combined Traffic Estimates for 2 Parallel	,		G G	95% 95%	0%	1%	1%	2% 2%	0% 0%	F	0.114 0.080	F	0.779	59000	G
	Combined Trainic Estimates for 2 Faraner	noadways on this noute		G	90 /0	0 /0	1 /0	1 /0	2/0	0 /6	•	0.000	'	0.779	39000	G
North	From:		SR 337													
464 337	City of Norfolk (N	•		N	95%	0%	1%	1%	2%	0%	N	0.114	F		29000	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	E: <b>52000</b> I-264	N	95%	0%	1%	1%	2%	0%	N	0.080	F	0.779	59000	N
VI. II	From															
$\frac{\text{North}}{464}$ $17$ Ramp	City of Virginia Beacl	Lh (Maint: 64)	I-464 North	G								0.095	F		12000	G
464) (17)	To:	(	I-64 East									0.000	•		000	
North	From		I-464 North	ì												
464)Ramp	City of Chesapeake	(Maint: 64) 0.18	7700	G								0.100	F		8200	G
<u> </u>	To:	US	13 Military H	ighway												-
North	From		I-464 North										_			
Ramp	City of Chesapeake	(Maint: 64) 0.10	4600 Freeman Av	G								0.090	F		5000	G
u. u	From	<u> </u>														
North 464 Ramp	City of Chesapeake	(Maint: 64) 0.23	I-464 North <b>2400</b>	G								0.207	F		2600	G
404)******	To:		337 E, Poinde										-			
North	From		I-464 North	1												
A64 Ramp	City of Chesapeake	(Maint: 64) 0.10	2200	G								0.18	F		2400	G
	To:	SR 3	37 W, Poinde	exter St												
North	From		I-464 North													
Ramp	City of Norfolk (M	Maint: 64) 0.12		G	94%	0%	1%	2%	3%	0%	F	0.187	F		2100	G
	10.	1	South Main													
North 464)Ramp	City of Norfolk (N	Maint: 64) 0.06	I-464 North	G								0.127	F		6400	G
404)	Tr.		mp Split to St									J. 121	•		0.100	J
North	From		Ramp Split													
Ramp	City of Norfolk (N	Maint: 64) 0.07	1100	G								0.248	F		1100	G
$\overline{}$	To		State St													

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

Route	Jurisdiction	1	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle	-	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
North _	From:			Ramp Split					•								
464 Ramp	City of Norfolk (Ma ™c-	aint: 64)	0.04	5100 np from SR 3	<b>G</b>								0.11	F		5100	G
North	From:	I-464-		PECTION S		N ROAD											
A64 Ramp	City of Norfolk (Ma		0.07	NA									NA			NA	
$\bigcirc$	To:		ST	ATE STREE	EΤ												
South	From: City of Chesapeake (	(Mainte C4)	1.32	I-64 <b>33000</b>		96%	0%	1%	1%	2%	00/	_	0.110	_		37000	G
464	Combined Traffic Estimates for 2 Parallel F	,			G G	95% 95%	0%	1%	1%	2% 2%	0% 0%	F	0.118 0.089	F	0.642	71000	G
	Tar	Toadways on the				33 70	0 70	1 /0	1 /0	270	0 70		0.003	'	0.042	71000	ч
South	From:	(Mainte CA)		13 Military H		000/	00/	10/	10/	00/	00/	_	0.100	_		22222	
464	City of Chesapeake ( Combined Traffic Estimates for 2 Parallel F	. ,	0.84	28000	G G	96% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.138 0.085	F	0.775	33000 66000	G G
	Tark	loadways on thi				33 /6	0 /6	1 /0	1 /0	2 /0	0 /6	•	0.003	•	0.773	00000	u
South	From	(14 : 1 04)		eeman Aven		000/	00/		40/	00/	00/	_	0.404			00000	
464	City of Chesapeake ( Combined Traffic Estimates for 2 Parallel F	. ,	2.01	28000	A	96% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	C C	0.161 0.115	A A	0.698	32000 63000	A A
	Combined Hamic Estimates for 2 Parallel P	hoadways on thi			Α.	95%	0%	1 70	170	270	0%	C	0.113	А	0.090	63000	А
South	From:			ollector Roa													
464	City of Chesapeake (	. ,	0.43	26000	G	96%	0%	1%	1%	2%	0%	F	0.123	F	0.040	31000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on thi			G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.646	62000	G
South	To: From:			SCL Norfolk													
464	City of Norfolk (Ma	,	0.36	26000	G	96%	0%	1%	1%	2%	0%	F	0.123	F	0.040	31000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on thi			G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.646	62000	G
South	To: From:			Main Street													
464	City of Norfolk (Ma		0.87	27000	G	96%	0%	1%	1%	2%	0%	F	0.105	F -		30000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel F	Roadways on thi	s Route:	52000 I-264	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	59000	G
South	From			I-464 South													
Ramp	City of Chesapeake (	(Maint: 64)	0.22	11000	G								0.101	F		12000	G
	То		I-64 West	Exit 291 Co	llector I	Rd											
South	From			I-464 South													_
Ramp	City of Chesapeake ( ™-	(Maint: 64)	0.36	<b>5000</b> I-64 East	G								0.112	F		5300	G
Courth	From:			I-04 East				<u></u>									
South 464)Ramp	L City of Chesapeake (	(Maint: 64)	0.14	6100	G								0.117	F		6600	G
	Τα	•	US 13	Military Hig	ghway												
South	From			I-464 South													
Ramp	City of Chesapeake (	(Maint: 64)	0.13	2600	G								0.103	F		2800	G

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

						4			Tru	uck		-00	K	014	Dir	4 4 14 / D.T.	
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
outh	From:			I-464 South													
Ramp	City of Chesapeake	(Maint: 64)	0.08	4200	G								0.104	F		4400	G
<u> </u>	To		I-464 South Ex	xit 4B Ramr	to Trux	ton St		$\neg$									
outh D	O'the of Observation	(Mariesta 0.4)											0.404	_		00	,
Ramp	City of Chesapeake	(Maint: 64)	0.08	30	G								0.161	F		30	(
uth	To: From:		Ramp	from SR 33'	7 West												
Ramp	City of Chesapeake	(Maint: 64)	0.23	2100	G								0.103	F		2300	(
04)	city of circoapeante	(											000	•			
uth	To: From:		Ran	np from SR	337												
Ramp	City of Chesapeake	(Maint: 64)	0.14	4600	G								0.183	F		4900	(
	To:	<u> </u>		I-464 South													
rth	From:		I_6	64-Westbou	nd												
Ramp	City of Norfolk (M	laint: 64)	0.29	29000	F								0.130	F		31000	
54)1101119	Only of Horion (III	iaiii. 0 1)											0.100	•		01000	
rth	To: From:		Ramps from	n US 460 an	d I-564 l	Rev											
Ramp	City of Norfolk (M	1aint: 64)	0.16	34000	F								0.129	F	0.759	36000	
	To:	,	Ramp fr	rom I-64 Ea	stbound												
rth	From:		I-64; I	US 460 Gra	nby St												
4)	City of Norfolk (M	faint: 64)	0.51	37000	F	98%	0%	0%	2%	0%	0%	F	0.159	F		44000	
	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	65000	F	98%	0%	0%	1%	0%	0%	F	0.101	F	0.902	78000	
	To:	_	SR 406 Inter		rminial I	3lvd											
orth	From:		SR 406 Inte	rnational Te	erminal E	Blvd											
64)	City of Norfolk (M	1aint: 64)	1.81	23000	F	98%	0%	0%	2%	0%	0%	С	0.196	F		30000	
	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	45000	F	98%	0%	0%	1%	0%	0%	С	0.108	F	0.938	59000	
	Tα		SR 337 A	Admiral Tau	ssig Blv	1											
ev	From:			I-64 Rev													
Reversible Ramp	City of Norfolk (M	laint: 64)	0.31	NA									NA			NA	
	To:	,	Ramps to I-56	64 NB and F	From I-56	64 SB											
ev	From	1	•	I-564 Rev													
Ramp	City of Norfolk (M	laint: 64)	0.08	4800	G								0.292	F		4800	
54 Tramp	To:	iairit. 04)		64 Northbou									0.232	'		4000	
uth	City of Novfolk (M	1=:+: C 1\		64 Eastbour									0.140	F		05000	
Ramp	City of Norfolk (M	iaint: 64)	0.16	25000	G								0.140	г		25000	
ıth	From			R 165 Little US 460 Gra		Rd											
uth 64)	City of Norfolk (M	laint: 64)	0.64	28000	F	98%	0%	0%	0%	1%	0%	F	0.145	F		34000	
04)	Combined Traffic Estimates for 2 Parallel				F	98%	0%	0%	1%	0%	0%	· -	0.143	F	0.902	78000	
	Combined Hamic Estimates for 2 Parallel	noauways		06 Terminial		<b>3</b> 0 √0	U 70	076	I 70	U-70	U 7/0	Г	0.101	Г	0.302	70000	
uth	From:		SR 406 Inter			Blvd		_									
54)	City of Norfolk (M	laint: 64)	1.84	22000	F	98%	0%	0%	0%	1%	0%	С	0.159	F		29000	
04)	Combined Traffic Estimates for 2 Parallel	,	_		F	98%	0%	0%	1%	0%	0%	С	0.133	В	0.865	59000	

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

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South 564)Ramp	City of Norfolk (N	laint: 64)	0.16	I-564 South <b>2300</b>	F								0.149	F		2400	F
<u> </u>	To:		SR 165,	East Little C	Creek R	d											
South	From:			64 Southbou										_			_
Ramp	City of Norfolk (M	/laint: 64)	0.35	5700	F								0.134	F		6000	F
South	To: From:		SR	406 East Ra	amp												
Ramp	City of Norfolk (N	<u>(aint: 64)</u>	0.12	12000	F								0.109	F		13000	F
$\smile$	To:	D 6		th Ramp to			N. 1										
outh 564)Ramp	City of Norfolk (N		n 1-564 Sout 0.25	thbound and 5300	I SR 406	Terminl I	Blvd						0.155	F		5600	F
564 / Tamp	To:	iaiii. 04)		460 Granby				$\overline{}$					0.155	•		3000	٠
outh	From			& SR 406 F	<u></u>	erge											
Ramp	City of Norfolk (M		0.45	6800	F	.0150							0.104	F		7200	F
	To:		I-(	64 Westbou	nd												
South	From		I-5	64 Southbou	und												
Ramp	City of Norfolk (N	laint: 64)	0.08	7800	G								0.294	F		7800	G
$\overline{}$	To:			I-564 Rev													
East	From:			WCL Suffoll													
Hampton Roads Beltway		,	0.16	40000	G	94%	0%	1%	1%	3%	0%	F -	0.089	F -		43000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	89000	G
		Eas		signed as		n I-664											
East	To:		64-6	59 Pughsvill	le Rd												
664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	40000	G	94%	0%	1%	1%	3%	0%	F	0.083	F		44000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	81000	G	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	89000	G
		Eas	t I-664 is	signed as	s Sout	h I-664											
- · ·	To:		SR 33	7 Portsmout	h Blvd												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.10	42000	G	94%	0%	1%	1%	3%	0%	F	0.079	F		46000	G
664 Hampton Hodds Beitway	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.516	94000	G
		•		signed as			0 70	. , 0	. , ,	.,0	0,0	•	0.07.0	•	0.0.0	0.000	0.
	To:			k Landing R													
East	From			Dock Landii													
664 Hampton Roads Beltway			1.18	45000	G	94%	0%	1%	1%	3%	0%	F	0.079	F		49000	G
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.507	97000	G
		Eas	t I-664 is	signed as	s Sout	h I-664											
East	To: From:	US	3 13, US 58,	US 460 Mi	liatry H	ighway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.13	57000	G	94%	0%	1%	1%	3%	0%	F	0.09	F		62000	G
	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	127000	G
		•		signed as	-												
	To:			0 Military H													

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
East	From:		US 13, US 46	0 Military H	lighway	South		ZAXIE	3+AXIC	TITAL	ZIIali		1 actor		1 actor		
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.27	55000	G	94%	0%	1%	1%	3%	0%	F	0.089	F		60000	G
	Combined Traffic Estimates for 2 Parallel	Roadways o	n this Route:	113000	G	94%	0%	1%	1%	4%	0%	F	NA			124000	G
		-	East I-664 is		s Souti	ı I-664											
	To:			I-64; I-264													
ast	From:			t; Ramp to I		st											
Ramp	City of Chesapeake	(Maint: 64)	0.46	37000	G								0.075	F		40000	(
<u> </u>	Τα			I-64 West													
ast	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.35	6600	G								0.128	F		7100	C
<u> </u>	Τα		F	ughsville Ro	d												
ast	Fron:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.36	2800	G								0.09	F		2900	(
<u> </u>	To:		SR 337	W, Portsmo	uth Blvd												
ast	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.22	4500	G								0.096	F		4800	(
<u> </u>	To:		SR 337	E, Portsmou	ıth Blvd												
ast	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.06	2200	G								0.110	F		2300	(
<u> </u>	To:		I-664 E	ast Exit 12E	3 Ramp												
ast	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.47	11000	G								0.087	F		12000	(
	To:		US 58 V	V, Military I	Highway												
ast	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.25	2200	G								0.138	F		2300	(
<u> </u>	To:		US 58 I	E, Military H	Iighway												
East	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.12	2500	G	92%	0%	1%	1%	6%	0%	F	0.123	F		2700	(
	To:		US 13	3; 1US 13-P	FRO												
ast	From:		I-664 Eas	t; Ramp to I	I-64 Wes	st .											
Ramp	City of Chesapeake	(Maint: 64)	0.56	21000	G								0.114	F		23000	(
	Τα			I-264 East													
Vest	From:			VCL Suffoll	K												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.62	42000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		46000	(
	Combined Traffic Estimates for 2 Parallel	Roadways o	n this Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	89000	(
		•	West I-664 is	signed a	s Norti	h I-664											
				9 Pughsville													
Vest	From:	1							_				_				
664 Hampton Roads Beltway		. ,	2.10	41000	G	94%	0%	1%	1%	4%	0%	F	0.086	F		45000	(
	Combined Traffic Estimates for 2 Parallel	Roadways o	n this Route:	81000	G	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	89000	C
			West I-664 is	signed a	s Norti	h I-664											
	Tox		SR 33'	7 Portsmout	h Blvd												

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

Davida	1		Lasanth	4457		4	D		Tru	ıck		00	K	01/	Dir	A A)A/DT	014
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:			7 Portsmout													
664 Hampton Roads Beltway		,	1.03	44000	G	94%	0%	1%	1%	4%	0%	F	0.081	F		48000	G
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.516	94000	G
		Wes	t I-664 is	signed a	s Norti	h I-664											
Vest			Doc	k Landing F	Road												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.48	44000	G	94%	0%	1%	1%	4%	0%	F	0.076	F		49000	G
004)	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.507	97000	G
		•		signed a			0,0	. , 0	. , ,	.,0	0 / 0	•	0.0.0	•	0.007	0.000	0.
	To:			US 460 Mi													
Vest	From:											_		_			
664 Hampton Roads Beltway		,	1.21	59000	G	94%	0%	1%	1%	4%	0%	F	0.088	F		64000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	-				94%	0%	1%	1%	4%	0%	F	0.076	F	0.571	127000	G
	Tec	Wes		signed a		h I-664											
	10.			I-64; I-264													
Vest	From	(14 : 1 : 0 4)		I-664 West									0.000	_		7000	_
Ramp	City of Chesapeake	(Maint: 64)	0.19	6800	G								0.093	F		7300	G
				est Exit 10													
West	City of Changes also	(Maint: 64)	0.22	I-664 West 3500	G								0.097	F		3800	_
Ramp	City of Chesapeake	(IVIAITIL. 04)		W, Portsmo				<del></del> 1					0.097	Г		3000	G
A1 ±	From			I-664 West													
West 664)Ramp	City of Chesapeake	(Maint: 64)	0.36	6900	G								0.085	F		7400	G
664)	To:	(Marrie 01)		E, Portsmoi				<del></del> 1					0.000	•		7 100	ŭ
Vest	From			I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.14	2700	G								0.107	F		2900	G
1	To:	:	I-664 W	est Exit 12	B Ramp												
West	From:			I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.06	28000	G								0.097	F		30000	G
	To	-	I-66/	4 West Exit	13R												
Vest	Prom:	(Madada 0.4)											0.005	_		00000	_
Ramp	City of Chesapeake	(IVIAINT: 64)	0.53	26000	G								0.095	F		28000	G
	10.	1		V, Military I													
West	City of Change and	(Maint: 64)		West Exit									0.150	_		1500	_
Ramp	City of Chesapeake	(iviaint: 64)	0.10	1400	G								0.153	F		1500	G
			US 38 E	E, Military F	ugnway												

					INO	HOIK IVIAI	ntenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Truc			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
460 7 Monticello Ave	0.25	4400 To	G	98%	1%	1%	A1US 460- 0% St Pauls Bly	0%	0%	F	0.105	F	0.581	4700	G	2019
City of Virginia Beach																
F <sub>143</sub> Midtown Way	0.55	330 To	G		134		ad End	sity Dr			0.144	F	0.520	330	G	2019
City of Chesapeake						1 0001 1101	Sent Cinven	ony Di			I					
F144)	0.10	3800 To	R				SR 168				NA			NA		06/19/201
		From	: :				ad End									
(F145) Bulldog Rd	0.06	840	G			111	item st				0.148	F	0.598	840	G	2019
<u> </u>		То				De	ad End									
(F148) Tennyson St	0.10	40	G			De	ad End				0.161	F	0.5	40	G	2019
(F148) Tennyson St	0.10	To				SR 190 Gr	eat Bridge I	Blvd			0.101		0.5	40	ч	2013
		From	:			Mu	ıllen Rd									
F <sub>150</sub> Libertyville Rd	0.34	1300 To	G			CD 166 D	ainbridge B	lud			0.112	F	0.608	1300	G	2019
		From	:				thway St	ivu								
(F151) Firman St	0.17	100	G			500	uiway St				0.233	F	0.511	100	G	2019
<u> </u>		To					ad End									
F <sub>153</sub> Rotunda Ave	1.67	660	G	93%	2%	US 13 Mi 2%	litary Highw 0%	vay 3%	0%	С	0.126	F	0.692	710	G	2019
(F153) Rotunda Ave	0.69	660 From	N	93%	2%	2%	Portsmouth 0%	3%	0%	N	0.126	F	0.692	710	N	2019
City of Doutsmouth			J			124-8340	Greenwood	l Dr								
City of Portsmouth		From	:			De	ad End									
(F154) Liberty St	0.40	<b>20</b>	G			Toz	ewell St				0.22	F	0.556	20	G	2019
City of Chesapeake						1 az	ewen st									
		From				Do	rcas Rd					_				
F <sub>156</sub> Burns St	0.12	60 To	G			Do	ad End				0.246	F	0.516	60	G	2019
City of Norfolk			1			DC	au Enu				<u> </u>					
(F157)	0.29	2600	G	97%	0%	2%	ad End	0%	0%	С	0.101	F	0.547	2700	G	2019
		To				US 13 N	Military Hw	У								
City of Chesaneake		From	:			SR 19	1 Jolliff Rd									
(F336) Jolliff Rd	0.19	<b>30</b>	G								0.222	F	0.583	30	G	2019
		From	]				ad End				<u> </u>					
(F337) Branchview Way	0.47	60	G			De	au Enu				0.128	F	0.5	60	G	2019
,		То	:			SR 19	1 Jolliff Rd									
Diales Of	0.00	From	Ĺ			SR 190 Gr	eat Bridge I	Blvd			0.000	_	0.04.4	0.40		0010
F683 Blake St	0.32	840	G			De	ad End				0.092	F	0.614	840	G	2019
		From					eat Bridge I	Blvd								
(F684) Finck Lane	0.13	690	G								0.253	F	0.563	690	G	2019
		To					ad End									
(F808) W Military Hwy	0.06	40	G			De	ad End				0.247	F	0.524	40	G	2019
, ,		То	:			US 5	8; FR-923									

					No	rfolk Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
	0.65	100	G			Dead End				0.168	F	0.571	100	G	2019
(F809)	0.05	Tor				US 58 Military Hw	v			0.100	'	0.57 1	100	u	2013
		From:				US 13 Military Hw	•								
(F812) Ridgeway Ave	0.46	70	G			OS 13 Williary 11w	y			0.179	F	0.519	70	G	2019
(1012) 1 9011.01		To:				Dead End									
		From				US 58 Military Hw	v								
(F923) Snowden St	0.58	20	G			Í	*			0.381	F	0.625	20	G	2019
$\cup$		To				Dead End									
City of Norfolk															
O Blad	0.47	From:	Ļ	000/	00/	Curlew Dr	00/	00/			_	0.000	5000	_	0040
1 Corporate Blvd	0.47	5200 To:	G	99%	0%	0% 0%	0%	0%	F	0.13	F	0.808	5600	G	2019
						US 13 Military Hw									
Sewells Point Rd	1.96	From:	<u> </u>	079/	1%	SR 247 Norview Av 2% 0%	ve 0%	00/	С	0.085	F	0.563	9200	G	2019
3 Sewells Point Rd	1.90	7700 To:	G	97%	1 70	SR 165 Little Creek		0%	C	0.065	Г	0.565	8200	G	2019
		From:					Ku			1					
Tazewell St	0.06	1600	G			Duke St				0.121	F	0.574	1600	G	2019
1 azewell St	0.00	To:				Alt SR 337 Boush	St			0.121	•	0.574	1000	u	2013
		From:				Tazewell St	-								
5 Duke St	0.29	1600	G	95%	1%	2% 1%	0%	0%	С	0.098	F	0.503	1700	G	2019
\ 1 <u>5</u> 5 /	ned Traffic:		G	95%	1%	2% 1%	0%	0%	F	NA	•	0.000	44000	G	2010
Combi	noa mamo.	To	一	0070	1 /0	Brambleton Ave	0 70	0 70	•	— T			11000	u	
		From:			CD 337	7 State St; 122-8592 B	arklay /	Ava							
6 State St	0.40	860	G	92%	2%	4% 1%	1%	0%	С	NA			940	G	2019
State St	0.10	To:	Ť	0270		End State Maintenar		070		<b>—i</b> "			0.10	Ğ	2010
		From:			I-464-N	006A STATE ST @ I		337		i					
6 Ramp	0.07	3700	G		1 10111		tooil	557		0.127	F		3700	G	2019
Ramp		To			I-46	64-N006B FROM STA	ATE ST								
		From:				City Hall Ave									
Monticello Ave	0.47	2700	G	98%	1%	1% 0%	0%	0%	С	0.110	F	0.558	2900	G	2019
122		To	_			SR 337 Brambleton	1								
7 Monticello Ave	0.25	4400 From:	G	98%	1%	1% 0%	0%	0%	F	0.105	F	0.581	4700	G	2019
Monticello Ave	0.20	To:	Ť	0070	. , ,	US 460 St Pauls Bl		0,0	•		•	0.00.		<u>.</u>	_0.0
		From:				Alt US 460 Overpa				i					
8 City Hall Ave WB	0.13	NA				Alt OS 400 Overpa	33			NA			NA		
122		To				Ramp From I-64 W	В								
		From				Bay Ave									
(8023) Ramp	0.14	5300	G	98%	1%	0% 0%	0%	0%	С	0.172	F		5600	G	2019
(8023) Ramp		To	·			I-64 East									
		From:				Powhatan Ave									
8560 49th St	0.56	5000	G	97%	1%	2% 0%	0%	0%	С	0.076	F	0.518	5300	G	2019
(122)		To				SR 337 Hampton Bl	vd								
O		From:	<u> </u>			Hampton Blvd				<b>-</b>	_			_	
(8560) 49th St	0.42	3300 To:	G	97%	1%	2% 0%	0%	0%	F	0.086	F	0.535	3500	G	2019
			<u> </u>			Colley Ave									
O Dalli A	0 10	From:	<u> </u>	0001	401	Powhatan Ave	001	001			_	0.550	4000	_	0010
8561 Bolling Ave	0.48	1800	G	98%	1%	1% 0%	0%	0%	С	0.103	F	0.573	1900	G	2019
		From:				SR 337 Hampton Bl	vd								
8561 Bolling Ave	0.48	2100	G	98%	1%	1% 0%	0%	0%	С	0.122	F	0.5	2300	G	2019
		To				Jamestown Crescer	nt								
		From:				Powhatan Ave									
8562 43rd St	0.98	11000	G	97%	1%	2% 0%	0%	0%	F	0.079	F	0.602	12000	G	2019
		To:				Colley Ave									
		From:				US 58 Brambleton A	ve								
8563 Colley Ave	0.21	16000	G	99%	0%	0% 0%	0%	0%	F	0.085	F	0.693	17000	G	2019
		To				Olney Rd									

					INO	HOIK Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Norfolk		From				01 71									
Collay Ava	0.40	12000	G	99%	0%	Olney Rd	0%	0%	F	0.085	F	0.638	13000	G	2019
Colley Ave	0.40	12000		9970	0%			0%	Г	0.065	г	0.030	13000	G	2018
Q-11 A	0.07	From	Ļ	000/	00/	Princess Anne		00/				0.504	40000		0046
Colley Ave	0.37	12000	G	99%	0%	0% 0%	0%	0%	F	0.084	F	0.504	13000	G	2019
<u> </u>		From:				21st Street									
3563 Colley Ave	0.30	14000	G	99%	0%	0% 0%	0%	0%	F	0.098	F	0.526	15000	G	2019
		To:				27th Street									
563) Colley Ave	1.04	13000	G	99%	0%	27th St 0% 0%	0%	0%	С	0.09	F	0.531	14000	G	2019
Colley Ave	1.04	13000		33 76	0 70	076 076	0 70	0 70		0.00	•	0.551	14000	G	201
$\sim$ 1 $\sim$ 1	0.74	From:	<u> </u>	000/	00/	52rd Street	00/	00/			_	0.500	0.400		204
563 Jamestown Crescent	0.74	7800	G	99%	0%	0% 0%	0%	0%	F	0.091	F	0.566	8400	G	2019
<u> </u>		To				SR 337 Hampton	Blvd								
$\widehat{}$		From:				Dead End									
Powhatan Ave	0.75	1500	G	97%	2%	1% 0%	0%	0%	С	0.093	F	0.541	1600	G	2019
		To				Bolling Ave									
Powhatan Ave	0.81	6600 From:	G	99%	0%	1% 0%	0%	0%	F	0.075	F	0.547	7100	G	201
Powhatan Ave		To:				38th St									
		From:				Powhatan Av	2								
564) 38th St	0.57	5600	G	99%	0%	1% 0%	0%	0%	F	0.081	F	0.576	5900	G	201
<i>(u)</i>		To				SR 337 Hampton	Blvd								
38th St	0.41	6000 From:	G	99%	0%	1% 0%	0%	0%	F	0.086	F	0.529	6400	G	201
38th St	V. 11			5576	0 /0		370		•		•	0.020	3 100	<b>J</b>	_01
		From	<u> </u>	2021		Colley Ave	221	221			_	0.544			
564) 38th St	0.53	8500	G	99%	0%	1% 0%	0%	0%	С	0.089	F	0.541	9100	G	201
<u> </u>		To:				Llewellyn Av	e								
38th St	0.17	4200	G	99%	0%	1% 0%	0%	0%	F	0.087	F	0.739	4500	G	201
122/		To				US 460 Granby	St								
<u> </u>		From				US 460									
La Vallette Ave	0.48	1900	G	96%	1%	1% 1%	0%	0%	С	0.113	F	0.537	2000	G	201
		To				Columbus Av	e								
		From:				Olney Rd									
565 Colonial Ave	1.08	6100	G	99%	0%	1% 0%	0%	0%	F	0.093	F	0.544	6500	G	201
122)		Too				27th St									
Colonial Ave	1.07	2200 From:	G	99%	0%	1% 0%	0%	0%	F	0.109	F	0.702	2400	G	2019
565 Colonial Ave		To:	Ť	0070	0 70	New Hampshire		0,70	•		•	002		<b>.</b>	_0
		From:				Gasnold Ave									
New Hampshire Ave	0.24	110	G	95%	1%	4% 0%	0%	0%	С	0.121	F	0.667	120	G	201
1929 New Hampshile Ave		To				Colonial Ave									
<del></del>		From:				Colley Ave									
566) 41st St	0.05	820	G	99%	0%	1% 0%	0%	0%	F	0.107	F	0.619	880	G	201
566) 41st St	5.50	To:	m	/ 0		Mayflower Re		2,0	•	<u> </u>	•	2.010		~	_01
_		From:				Carolina Ave									
Mayflower Ave	0.22	1200	G	99%	0%	0% 0%	0%	0%	С	0.107	F	0.619	1300	G	201
122/		To				Delaware Av									
<u> </u>		From:				Mayflower Ro	1	-					<del></del>		
Delaware Ave	0.55	4300	G	99%	0%	1% 0%	0%	0%	F	0.084	F	0.543	4600	G	201
						Llewellyn Av	e			¬—					
Delaware Ave	0.12	7200 From:	G	99%	0%	1% 0%	0%	0%	С	0.109	F	0.727	7700	G	201
Delaware Ave		Tor				US 460 Granby				$\neg$					
		From:								<u> </u>					
567) Boush St	0.21	10000	G	99%	0%	Brambleton Av	0%	0%	F	0.091	F	0.650	11000	G	201
567 Boush St	U.Z I	10000	<u> </u>	JJ /0	U /0	1 /0 U7/0	U /o	U /0	1,	0.031	1.	0.030	11000	G	201
		To:				Va Beach Blv			-						
			_	000/	00/	00/ 00/	0%	Λο/	F	0.101	F	0.574	8400	G	201
Llewellyn Ave	0.30	7900	G	99%	0%	0% 0%	076	0%	'	0.101	•	0.07	0.00		
Llewellyn Ave	0.30		G	99%	0%			0%	'	J. 101	•	0.07 4			
Llewellyn Ave	0.30		G G	99%	0%	Princess Anne 1 0% 0%		0%	F	0.101	· F	0.503	9200	G	2019

					140	i ioik ivia	intenanc	ic Alca								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
(8567) Llewellyn Ave	0.72	6500	G	99%	0%	0%	st Street 0%	0%	0%	F	0.094	F	0.505	6900	G	2019
Llewellyn Ave	•	To					th Street									
(8567) Llewellyn Ave	0.14	7400 From	G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.581	7900	G	2019
199		To					th Street									
(8567) Llewellyn Ave	0.20	From	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.545	12000	G	2019
(8567) Liewellyn Ave	0.20	11000		9970	0%			0%	0%	Г	0.094	Г	0.545	12000	G	2019
(8567) Llewellyn Ave	0.28	8000 From	G	99%	0%	Dela 0%	ware Ave	0%	0%	F	0.083	F		8500	G	2019
(8567) Llewellyn Ave	0.20	To		33 /6	0 /6		0 Granby S		0 /6		0.003	'		0300	G	2019
		From					lley Ave									
(8568) Olney Rd	0.50	9000	G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.679	9600	G	2019
(8568) Olney Rd		To			IIC 50		Danah Div									
8568) Olney Rd	0.31	1900	G	98%	0%	1%	Beach Blv 0%	0%	ου 0%	С	0.099	F	0.71	2000	G	2019
Olney Rd	0.0.	To	r -	0070	0,0		ticello Ave		0,0			•	•		<u>.</u>	_0.0
		From					585 Main S									
8569 Granby St	0.36	4800	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.515	5100	G	2019
122		To				US 58 B	rambleton	Ave								
0	4.07	From	Ļ	000/	40/		bleton Ave		00/			_	0.570	0500	_	0040
(8569) Granby St	1.27	8000 To	G	98%	1%	1%	0% nurch St	0%	0%	F	0.094	F	0.570	8500	G	2019
		From														
8572) Claremont Ave	0.51	960	G	99%	0%	0%	eigh Ave 0%	0%	0%	F	0.117	F		1000	G	2019
Claremont Ave	0.51	300	<u> </u>	33 /6	0 70				0 70	'	0.117			1000	u	2013
Otat St	0.29	6400	G	99%	0%	SR 337 I	Hampton E		0%	С	0.091	F	0.570	6000	G	2019
8572 21st St	0.29	0400	<u> </u>	99%	076	076	0%	0%	0%	U	0.091	Г	0.570	6900	G	2019
O 04 - 1 01	0.40	From	Ļ	000/	00/		lley Ave	00/	00/		0.007		0.544	10000		0010
8572 21st St	0.48	12000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.541	13000	G	2019
O 24 + 24	0.05	From	Ļ	000/	00/		wellyn St	00/	00/			_	0.545	0000		0010
8572 21st St	0.25	8700	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.515	9300	G	2019
		From					ticello Ave									
8573 Ballentine Blvd	0.50	12000	G	95%	1%	2%	a Beach B 2%	1%	0%	С	0.075	F	0.587	13000	G	2019
Ballentine Blvd	0.50	12000		95 /6					0 /6	U	0.073	'	0.567	13000	G	2019
Pallantina Plud	0.54	From	<u> </u>	OE9/			incess Ann		00/	F	0.084	F	0.504	10000		2010
8573 Ballentine Blvd	0.54	9500 <sub>To</sub>	G	95%	1%	2%	2% t Terrace	1%	0%	Г	0.064	Г	0.524	10000	G	2019
		From					34 Tait Te	rr								
8573) Ballentine Blvd	0.49	8400	G	95%	1%	2%	2%	1%	0%	F	0.085	F	0.525	9000	G	2019
		To			1	22-8613	Chesapeak	e Blvd								
		From					0 Granby S	St								
(8574) Willow Wood Dr	1.10	10000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.595	11000	G	2019
<u> </u>		То					Tidewater									
0.0.	0.04	From	Ļ	000/			37 Watersi		00/			_	0.570	11000	_	0010
8575 St Pauls Blvd	0.31	10000	G	98%	1%	1%	0%	0%	0%	F	0.129	F	0.578	11000	G	2019
<u> </u>		From					60; Marke					_				
8575 Fenchurch St	0.41	6800	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.624	7200	G	2019
		From					rambleton	Ave								
8575 Church St	0.23	17000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.543	18000	G	2019
		To From			Ţ	JS 58 Virg	ginia Beacl	n Blvd								
8575 Church St	0.13	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.591	20000	G	2019
		To From				Prince	ss Anne R	d								
8575 Church St	0.84	23000	G	97%	1%	1%	1%	1%	0%	С	0.084	F	0.528	25000	G	2019
144)		To From			SR 2	47 Lafave	tte Blvd; 2	6th Stree	t		<b>—</b>					
8575 Church St	0.05	14000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.538	15000	G	2019
122		To				2	27th St									

Route Length AADT QA 4Tire BusTruck K Dir AAV		
2Axle 3+Axle 1Trail 2Trail Factor Factor	VDT QW	Year
City of Norfolk		
8575) Church St 0.21 <b>12000 G</b> 97% 1% 1% 1% 0% F 0.082 F 0.565 120	000 G	2019
US 460 Granby St; Monticello Ave		
Princess Anne Rd 0.62 <b>1300 G</b> 97% 1% 1% 0% 0% 0 C 0.132 F 0.577 14	00 G	2019
Toc. SR 337 Hampton Blvd		
R576 Princess Anne Rd 0.08 <b>5400 G</b> 97% 1% 1% 0% 0% 0% F 0.075 F 0.519 57	00 G	2019
Princess Anne Rd 0.32 <b>8000 G</b> 97% 1% 1% 0% 0% 0% F 0.084 F 0.651 85	00 G	2019
From: 122-8565 Colonial Ave		
97% 1% 1% 0% 0% 0% F 0.082 F 0.569 120 G 97% 1% 1% 0% 0% 0% F 0.082 F 0.569 120	000 G	2019
Llewellyn Ave   Llewellyn Ave	000 G	2019
9576 Princess Anne Rd 0.28 <b>10000 G</b> 97% 1% 1% 0% 0% 0% F 0.080 F 0.549 110	000 G	2018
<sub>8576</sub> Princess Anne Rd 0.49 <b>8600 G</b> 97% 1% 1% 0% 0% 0 C 0.086 F 0.565 92	00 G	2019
To Church St		
Princess Anne Rd 0.29 <b>15000 G</b> 97% 1% 1% 0% 0% 0% F 0.079 F 0.502 1500 Tidewater Dr	000 G	2019
From: Monticello Ave		
Old Live Co.	00 G	2019
US 460 Bus Wood St 0.17 <b>3200 G</b> 97% 0% 1% 0% 0% F 0.115 F 0.719 34 US 460 Bus Wood St	<b>.</b>	
Front: Bus US 460		
<u> </u>	00 F	2019
Fenchurch St	00 G	2019
122)	00 G	2018
TRUCKAREL DI		
Chesapeake Blvd		0016
1227	00 G	2019
Sturgis Rd		
From: Fishermans Rd    Sturgis Rd	30 G	2019
9581) Sturgis Rd 0.11 <b>640 G</b> 97% 1% 2% 1% 0% 0% C 0.136 F 0.511 68	,	2010
Bay View Blvd		
(558) Sturgis St 0.64 <b>1300 G</b> 98% 1% 1% 0% 0% 0% C 0.098 F 0.603 13	00 G	2019
Ocean View Ave		
Alt SR 337 Bouch St		
(3582) City Hall Ave 0.14 <b>6600 G</b> NA 72	00 G	2019
To Monticello Ave		
	00 G	2019
Combined Traffic: 38000 G NA NA	Α	
Alt US 460 Alt US 460 O.105 F 0.811 270	000 G	2019
5582 OILY HAII AVE 0.10 <b>2000 G</b> 0.101 270 T <sup>∞</sup> 122-8582-E001B MARKET STREET CONN UNDERPA	,,,,	2018
122 GOOD DOOLD WITHOUT STREET COMM CADDRATA		
122-06362(b)/10 KTE 204 WEST	٨	
8582 Ramp 0.10 <b>NA</b> NA	Л	
ATOS-00-00-1 (LJHS-0020-F HBJH KOM STITIOLE) B		
East 122-8582 MARKET STREET CONN UNDERPASS		
Ramp 0.45 <b>NA</b> NA N	А	
1-264-E FROM CITY HALL AVENUE		
From: Boush St		
8585 Main St 0.25 <b>7600 G</b> 97% 0% 1% 1% 0% 0% F 0.122 F 0.574 81	00 G	2019
To Bank St		
Main St	00 0	0010
(122)	00 G	2019
Ta: A1US 460-P City Hall Ave		

City of Narfulk   Plume St   0.42   2800   G   97%   0%   0%   1%   1%   0%   0%   F   0.12   F   0.522   3000   G   20	Rouce Length AADT OA 4 Tilve Bus 2 AAU6 3 1 Trail 2 Trail C Factor OK Factor AAWD OW Yea Class of Northelik						INO	rtoik iviair	itenance Are	ea							
Plume St   0.42   2000   6   37%   67   1%   15%   67   67   12   7   0.522   3000   6   21	Plume St	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Plume St	Plume St	City of Norfolk															
Separate   Separate	Si Pauls Bird   Fork Anz   Fork	Ossa Pluma St	0.42		G	97%	0%			Nº/ <sub>2</sub>	F	0.12	F	0 522	3000	G	2019
Corprew Ave 0.77 5100 F 97% 0% 17% 17% 0% 0% 0% F 0.085 F 0.548 5400 F 20 Meminas Ave S 1000 F 97% 0% 17% 17% 0% 0% 0% 0% 0% C 0.155 F 0.776 1000 G 20 Meminas Ave S 1000 F 0.547 17% 0% 17% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Port Ave	8586 122	0.42	<b>2000</b> To:		31 /6	0 78			0 76		0.12	•	0.522	3000	ч	2013
Corprew Ave	Corprew Ave   0.77   5100   F 97%   0%   1%   1%   0%   0%   F 0.085   F 0.548   5400   F 2015			From:	i i							1					
Merrimans Ave   Merrimans Av	Marinise Ave   Mari	Corprew Ave	0.77		F	97%	0%			0%	F	0.085	F	0.548	5400	F	2019
Indian River Rd   0.23   950   G   94%   1%   4%   1%   0%   0%   0%   C   0.165   F   0.776   1000   G   21	Indian River Rd   0.23   950   G   94%   19%   49%   19%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%	0366 GOI PION 7 110	0.77	To:	Ė	01 70	0 70			070	•	7	•	0.010	0.00	•	2010
Indian River Rd   0.23   950   G   94%   1%   4%   1%   0%   0%   C   0.165   F   0.776   1000   G   2.165   Main Niver Rd   0.66   2100   G   97%   0%   1%   1%   0%   0%   C   0.123   F   0.542   2200   G   2.165   Main Niver Rd   0.53   14000   G   97%   0%   1%   1%   0%   0%   0%   C   0.123   F   0.542   2200   G   2.165   Main Niver Rd   0.53   14000   G   97%   0%   1%   1%   0%   0%   0%   F   0.106   F   0.510   15000   G   2.165   Main Niver Rd   0.57   5000   G   93%   1%   1%   4%   1%   0%   0%   F   0.095   F   0.515   5300   G   2.165   Main Niver Rd   0.57   5000   G   93%   1%   1%   4%   1%   0%   F   0.095   F   0.515   5300   G   2.165   Main Niver Rd   0.11   13000   G   96%   0%   2%   1%   1%   0%   F   0.095   F   0.515   5300   G   2.165   Main Niver Rd   0.27   13000   G   96%   0%   2%   1%   1%   0%   F   0.095   F   0.552   14000   G   2.165   Main Niver Rd   0.27   13000   G   96%   0%   2%   1%   1%   0%   F   0.101   F   0.547   14000   G   2.165   Main Niver Rd   0.27   13000   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.538   4100   G   2.165   Main Niver Rd   0.27   13000   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.538   4100   G   2.165   Main Niver Rd   0.27   13000   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.538   4100   G   2.165   Main Niver Rd   0.27   13000   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.538   4100   G   2.165   Main Niver Rd   0.27   13000   G   96%   0%   2%   1%   1%   0%   0%   0%   0%   0%   0	Indian River Rd   0.23   950   G   94%   1%   4%   1%   0%   0%   0   0%   C   0.165   F   0.776   1000   G   2018			From:	: -												
Main Street	Main Street	8590 Indian River Rd	0.23	950	G	94%	1%			0%	С	0.165	F	0.776	1000	G	2019
Indian River Rd	Indian River Rd	0022		To:				Mate	. C4 4			_					
March St   Berkkey Ave   St   St   St   St   St   St   St   S	March St.   Marc	osoo Indian River Rd	0.66		G	97%	0%			0%	С	0.123	F	0.542	2200	G	2019
Indian River Rd   0.53   14000   G   97%   0%   1%   1%   0%   0%   F   0.106   F   0.510   15000   G   20	Indian River Rd   0.53   14000   6   37%   7%   1%   1%   0%   0%   F   0.106   F   0.510   15000   G   2015	122	0.00	Z 100 To:	_	01 /0	0 70			0 70		0.120	•	0.042	2200	u	2010
Second   S	Second Part			From:													
Second Prince   Second Princ	Composed	(8590) Indian River Rd	0.53	14000	G	97%	0%	1%	1% 0%	0%	F	0.106	F	0.510	15000	G	2019
Liberty St   0.57   5000   G   93%   1%   1%   4%   1%   0%   F   0.095   F   0.515   5300   G   20	Liberty St 0.57 5000	122)		To:				US 460	Wilson Rd								
Composed   Composed	Liberty St   0.57   5000   G   93%   1%   1%   4%   1%   0%   F   0.095   F   0.515   5300   G   2015			From:				SR 33	7 Main S								
State St	Serkley Ave   0.11   13000   G   96%   0%   2%   1%   1%   0%   F   0.088   F   0.552   14000   G   2015	8591) Liberty St	0.57	5000	G	93%	1%	1%	4% 1%	0%	F	0.095	F	0.515	5300	G	2019
Sale	Berkley Ave   0.11   13000   G   96%   0%   2%   1%   1%   0%   F   0.088   F   0.552   14000   G   2015			To:				WCL C	hesapeake	_							
Main St	Secondary   Seco	_		From:				Sta	ate St								
Main St   Main	See   Berkley Ave   Dec   See   Se	8592 Berkley Ave	0.11	13000	G	96%	0%	2%	1% 1%	0%	F	0.088	F	0.552	14000	G	2019
Secondary Research   Seconda	Berkley Ave Ext   0.80   3800   G   96%   0%   2%   1%   1%   0%   F   0.101   F   0.547   14000   G   2015	177/		To				M:	nin St								
Fauguier St	Fauquier St	8592 Berkley Ave	0.21	13000	G	96%	0%			0%	F	0.101	F	0.547	14000	G	2019
Berkley Ave Ext   0.80   3800   G   96%   0%   2%   1%   1%   0%   C   0.091   F   0.534   4100   G   26	Berkley Ave Ext   0.80   3800   G   96%   0%   2%   1%   1%   0%   C   0.091   F   0.534   4100   G   2015	122	0.2.				0,0				•		•	0.0.7		<u>.</u>	_0.0
Second   S	Second   S	Parklay Ava Evt	0.00	From	<u> </u>	069/	00/			00/		0.001		0.504	4100		2010
Second   S	Berkley Ave Ext   0.45   3800   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.538   4100   G   2015	8592 Berkiey Ave Ext	0.80	3800	G	96%	0%	2%	1% 1% 	U%	<u>.                                    </u>	0.091	۲	0.534	4100	G	2019
Spring Meadow Blvd   0.27   1700   G   96%   1%   2%   1%   0%   0%   C   0.094   F   0.569   3700   G   20   20   20   3639   Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   C   0.094   F   0.569   3700   G   20   3639   Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   0%   C   0.131   F   0.625   200   G   20   3639   Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   0%   C   0.094   F   0.598   920   G   20   3639   Spring Meadow Blvd   0.27   1700   G   96%   1%   2%   1%   0%   0%   0%   0%   C   0.094   F   0.598   920   G   20   3639   Spring Meadow Blvd   0.27   1700   G   96%   1%   2%   1%   0%   0%   0%   0%   C   0.094   F   0.598   920   G   20   3639   Spring Meadow Blvd   0.27   1700   G   96%   1%   2%   1%   0%   0%   0%   0%   C   0.094   F   0.598   920   G   20   3639   Spring Meadow Blvd   0.27   1700   G   96%   1%   2%   1%   0%   0%   0%   0%   C   0.0113   F   0.841   1800   G   20   3639   3639   3639   2%   2%   2%   2%   5%   0%   0%   C   0.094   F   0.578   4300   G   20   3639   3639   3639   2%   2%   2%   2%   5%   5%   0%   C   0.094   F   0.578   4300   G   20   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   3639   36	Campostella Rd   1/2   3400   G   95%   1%   2%   1%   1%   0%   C   0.094   F   0.569   3700   G   2018	<u> </u>		From:													
Campostella Rd   Spiral Rd	Second   S	8592 Berkley Ave Ext	0.45	3800	G	96%	0%	2%	1% 1%	0%	F	0.085	F	0.538	4100	G	2019
September   Sept	Berkley Ave Ext			To	-			Campo	stella Rd			$\neg$ $\vdash$					
From	North Shore Rd   Nort	8592) Berkley Ave Ext	0.27	3400	G	95%	1%			0%	С	0.094	F	0.569	3700	G	2019
Ramp 0.09 2100 G	Spring field Ave   0.52   180   G   96%   1%   2%   1%   0%   0%   0%   C   0.131   F   0.625   200   G   2018	122		To:				WCL C	hesapeake								
Ramp   0.09   2100   G	Ramp   0.09   2100   G			From:	:		1SR	337-P; 122-	-8592 Berkley A	ve							
Springfield Ave   0.52   180   G   96%   1%   2%   1%   0%   0%   C   0.131   F   0.625   200   G   20   G	Springfield Ave   0.52   180   G   96%   1%   2%   1%   0%   0%   0%   C   0.131   F   0.625   200   G   2018	8592) Ramp	0.09	2100	G				<u> </u>			0.176	F		2200	G	2019
Springfield Ave   0.52   180   G   96%   1%   2%   1%   0%   0%   C   0.131   F   0.625   200   G   20	Springfield Ave   0.52   180   G   96%   1%   2%   1%   0%   0%   0%   C   0.131   F   0.625   200   G   2018	122		To:				I-464	4 South								
Springfield Ave   0.52   180   G   96%   1%   2%   1%   0%   0%   C   0.131   F   0.625   200   G   26	Springfield Ave   0.52   180   G   96%   1%   2%   1%   0%   0%   C   0.131   F   0.625   200   G   2019			From:				Campo	stella Rd								
Sycamore St	Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   C   0.094   F   0.598   920   G   2018	Springfield Ave	0.52	180	G	96%	1%			0%	С	0.131	F	0.625	200	G	2019
Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   C   0.094   F   0.598   920   G   20	Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   C   0.094   F   0.598   920   G   2019	122						Syca	more St								
Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   C   0.094   F   0.598   920   G   20	Spring Meadow Blvd   0.55   860   G   98%   1%   1%   0%   0%   0%   C   0.094   F   0.598   920   G   2019			From:								<del></del>			-		
Hunt Rd   From   Liberty St   S Main St   0.27   1700   G   96%   1%   2%   1%   0%   0%   C   0.113   F   0.841   1800   G   20   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Hunt Rd   Liberty St   Libert	Spring Meadow Blvd	0.55	860	G	98%	1%			0%	С	0.094	F	0.598	920	G	2019
S Main St   0.27   1700   G   96%   1%   2%   1%   0%   0%   C   0.113   F   0.841   1800   G   20	Solution   State   S	1997				- / -											
S Main St 0.27 1700 G 96% 1% 2% 1% 0% 0% C 0.113 F 0.841 1800 G 20 Indian River Rd    September   From:   Ingleside Rd	S Main St 0.27 1700 G 96% 1% 2% 1% 0% 0% C 0.113 F 0.841 1800 G 2019    Secondary   Village Ave/Sewells Point Fa07   Front   Ingleside Rd   I			From:								ī					
Tot   Indian River Rd	Tropic   Indian River Rd   From   Ingleside Rd   Ingle	8595) S Main St	0.27		G	96%	1%			0%	С	0.113	F	0.841	1800	G	2019
From:   Ingleside Rd	North Shore Rd	122	-· <b>-</b> ·				. , •			3,0			•		. 300		_0.0
Village Ave/Sewells Point <b>Fil07</b>   4100   G   89%   2%   2%   2%   5%   0%   C   0.094   F   0.578   4300   G   20   20   20   20   20   20   2	Village Ave/Sewells Point R07   4100   G   89%   2%   2%   2%   5%   0%   C   0.094   F   0.578   4300   G   2019			From:	I							<u> </u>					
To: Princess Anne Rd From: Cloncurry Rd	Princess Anne Rd	Village Ave/Sewells Pr	oint <b>1R/N</b> 7		G	89%	2%			0%	C	0.094	F	0.578	4300	G	2019
From Cloncurry Rd	Secondary Rd   Seco	8607 Village 7100700000113 1 1	On it I agai		_	00 70	270			0 70		0.004	•	0.070	1000	u	2010
Ciolicumy Ru	North Shore Rd 0.57 660 G 97% 1% 2% 1% 0% 0% C 0.109 F 0.716 710 G 2019    Second   Value   Va			From:													
	Hampton Blvd   Hamp	North Shore Rd	0.57			97%	1%			0%	C	0 109	F	0.716	710	G	2019
<u> </u>	North Shore Rd 0.73 1300 G 98% 1% 1% 0% 0% 0% C 0.099 F 0.669 1400 G 2019  Try Diven St  North Shore Rd  0.60 1400 G 97% 1% 1% 1% 1% 0% C 0.084 F 0.592 1500 G 2019	122	0.57	000		31 /6	1 /0			0 76		0.103	•	0.710	710	ч	2013
To Hampton Blvd	Diven St    North Shore Rd     North Shore Rd     North Shore Rd     North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North Shore Rd   North	<u> </u>		From:	<u> </u>	001				•				0.05-			6011
100 /	Prover St North Shore Rd North Shore Rd 0.60 1400 G 97% 1% 1% 1% 1% 0% C 0.084 F 0.592 1500 G 2019	(8609) North Shore Rd	0.73	1300	G	98%	1%			0%	С	0.099	F	0.669	1400	G	2019
– Diven st	(8609) Diven St 0.60 <b>1400  G</b> 97% 1% 1% 1% 1% 0% C 0.084 F 0.592 1500 G 2019			To:													
Notifi Shore Rd	(100)	Diven St	0.60			97%	10/-			<b>∩</b> º/₋			F	0 502	1500	G	2010
(100)	Unternational Terminal Rlvd	8609 DIVEIL 21	0.00	1400 To:	G	31 70				U 70	U	0.004	1.	0.032	1500	G	2019
International Terminal Rivo	International Terminal Divid			E	1		1					1					
international Terminal Divid	From: CD 2071Y . DV	Beechwood Ava	0.40			020/	10/			00/		0 101	_	0.529	340	G	2010
From: SR 337 Hampton Blvd	SK 557 Hampton Brvd	8610) DEECHWOOD AVE	0.43	3 <b>2</b> U		30 %	1 /0			U 70	1-	0.101	1.	0.020	340	G	2019
(8609) North Shore Rd 0.57 <b>660 G</b> 97% 1% 2% 1% 0% 0% C 0.109 F 0.716 710 G	North Shore Rd   0.73   1300   G   98%   1%   1%   0%   0%   0%   C   0.099   F   0.669   1400   G	(8595) S Main St (8607) Village Ave/Sewells Po	0.27 oint <b>190</b> 17	860 To: From: 1700 To: From: 4100 To: From:	G G G	96%	1%	1%  Hu  Libe 2%  Indian  Ingle 2%  Princess  Clone	0% 0%  nt Rd  erty St 1% 0%  River Rd  side Rd 2% 5%  s Anne Rd  eurry Rd	0%	C	0.113 0.094	F	0.841	1800	G G	
mematonar reminiar bivd		<u> </u>			<u> </u>						_	<u> </u>	_			_	
From: SR 337 Hampton Blvd	SK 357 Hampton Brvd	8610) Beechwood Ave	0.49	320	G	98%	1%			υ%	F	U.101	F	0.528	340	G	2019
SR 337 Hampton Blvd   SR 337 Hampton Blvd   SR 317 Hampton Blvd	Beechwood Ave 0.49 <b>320 G</b> 98% 1% 1% 0% 0% 0% F 0.101 F 0.528 340 G 2019			To:				Beechy	vood Ave								
From: SR 337 Hampton Blvd	Beechwood Ave 0.49 <b>320 G</b> 98% 1% 1% 0% 0% 0% F 0.101 F 0.528 340 G 2019																

					INO	rioik ivia	intenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Trucl 3+Axle 1		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
O 15 1		From					anby St					_				
Kinglsey Lane	0.25	4700	G	97%	1%	1%		0%	0%	F	0.09	F	0.636	5000	G	2019
		From					port Ave sley Lane									
8611) Newport Ave	1.16	2900	G	97%	1%	1%	_	0%	0%	С	0.107	F	0.532	3100	G	2019
(8611) Newport Ave	1.10	To	ı —	01 /0	1 /0		Creek Rd	0 70	0 70		0.107		0.002	0100	u	2010
		From														
(8613) Maltby Ave	0.27	2900	G	93%	1%	1%	ss Anne Rd 2%	3%	0%	С	0.099	F	0.512	3100	G	2019
8613 Maltby Ave	0.27	2900		30 /6	1 /0	1 /0	2 /0	J /6	0 /6	U	0.033	'	0.512	3100	ч	2013
		From					Cary St				_					
8613 Maltby Ave	0.15	3300	G	95%	1%	1%	1%	1%	0%	С	0.098	F	0.518	3500	G	2019
		To From				St J	ulian Ave									
8613 Maltby Ave	0.20	800	G	97%	1%	1%	0%	0%	0%	С	0.103	F	0.652	850	G	2019
122)		To	c			Rı	ugby St									
		From					by Street					_			_	
8613 Maltby Ave	0.12	60	_ <u>G</u> _	95%	1%	4%		0%	0%	С	0.130	F	0.556	70	G	2019
		To					ad End									
(8613) Chesapeake Blvd	0.62	1100	G	96%	0%	2%	1%	1%	0%	F	0.095	F	0.52	1200	G	2019
(8613) Chesapeake Blvd	0.02	1100		JU /6	0 /0	£ /0	1 /0	1 /0	J /0	'	0.030	'	0.02	1200	u	2010
O 01		From	<u></u>				nener Ave						: -			
8613 Chesapeake Blvd	0.14	1400	G	96%	0%	2%		1%	0%	F	0.08	F	0.542	1500	G	2019
		To	:				ntine Blvd									
(8613) Norview Ave	0.51	15000	G	99%	0%		tary Hwy	0%	0%	С	0.079	F	0.603	16000	G	2010
Norview Ave	0.51	15000	<u> </u>	99%	0%	0%	0%	0%	0%	C	0.079	Г	0.603	16000	G	2019
<u> </u>		From					Garden Rd									
8613 Norview Ave	0.21	14000	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.556	15000	G	2019
		To	c		N	lorfolk Inte	rnational Air	rport								
		From				Gr	anby St									
8618 Bay View Blvd	0.61	7500	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.53	8100	G	2019
(122)		To				Tide	water Dr									
8618 Bay View Blvd	0.52	11000	G	99%	0%	1%		0%	0%	С	0.088	F	0.626	12000	G	2019
8618 Bay View Blvd		_													-	
Parri Vianni Bland	1 10	From		000/	00/		peake Blvd	00/	00/		0.000	_	0.50	0500		0010
8618 Bay View Blvd	1.10	6100	G	99%	0%	1%		0%	0%	F	0.089	F	0.58	6500	G	2019
		From	:				View Ave View Blvd									
(8618) Cape View Ave	0.41	4200	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.616	4500	G	2019
(8618) Cape View Ave	0.41	<b>7200</b>	<u> </u>	00 /0	0 70		ean View A		0 70		0.000	•	0.010	4000	ď	2010
		From									1					
8619) Beach View St	0.71			079/	10/		peake Blvd	00/	00/	С	0.112	_	0.620	970	G	2019
8619 Beach View St	0.71	910 To	G	97%	1%	2%		0%	0%	U	0.112	F	0.020	970	G	2019
		-	1				n View St				<u> </u>					
01	251	From	<u> </u>	0751	001		water Dr	001	001			_	0.500	4000	^	0010
8620 Shepard Ave	0.54	1200	G	97%	0%	1%	1%	0%	0%	С	0.094	F	0.590	1300	G	2019
		To From				Chesa	peake Blvd									
8620 Shepard Ave	0.49	1200	G	97%	1%	2%	0%	0%	0%	С	0.094	F	0.702	1300	G	2019
122		To	c				View Ave									
<u> </u>	• • •	From					pard Ave					_		• • •	_	
8620 Cape View Ave	0.19	290	G	99%	1%	1%	0%	0%	0%	С	0.123	F	0.73	310	G	2019
$\overline{}$		From				Tal	lwood St				<b>—</b>					
(8620) Cape View Ave	0.04	290	N	99%	1%	1%		0%	0%	N	0.123	F	0.73	310	Ν	2019
(8620) Cape View Ave		To					End; Gap									
		From	1			Sun	set Drive									
8620 Cape View Ave	0.46	620	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.628	660	G	2019
		Te				Bay '	View Blvd									
		From	:			Little	Creek Rd									
(8621) Old Ocean View Rd	0.64	2500	G	98%	1%	1%		0%	0%	С	0.114	F	0.625	2700	G	2019
(8621) Old Ocean View Rd		To														
(8621) Old Ocean View Rd	0.73	2400 From	G	000/	10/	1%	pard Ave 0%	0%	00/		0.100	Е	0.60	2500	G	2019
Old Ocean View Rd	0.73	2400 To		98%	1%			U %	0%	С	0.109	F	0.62	2500	G	2019
		10	1			Bay '	View Blvd									

					INU	IIOIN IVIAI	menanc	e Alea								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	•		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From					Di i									
Old Ocean View Rd	0.76	760	G	97%	1%	1%	View Blvd 0%	0%	0%	С	0.104	F	0.619	810	G	2019
3621 Old Ocean View Rd	0.70	To		31 /6	1 /0		water Dr	0 /6	0 /6		0.104	'	0.013	010	ч	2013
		From:	!					_			1					
Pov Avo	0.33	1800	G	99%	0%		Granby S		0%	С	0.177	F		1000	G	2019
8623 Bay Ave	0.33	1000	<u> </u>	99%	0 %	1%	0%	0%	0%	C	0.177	Г		1900	G	2018
		From:					I-64									
Bay Ave	0.30	13000	G	98%	1%	0%	0%	0%	0%	С	<u>0</u> .11	F	0.799	14000	G	2019
		To: From:					View St									
First View Ct	0.36		<u> </u>	000/	10/		ay Ave	0%	00/	F	0.109	F	0.74	0000	G	2019
First View St	0.30	8400	G	98%	1%	0%	0%	076	0%	Г	0.109	Г	0.74	9000	G	2018
$\widehat{}$		From:					rdon Ave									
First View St	0.47	5800	G	98%	1%	0%	0%	0%	0%	F	0.11	F	0.934	6200	G	2019
		To:				Cł	nerry St				<b>—</b> —					
First View St	0.44	6300	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.743	6800	G	2019
122		To:				US 60 Oc	ean View	Ave								
<del></del>		From:					View St				$\overline{}$					
Maple Ave	0.35	750	G	97%	1%	2%	0%	0%	0%	С	0.154	F	0.532	800	G	2019
Maple Ave		To:					ad End						-			
		From:									i					
Suburban Pkwy	0.87	1500	G	97%	1%	1%	anby St 0%	0%	0%	С	0.131	F	0.548	1600	G	2019
Suburban Pkwy	0.07	To:		0.70	. 70		hole St	J /U	0 /0		<u> </u>	•	0.040	. 500	<b>J</b>	_01
		From:	l													
Thele Ct	0.20		G	000/	10/		anby St	00/	00/	F	0.086	F	0.506	11000	_	2010
Thole St	0.39	9900	G	98%	1%	1%	0%	0%	0%	Г	0.000	Г	0.536	11000	G	2019
		From:				Pari	kdale Dr									
Thole St	0.72	9800	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.549	10000	G	2019
122)		To				SR 168	Tidewater l	Dr								
		From:				Little	Creek Rd									
Meadow Creek Rd	0.49	2300	G	96%	1%	3%	0%	0%	0%	С	0.091	F	0.555	2400	G	2019
122/		To:				De	ad End									
		From:				Azalea	Garden Ro	i								
Heutte Dr	1.20	2900	G	99%	0%	1%	0%	0%	0%	С	0.109	F	0.546	3100	G	2019
Heutte Dr		To:					ore Dr									
		From:					ells Point F	Dood			<u> </u>					
Johnstons Rd	0.21	5900	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.529	6300	G	2019
Johnstons Rd	0.21	0000		0070	. 70				0 70		0.000	•	0.020	0000	G	2011
<u> </u>	2.52	From:	<u> </u>				peake Blvd					_	0.504	40000		
Johnstons Rd	0.58	11000	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.581	12000	G	2019
<u> </u>		To:				Mili	tary Hwy									
Johnstons Rd	0.93	7700	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.542	8200	G	2019
122		To:	ı —			Little	Creek Rd									
Halprin Dr	1.05	3700 From:	G	98%	1%	1%	0%	0%	0%	F	0.124	F	0.733	3900	G	2019
Halprin Dr	1.00	3700		0070	1 /0			0 70	0 70		0.124	•	0.700	0000	ď	201
O =11 P = 01	0.10	From:	<u> </u>	2021			ad End	221				_				
5th Bay St	0.16	350	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.583	380	G	2019
<u> </u>		To:	<u> </u>				sant Ave									
<u> </u>		From					water Dr									
Norview Ave		6000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.661	6400	G	2019
	0.29					Seds	efield Dr				_					
	0.29	To	1													
^	0.29	To: From:	G	98%	0%	1%	0%	0%	0%	С	0.105	F	0.648	5800	G	2019
Norview Ave		5400 To:	G	98%	0%	1%	0%		0%	С	0.105	F	0.648	5800	G	2019
^		5400	G	98%	0%	1% Chesa	0% peake Blvd		0%	С	0.105	F	0.648	5800	G	2019
Norview Ave	0.79	5400 From:				1% Chesa	0% peake Blvd cutte Dr									
Norview Ave		5400 To:	G G	98%	0%	1% Chesa He 1%	0% peake Blvd eutte Dr 0%		0%	C	0.105 0.105	F F	0.648	710	G G	
Norview Ave	0.79	5400 To: From: 670	G	98%	0%	1% Chesa He 1% Little	0% peake Blvd cutte Dr 0% Creek Rd	0%	0%	С	0.105	F	0.907	710	G	2019
Norview Ave	0.79	5400 To:				1% Chesa He 1% Little 1%	0% peake Blvd eutte Dr 0%									2019

					No	rtolk Mai	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk											. doto.		. 45.5.			
Mandau Laka Da	0.40	From	<u> </u>	000/	40/		ary Hwy	00/	00/	_		_	0.570	750	0	0040
Meadow Lake Dr	0.43	710	G	98%	1%	1%	0% dow Dr	0%	0%	С	0.096	F	0.578	750	G	2019
		From	1													
8636) Robin Hood Rd	0.99	5500	G	96%	1%	2%	peake Blvd 0%	1%	0%	F	0.1	F	0.511	5900	G	2019
Robin Hood Rd		To			- , -		ls Point Rd									
<u> </u>		From					ells Pt Rd									
8636 Robin Hood Rd	0.36	4200	G	96%	1%	2%	0%	1%	0%	F	0.102	F	0.643	4500	G	2019
<u> </u>		From	:				Garden Rd				<u> </u>	_				
Robin Hood Rd	0.40	7000	G	96%	1%	2%	0%	1%	0%	С	0.099	F	0.609	7500	G	2019
$\widehat{}$		From					nere Ave									
Robin Hood Rd	0.33	8800 To	G	96%	1%	2%		1%	0%	F	0.095	F	0.731	9400	G	2019
							th Military F									
Pallantina Plud	0.22	From	<u> </u>	97%		122-8639 F <b>2</b> %	Kimball Terra		00/	С	0.110	F	0.600	4200	G	2019
Ballentine Blvd	0.23	4000 To	G	9770	1%		0% Ballentine Blv	0% vd: Gar	0%		0.119	г	0.609	4300	G	2019
		From					a Beach Blvo									
8637 Merrimac Ave	0.36	1300	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.617	1400	G	2019
<u> </u>		To				SR 166 Pri	ncess Anne	Rd		-						
O		From	:				mpton Blvd			_		_			_	
Wesleyan Dr	0.36	22000	G	96%	1%	2%		1%	0%	F	0.104	F	0.698	24000	G	2019
		10					rginia Beach	1								
( Kimball Tarrage	0.00	4000	<u> </u>	069/	10/		oleton Ave	10/	00/		0.110	_	0.506	4000	_	2010
Kimball Terrace	0.99	4000 Te	G	96%	1%	2%	1% ntine Blvd	1%	0%	F	0.110	F	0.596	4200	G	2019
		From					nick St									
8639 Westminister Ave	0.50	2500	G	67%	2%	4%	23%	3%	0%	С	0.082	F	0.537	2600	G	2019
122)		To					eton Ave									
8639) Westminister Ave	0.33	120	G	86%	5%	7%	ad End 0%	1%	0%	С	0.158	F	0.6	130	G	2019
Westminister Ave	0.00	To	Ť	0070	070		side Road	1 70	0 70			•	0.0	100	Ğ	20.0
		From					inister Ave									
8639 Ingleside Rd	1.00	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F	0.583	3500	G	2019
<u> </u>		To From				Va B	each Blvd									
8639 Ingleside Rd	0.65	16000	G	96%	1%	2%	1%	1%	0%	F	0.084	F	0.512	17000	G	2019
		To From	-			Princes	ss Anne Rd				$\Box$					
8639 Ingleside Rd	0.46	17000	G	96%	1%	2%	1%	1%	0%	С	0.081	F	0.552	18000	G	2019
		To				Tait	Terrace				$\neg$					
8639 Cromwell Rd	0.58	16000	G	96%	1%	2%		1%	0%	F	0.080	F	0.539	17000	G	2019
		To	-			Chesar	peake Blvd				$\neg$ —					
8639 Cromwell Rd	0.85	12000	G	96%	1%	2%		1%	0%	F	0.08	F	0.518	13000	G	2019
122		To	:			Tide	water Dr									
_		From				Va B	each Blvd									
8641 Azalea Garden Rd	0.79	12000	G	_	_	_			_		0.094	F	0.55	13000	G	2019
<u> </u>		To From				Princes	ss Anne Rd									
8641 Azalea Garden Rd	0.31	17000	G		-						0.094	F	0.523	18000	G	2019
		To Epone	:			Sewe	ells Pt Rd									
8641 Azalea Garden Rd	0.64	8200	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.544	8700	G	2019
144		To	-			Robin	Hood Rd									
Azalea Garden Rd	0.39	7500 From	G				*				0.095	F	0.598	8000	G	2019
122/		To	-			Elml	nurst Ave									
8641) Azalea Garden Rd	0.42	7800 From	G			Lilli					0.090	F	0.601	8300	G	2019
Azalea Garden Rd		To				Milit	ary Hwy									
		From	<u> </u>			US 58 V	a Beach Blvo	1								
8642 Raby Rd	0.25	12000	G	94%	2%			1%	0%	С	0.082	F	0.589	13000	G	2019
122/		To	:			Harı	nony Rd									

					INO	I IOIK IVIC	amenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				r	1 71									
Sabre Rd/Lowery Rd	0.45	9500	G	94%	2%	3%	Raby Rd 1%	1%	0%	F	0.084	F	0.566	10000	G	2019
Sabre Rd/Lowery Rd		Tor							* / *							
S642) Lowery Rd	0.43	8800 From	G	94%	2%	3%	Military Hw 1%	1%	0%	F	0.088	F	0.552	9400	G	2019
Lowery Rd	0.10	To:		0 1 70			Kempsville		070		7	·	0.002	0.100	Ğ	2010
		From					lpiper Lane									
R644) Poplar Hall Dr	0.56	2100	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.6	2300	G	2019
Poplar Hall Dr		To				LIC 12	Military Hw									
R644) Poplar Hall Dr	0.59	15000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.588	16000	G	2019
Poplar Hall Dr	-	To:					enrock Rd					•			-	
		From:					lar Hall Dr									
Glenrock Rd	0.40	5400	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.507	5700	G	2019
		To				US 58 V	Va Beach Bl	vd								
		From:					urlew Dr									
S Military Hwy	0.19	2200	G	85%	5%	5%	3%	2%	0%	С	0.083	F	0.540	2300	G	2019
<u> </u>		To: From:					ellger Dr									
Sellger Dr	0.59	3500	G	99%	0%	1%	litary Hwy 0%	0%	0%	С	0.099	F	0.584	3700	G	2019
Sellger Dr	0.00	To:		0070			idd Blvd	0 70	0 70			•	0.00	0.00	<u>.</u>	_0.0
_		From:					ellger Dr									
Kidd Blvd	0.24	2600	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.547	2700	G	2019
		To				C	urlew Dr									
$\sim$		From:					uehanna Dr									
Newtown Rd	0.57	4700	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.577	5000	G	2019
		To: From:					rincess Ann									
Newtown Rd	0.16	40000	G	98%	0%	1%	Va Beach Bl	0%	0%	F	0.08	F	0.528	43000	G	2019
Newtown Rd	0.10	To:	Ť	3070	0 70		Va Beach	0 70	070			•	0.020	40000	u	2010
		From					in Hood Rd									
Herbert St	0.42	510	G	97%	1%	1%	0%	0%	0%	С	0.123	F	0.567	540	G	2019
Herbert St	-	To:					lermere Ave								-	
		From:					erbert St									
Windermere Ave	0.23	370	G	96%	2%	2%	0%	0%	0%	С	0.102	F	0.537	400	G	2019
<u> </u>		To:				Sev	vells Pt Rd									
O		From:					ul-de-Sac				<u> </u>				_	
Raleigh Ave	0.15	2300	G	94%	1%	1%	1%	3%	0%	С	0.102	F	0.611	2500	G	2019
		To:					remont St									
O 0 1 5 11 D	0.54	From:	<u> </u>	2021	00/		rview Ave	00/	00/			_	0.505	4400	_	0010
Sedgefield Dr	0.54	1000 To:	G	99%	0%	1%	0%	0%	0%	С	0.112	F	0.535	1100	G	2019
							ilpotts Rd									
Discount Ave	1 10	From:	<u> </u>	069/	10/		Th Bay St	00/	00/			F	0.500	000	_	2010
Pleasant Ave	1.18	780 To:	G	96%	1%	1%	1% Shore Dr	0%	0%	С	0.11	Г	0.528	830	G	2019
		From:					0 Shore Ave									
Pleasant Ave	0.49	1800	G	96%	1%	2%	0%	0%	0%	С	0.09	F	0.790	1900	G	2019
122)		To				30th	Bay Street									
		From				Ver	sailles Ave									
Norway Place	0.76	1300	G	98%	1%	1%	0%	0%	0%	С	0.136	F	0.567	1300	G	2019
122/		To				Willo	w Wood Dr									
		From:				Meado	ow Creek R	d								
Dominion Ave	1.49	1400	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.575	1500	G	2019
122/		To				W	alters Dr									
		From:				Eln	nore Place									
Alsace Ave	0.16	1000	G	92%	4%	2%	1%	0%	0%	С	0.165	F	0.566	1100	G	2019
<u>"</u>		To:				Tid	ewater Dr									
		From:				2	26Th St									
8780 Lindenwood Ave	0.52	4000	G	97%	1%	1%	0%	0%	0%	С	0.083	F	0.536	4300	G	2019
		To				Tid	ewater Dr									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
Muskogee Ave	0.29	1700	G	98%	1%	Тарра 1%	hannock Di 0%	0%	0%	С	0.096	F	0.652	1800	G	2019
Philpotts Rd	0.80	2100	G	95%	1%	Tid 3%	ewater Dr 0%	0%	0%	С	0.097	F	0.556	2300	G	2019
		То				Sewe	lls Point Rd									
O 0 1 D		From		0==/			ntsman Rd		221		$\Box$		0 = 4.4		_	2212
Curlew Dr	1.61	2800 To	G	95%	1%	2%	1%	1%	0%	С	0.1	F	0.544	3000	G	2019
			1				wtown Rd									
3791) 35th St	0.22	1200	G	98%	1%	1%	opton Blvd 0%	0%	0%	F	0.123	F	0.65	1200	G	2019
_		To From					llam Ave									
3791 35th St	0.18	1400	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.614	1500	G	2019
3791) 35th St	0.47	3100	G	98%	1%	Co	olley Ave 0%	0%	0%	С	0.086	F	0.567	3300	G	2019
8791) 35th St		To	-			De	bree Ave									
3791 35th St	0.08	3300 From	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.529	3500	G	2019
		From					vellyn Ave									
35th St	0.16	3000 To	G	98%	1%	1% G	0% ranby St	0%	0%	F	0.09	F	0.575	3200	G	2019
		From					ney Rd W									
Mowbray Arch	0.66	410	G	98%	1%	1%	0%	0%	0%	F	0.116	F	0.696	440	G	2019
		To				Oli	ney Rd E									
$\widehat{}$		From					entine Blvd									
Tait Terrace	0.09	2700	G	97%	1%	1%	1%	0%	0%	С	0.096	F	0.504	2900	G	2019
		То					leside Rd									
Ocean View Ave	0.44	450		050/	20/		St Street	00/	09/	С	0.110	_	0.74	490	G	2010
Ocean View Ave	0.44	450	G	95%	2%	3%	0% Th Street	0%	0%	U	0.110	F	0.74	480	G	2019
		From														
Rugby St	0.33	850	G	98%	1%	1%	ewater Dr 0%	0%	0%	С	0.107	F	0.564	910	G	2019
Rugby St	0.00	То		0070	1 70		altby Ave	070	0 70			·	0.001	0.0	Ğ	2010
		From	:				4 Glenrock	Rd			Ì					
Poplar Hall Dr	0.41	9100	G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.550	9700	G	2019
(m)		То				US 58 V	/a Beach Bl	lvd								
		From				A1SR 33	7 Waterside	e Dr								
Atlantic St	0.07	2500	G	96%	0%	2%	1%	1%	0%	F	0.115	F	0.616	2700	G	2019
		То	:			122-858	35 Main Str	eet								
<u> </u>		From	·			Ва	yville St									
9001 Ramp	0.03	850 To	G								0.093	F		910	G	2019
							-64 East									
Dama	0.10	From	G			Nev	w Gate Rd				0.110	_		6400	_	2010
9002 122 Ramp	0.13	6000 To				I.	-64 East				0.112	F		6400	G	2019
		From									L					
Pamp	0.10	1700	G	94%	0%	1%	th Main St 2%	3%	0%	F	0.214	F		1900	G	2019
9017 Ramp	0.10	To		J-7 /0	J /0		64 South	J /0	J /0	•		•		1000	G	2010
		From					n Hood Rd				i					
9026 122 Ramp	0.06	NA				Robi	ii 1100 <b>u itu</b>				NA			NA		
122		То				SR	165 Ramp									
City of Portsmouth		From	1			MtX	ernon Ave				1					
1 Bayview Blvd	0.21	420	F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.583	450	F	2019
124		To			. 70		tauqua Ave									
		From	:				River Shore									
G516 Cedar Lane	0.42	2600	F								0.21	F	0.622	2800	F	2019
104 /		To					ead End									

					No	rfolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
8520 Towne Point Rd	0.71	11000	F	99%	0%	0%	Suffolk 0%	0%	0%	F	0.090	F	0.501	12000	F	2019
(8520) Towne Point Rd	0.13	23000	F	99%	0%	Twir	Pines Rd 0%	0%	0%	F	0.087	F	0.57	24000	F	2019
8520 Towne Point Rd	0.31	22000 To	F	99%	0%	0%	Western F	0%	0%	С	0.091	F	0.524	23000	F	2019
							Chesapeak	2								
8522 Portsmouth Blvd	0.34	5200	F	99%	0%	1%	m Ave 0%	0%	0%	F	0.110	F	0.772	5500	F	2019
8522 Portsmouth Blvd	0.55	3600 From	F	99%	0%	1%	ngham St 0% enter Pkwy	0%	0%	С	0.119	F	0.713	3800	F	2019
		From					Point Rd									
Twin Pines Rd	0.90	9500	F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.586	10000	F	2019
8523 Twin Pines Rd	0.51	3700 From	F	99%	0%	1%	nnanoa Dr 0%	0%	0%	F	0.092	F	0.548	3900	F	2019
8523 Twin Pines Rd	0.12	3700 From	N	99%	0%	1%	Pines Rd 0%	0%	0%	N	0.092	F	0.548	3900	N	2019
Hedgerow I n	0.28	1400	F	98%	1%	Hedg	gerow Cir 0%	0%	0%	С	0.134	F	0.522	1500	F	2019
(8523) Hedgerow Ln	0.20	1400 To	Г	JO %	I 70		Shore Rd	U 7/0	U-70	U	0.134	Г	0.522	1300	Г	2019
		From					Chesapeak	,								
8524 Churchland Blvd	0.09	14000 <sub>To</sub>	F	99%	0%	1%	0% Norfolk Ro	0%	0%	F	0.09	F	0.562	14000	F	2019
8524 124 W Norfolk Rd	0.11	3400	F	98%	0%	Churc 1%	hland Blvd 0%	0%	0%	С	0.088	F	0.538	3600	F	2019
(8524) W Norfolk Rd	1.05	6400 From	F	99%	0%	Tyre 1%	Neck Rd 0%	0%	0%	С	0.099	F	0.578	6800	F	2019
(8524) W Norfolk Rd	1.47	4500 From	F	99%	0%	Ceo 1%	dar Lane 0%	0%	0%	F	0.162	F	0.831	4800	F	2019
124		To From				SR 164	Western F	wy								
W Norfolk Rd	0.46	370	F	70%	1%	1%	9%	18%	0%	С	0.113	F	0.592	390	F	2019
		То				Bro	adway St									
8525 Sterling Point Rd	0.38	1400	F	99%	0%	Feuc 1%	0%	0%	0%	С	0.112	F	0.628	1500	F	2019
Coder Long	1 10	From	ᄂ	000/	10/		ligh St	00/	00/		0.005		0.511	10000		2010
8525 Cedar Lane	1.18	9600 <sub>To</sub>	F	98%	1%	1% West	0% Norfolk Ro	0%	0%	С	0.085	F	0.511	10000	F	2019
8525 (8525) Cedar Ln	0.23	From <b>15000</b>	F	98%	1%		orfolk Rd 0%	0%	0%	F	0.095	F	0.632	16000	F	2019
		To From				SR 164 W		eway								
8525 Cedar Ln	0.47	9000 <sub>To</sub>	F	98%	1%	1%	0% Shore Rd	0%	0%	F	0.098	F	0.538	9500	F	2019
		From					ar Lane									
8525 River Shore Rd	0.11	7500	F	98%	1%	1%	0% thurst Rd	0%	0%	F	0.084	F	0.581	7900	F	2019
River Shore Rd	0.85	3400 From	F	98%	1%	1%	0% erow Lane	0%	0%	F	0.084	F	0.594	3700	F	2019
		From				Cı	ıl-d-Sac									
8526 Chautauqua Ave	0.58	980	F	97%	1%	1%	1% veland St	1%	0%	F	0.119	F	0.522	1000	F	2019
(8526) Chautauqua Ave	0.12	2400 From	F	97%	1%	1%	1%	1%	0%	С	0.086	F	0.593	2600	F	2019
(8526) Chautauqua Ave	0.14	1400 From	F	97%	1%	1%	1% esley St	1%	0%	F	0.085	F	0.517	1500	F	2019
						77										

					No	rfolk Mai	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	·I			337	aları C+									
(8526) Chaltauqua Ave	0.26	1100	F	97%	1%	1%	sley St 1%	1%	0%	F	0.093	F	0.549	1100	F	2019
(8526) Chaltauqua Ave		To	r				iew Blvd									
		From					Norfolk Rd									
8528 Churchland Blvd	0.13	9900	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.534	10000	F	2019
		From					Neck Rd					_				
(8528) Churchland Blvd	0.27	9200 To	F	98%	0%	1%	0%	0%	0%	С	0.097	F	0.512	9800	F	2019
		From					St US 17									
R532 Tyre Neck Rd	0.24	9700	F	99%	0%	0%	hesapeake 0%	0%	0%	F	0.094	F	0.613	10000	F	2019
(8532) Tyre Neck Rd		To													•	
7 Tyre Neck Rd	0.18	4900 From	F	99%	0%	п	igh St 0%	0%	0%	С	0.099	F	0.556	5200	F	2019
1 Tyre Neck Rd		To					hland Blvd									
7 Tyre Neck Rd	0.09	3300 From	F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.511	3500	F	2019
(8532) Tyre Neck Rd		То	c				orfolk Rd									
		From				Ced	lar Lane									
8534 Hatton Pt Rd	0.56	2600	F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.539	2700	F	2019
		То				G	off St									
Mostorn Branch Blood	0.50	From	<u> </u>	079/	10/		igh St	00/	00/		0.007	_	0.500	4000	_	2010
Western Branch Blvd	0.58	4500	F	97%	1%	2%	0%	0%	0%	F	0.087	F	0.523	4800	F	2019
C Hartford Ct	1.00	From	<u> </u>	070/	10/		igh St	00/	00/		0 104		0.510	2000		2010
(8536) Hartford St	1.00	3000 To	F_	97%	1%	2% Mt V	0% ernon Ave	0%	0%	С	0.104	F	0.512	3200	F	2019
		From					ory Blvd									
(8537) Elmhurst Ln	1.41	3400	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.585	3600	F	2019
(8537) Elmhurst Ln		To					ood Ave				<b>—</b>					
(8537) Elmhurst Ln	0.18	3800 From	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.624	4100	F	2019
(8537) Elmhurst Ln		To				Airl	ine Blvd									
8537 124 Elmhurst Ln	0.71	6800 From	F	98%	1%	1%	0%	0%	0%	С	0.101	F	0.528	7200	F	2019
124		To	4			Cher	okee Rd				<b>—</b> —					
8537 124 Elmhurst Ln	0.31	6400 From	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.591	6800	F	2019
124		To	-			Portsn	nouth Blvd									
8537 Elmhurst Ln	0.89	4600 From	F	98%	1%	1%	0%	0%	0%	F	0.101	F	0.537	4900	F	2019
124		То	c		_	Sh	ore Dr									
O -:		From					s Ferry Rd									_
8538 Cherokee Rd	0.67	3300 To	F	98%	1%	1%		0%	0%	F	0.103	F	0.518	3500	F	2019
			<u> </u>				Park Ave									
(8539) County St	0.40	3600		97%	0%	Consti 1%	tution Ave	0%	0%	С	0.083	F	0.518	3900	F	2019
(8539) County St	0.40	5000		J1 /0	U /0			J /0	U /0	J	0.000	'	0.510	3300	'	2013
(8539) County St	0.31	4000 From	F	97%	0%	Penir 1%	nsula Ave 1%	0%	0%	С	0.082	F	0.553	4200	F	2019
(8539) County St	0.01	-300		01/0	J /0			J /0	J /0		0.002	'	0.000	-T£UU	'	2010
(8539) County St	0.33	5100	F	95%	2%	2%	m Ave 0%	0%	0%	F	0.096	F	0.565	5400	F	2019
(8539) County St	0.00	3100		JJ /0	د /٥			J /0	U /0	'	0.030	'	0.505	3400	'	2013
(8539) County St	0.34	2900	F	95%	2%	Effir 2%	ngham St 0%	0%	0%	С	0.094	F	0.835	3100	F	2019
(8539) County St	0.04	2300		JJ /6	£ /0			J /0	0 /0		0.004	'	0.000	5100	'	2013
(8539) County St	0.16	2300 From	 F	95%	2%	2%	ourt St 0%	0%	0%	F	0.101	F	0.558	2400	F	2019
(8539) County St	0.10	<b>2300</b> To	Ė	JJ /0	£ /0		wford St	J /0	0 /0	'	0.101	'	0.550	2400	'	2013
		From	-				h Blvd SR 3	37								
8540 Hodges Ferry Rd	0.28	6900	F	99%	0%	1%		0%	0%	F	0.087	F	0.560	7300	F	2019
124		To	4				gan St									
8540 Hodges Ferry Rd	0.26	5800 From	F	99%	0%	1%		0%	0%	F	0.086	F	0.538	6200	F	2019
124		То	c			Cher	okee Rd									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From														
8540) Hodges Ferry Rd	0.76	6300	F	99%	0%	1%	erokee Rd	0%	0%	С	0.087	F	0.57	6700	F	2019
8540 Hodges Ferry Rd		To					line Blvd									
8540 Greenwood Dr	0.57	17000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.638	18000	F	2019
174		To From					I-264									
(8540) Greenwood Dr	0.80	15000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.569	16000	F	2019
O 0 10	0.00	From		000/	00/		alier Blvd	00/	00/	_		_	0.500	11000		0010
Greenwood Dr	0.63	10000		98%	0%	1%	0%	0%	0%	F	0.09	F	0.522	11000	F	2019
(8540) Greenwood Dr	1.05	4300	F	98%	0%	1%	tory Blvd 0%	0%	0%	С	0.104	F	0.551	4600	F	2019
(8540) Greenwood Dr	1.00	<b>4300</b>		30 /0	0 70				0 70		<del></del>	•	0.551	4000		2013
8540 Greenwood Dr	0.36	4300 From	F	98%	0%	1%	oendence S 0%	0%	0%	F	0.116	F	0.504	4600	F	2019
(8540) Greenwood Dr		To					Creek Blv									
8540 Greenwood Dr	0.50	2800 From	F	97%	1%	1%	0%	0%	0%	С	0.107	F	0.544	3000	F	2019
124)		To				George V	Vashington	Hwy								
East	0.10	From	_		1	24-8540 I	E, Greenwo	od Dr			0.007	_		0700	_	0010
8540 Ramp	0.19	3500 To	F			I-2	264 West				0.087	F		3700	F	2019
East		From			1		E, Greenwo	od Dr								
8540 Ramp	0.24	2700	F			21 03 10 1	z, Greenwe	ou Di			0.114	F		2700	F	2019
124		To				I-:	264 East									
West	2.12	From	L			124-8540	Greenwoo	d Dr				_			_	2212
8540 Ramp	0.10	1800 <sub>To</sub>	F			Τ.	264 East				0.086	F		1800	F	2019
West		From			1,		V, Greenwe	and Dr			1					
8540 Ramp	0.21	2000	F		1.	24-0340 V	v, Greenwe	JOU 121			0.11	F		2100	F	2019
124		Te	·			I-2	264 West									
<u> </u>		From					ler Harper									
Snead Fairway	0.30	550	F	99%	0%	1%	0%	0%	0%	С	0.102	F	0.645	590	F	2019
		From	<u> </u>				es Ferry Ro									
8543) City Park Ave	0.79	1800	F	98%	0%	1%	Airline Blv	0%	0%	С	0.103	F	0.549	1900	F	2019
(8543) City Park Ave		To					ortsmouth									
8543 City Park Ave	0.58	3800 From	F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.579	4000	F	2019
124		To					ifford St									
8543) Clifford St	0.53	6400	F	99%	0%	City 1%	Park Ave 0%	0%	0%	С	0.105	F	0.537	6800	F	2019
(8543) Clifford St	0.00	To		00 /0	0 70		hatan Ave	0 70	070		0.100	•	0.007	0000	•	2010
	0.00	From		000/	00/		lifford St	00/	00/			_	0.570	5000	-	0010
Powhatan Ave	0.26	5000 To	F	99%	0%	1%	0% King St	0%	0%	F	0.110	F	0.576	5300	F	2019
_		From					hatan Ave									
8543 King St	0.79	5400	F	99%	0%	1%	0%	0%	0%	F	0.107	F	0.586	5700	F	2019
		To					dman Ave									
8544) Rodman Ave	0.58	8000	F	98%	0%	SR 337 P	ortsmouth 0%	Blvd 0%	0%	F	0.082	F	0.562	8500	F	2019
Rodman Ave	0.50	To		JU /0	U /0		roline Ave	U /0	U /0	'	0.002	'	0.502	3300	'	2019
O - " -		From				Roo	dman Ave				<u> </u>	_			_	
8544 Caroline Ave	0.19	480	F	98%	0%	1%	0%	0%	0%	С	0.117	F	0.542	510	F	2019
O 0 11 A	1.05	From	<u> </u>	0001	001		Airline Bly		00/		0.000	_	0.500	0000		0010
8544 Caroline Ave	1.05	2100 To	F	98%	0%	1% Sher	0% nandoah St	0%	0%	С	0.088	F	0.528	2200	F	2019
_		From						ıd.								
8545) Rodman Ave	0.61	6400	F	98%	0%	1%	Airline Blv	0%	0%	F	0.091	F	0.53	6800	F	2019
(8545) Rodman Ave		To		- / -			High St									

					No	rtolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron	.1				ĭ G.									
8546 Elliott Ave	1.60	2600 To	F	98%	1%	1%	cLean St 0% k Blvd US	0% 17	0%	С	0.104	F	0.519	2700	F	2019
		Fron	:				Chesapeak				1					
8547 Deep Creek Blvd	0.21	<b>5600</b>	F	99%	0%	1%	0% litary Rd	0%	0%	F	0.085	F	0.559	5900	F	2019
8547 Deep Creek Blvd	0.91	6400	F	99%	0%	Vic 1%	0%	0%	0%	F	0.091	F	0.529	6800	F	2019
8547 Deep Creek Blvd	0.27	7900	F	99%	0%	Gree 1%	nwood Dr 0%	0%	0%	F	0.088	F	0.526	8400	F	2019
(8547) Deep Creek Blvd	0.46	7900	F	99%	0%	Wr 1%	ight Ave 0%	0%	0%	С	0.085	F	0.537	8400	F	2019
<u> </u>		T <sub>e</sub> Fron				Portsi	nouth Blvd									
Deep Creek Blvd	0.16	8300	F	99%	0%	1% Fred	0% erick Blvd	0%	0%	F	0.079	F	0.52	8800	F	2019
0547 Deep Creek Blvd	0.78	6000 To	F	99%	0%	1%	0%  Moines Ave	0%	0%	F	0.078	F	0.516	6300	F	2019
		Fron				Mt V	ernon Ave									
Wesley St Wesley St	0.21	500 <sub>т.</sub>	F	99%	0%	1%	1%	0%	0%	С	0.088	F	0.510	530	F	2019
(8548) Wesley St	0.12	<b>720</b> From	F	99%	0%	1%	0% ee Ave	0%	0%	F	0.119	F	0.513	760	F	2019
		Fron					ligh St									
(8549) Mt Vernon Ave	0.14	3300	F	97%	1%	1%	1%	0%	0%	С	0.079	F	0.521	3500	F	2019
8549 Mt Vernon Ave	1.21	2400 From	F	98%	0%	1%	don Blvd 1% View Blvd	0%	0%	С	0.091	F	0.542	2500	F	2019
		Fron									_					
8550 Cleveland St	0.21	2300	F	98%	1%	1%	ernon Ave 0%	0%	0%	С	0.09	F	0.657	2500	F	2019
(8550) Cleveland St	0.16	5100 From	F	96%	1%	2%	1%	1%	0%	С	0.098	F	0.551	5400	F	2019
		- 10	1				ML King Fi	wy								
8552 London St	0.49	5000	F	96%	1%	2%	1%	1%	0%	F	0.082	F	0.51	5300	F	2019
		Fron					wford St									
8553 Peninsula Ave	0.10	670	F	97%	1%	2%	0%	0%	0%	С	0.128	F	0.706	710	F	2019
8553 Peninsula Ave	0.16	2700 From	F	97%	0%	1%	ligh St 1%	0%	0%	С	0.089	F	0.611	2800	F	2019
(8553) Peninsula Ave	0.33	2600	F	98%	0%	1%	London Bl 0%	vd 0%	0%	С	0.128	F	0.706	2700	F	2019
		Te					eckie St									
8554 Constitution Ave	0.10	1200	F	84%	1%	2%	ounty St 4%	8%	0%	С	0.086	F	0.632	1300	F	2019
(8554) Constitution Ave	0.19	2300 From	F	94%	1%	2%	ligh St 1%	3%	0%	С	0.096	F	0.692	2400	F	2019
8554 Constitution Ave	0.37	2200 From	F	98%	1%	1%	London Bl 1%	vd 0%	0%	С	0.086	F	0.632	2300	F	2019
124		Fron					eckie St									
8554 124 Leckie St	0.06	60	F	97%	1%	1%	itution Ave 0%	0%	0%	F	0.183	F	0.615	60	F	2019
8554 Leckie St	0.74	510 From	F	96%	1%	2%	ead End 0%	0%	0%	С	0.091	F	0.635	550	F	2019
$\sim$		Te	c			Fo	ort Lane									

Fort Lane						INO	noik Maintenand	e Area								
Fort Lane	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Fort Lane	City of Portsmouth		F				Y 11 0									
Crawford Pkwy	8554 Fort Lane	0.07		F	99%	0%	0% 0%		0%	С	0.227	F	0.955	1200	F	2019
Crawford Pkwy	_		From	١.				'								
Crawford Pkwy	8554 Crawford Pkwy	0.06	2000	F	97%	1%	1% 0%	0%	0%	F	0.122	F	0.838	2100	F	2019
Crawford Pkwy 0.35 1700 F 97% 19% 19% 09% 09% F 0.117 F 0.641 1800 F 2019    Crawford St	<u> </u>		To From	Y.			Effingham St									
Crawford Pkwy 0.35 1700 F 97% 1% 1% 1% 0% 0% 0% F 0.117 F 0.641 1800 F 2019    Crawford St	8554 Crawford Pkwy	0.28	2100 <sub>To</sub>	F	98%	0%		0%	0%	С	0.129	F	0.761	2300	F	2019
Crawford St 0.10 3600 F 97% 1% 1% 0% 0% 0% F 0.106 F 0.64 3800 F 2019  Crawford St 0.11 4200 F 97% 1% 1% 0% 0% 0% 0% F 0.104 F 0.692 4500 F 2019  Crawford St 0.12 4900 F 97% 1% 1% 0% 0% 0% 0% F 0.104 F 0.692 4500 F 2019  Crawford St 0.12 4900 F 97% 1% 1% 0% 0% 0% 0% F 0.009 F 0.573 5200 F 2019  Washington St 0.57 710 F 97% 1% 1% 0% 0% 0% 0% F 0.092 F 0.604 760 F 2019  Effingham St 0.09 16000 G 99% 0% 1% 0% 0% 0% F 0.092 F 0.604 760 F 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% F 0.08 F 0.767 17000 G 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% F 0.008 F 0.762 16000 F 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% C 0.084 F 0.762 16000 F 2019  Effingham St 0.09 15000 F 98% 1% 1% 1% 0% 0% 0% C 0.0102 F 0.535 7100 F 2019  Effingham St 0.09 15000 F 98% 1% 1% 1% 0% 0% 0% F 0.010 F 0.512 8600 F 2019  Effin Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.095 F 0.535 1000 F 2019  Elim Ave 0.19 5100 F 98% 1% 1% 1% 0% 0% 0% F 0.095 F 0.535 1000 F 2019  Elim Ave 0.19 5100 F 98% 0% 0% 0% 0% 0% 0% F 0.008 F 0.546 5600 N 2019  Elim Ave 0.19 5100 F 98% 0% 0% 0% 0% 0% 0% F 0.008 F 0.546 5600 N 2019  Elim Ave 0.19 5100 F 98% 0% 0% 0% 0% 0% 0% F 0.008 F 0.546 5600 N 2019  Elim Ave 0.19 5100 F 98% 0% 0% 0% 0% 0% 0% F 0.008 F 0.546 5600 N 2019  Elim Ave 0.19 5100 F 98% 0% 0% 0% 0% 0% 0% 0% F 0.008 F 0.546 5600 N 2019	8554 Crawford Pkwy	0.35	1700 From	F	97%	1%		0%	0%	F	0.117	F	0.641	1800	F	2019
Crawford St	Crowford St	0.10	Fron	-	079/	10/		00/	00/		0.106		0.64	2900		2010
Crawford St 0.11 4200 F 97% 1% 1% 0% 0% 0% F 0.104 F 0.682 4500 F 2019  Crawford St 0.12 4900 F 97% 1% 1% 0% 0% 0% 0% F 0.104 F 0.682 4500 F 2019  Crawford St 0.12 4900 F 97% 1% 1% 0% 0% 0% 0% C 0.099 F 0.573 5200 F 2019  Washington St 0.57 710 F 97% 1% 1% 0% 0% 0% 0% 0% F 0.092 F 0.604 760 F 2019  Effingham St 0.09 16000 G 99% 0% 1% 0% 0% 0% 0% F 0.008 F 0.767 17000 G 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% C 0.084 F 0.762 16000 F 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% F 0.010 F 0.535 7100 F 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% F 0.010 F 0.535 7100 N 2019  Effingham St 0.09 15000 F 99% 1% 1% 1% 0% 0% 0% F 0.008 F 0.535 7100 N 2019  Effingham St 0.09 15000 F 99% 1% 1% 1% 0% 0% 0% F 0.009 F 0.512 8600 F 2019  Effingham St 0.09 15000 F 99% 1% 1% 1% 0% 0% F 0.099 F 0.512 8600 F 2019  Effin Ave 0.76 6700 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Effin Ave 0.19 5100 F 99% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  Effin Ave 0.19 5100 F 99% 1% 1% 1% 0% 0% F 0.099 F 0.535 7100 N 2019  Effin Ave 0.19 5100 F 99% 1% 1% 1% 0% 0% 0% F 0.099 F 0.531 6300 F 2019  Effin Ave 0.19 5100 F 99% 1% 1% 1% 0% 0% 0% F 0.099 F 0.531 6300 F 2019  Effin Ave 0.19 5100 F 99% 1% 1% 1% 0% 0% 0% F 0.099 F 0.531 6300 F 2019  Effin Ave 0.19 5100 F 99% 1% 1% 1% 0% 0% 0% F 0.099 F 0.535 1000 F 2019  Effin Ave 0.19 5100 F 99% 0% 0% 0% 0% 0% F 0.099 F 0.546 5600 N 2019  Effin Ave 0.19 5100 F 99% 0% 0% 0% 0% 0% 0% F 0.099 F 0.546 5600 N 2019  Effin Ave 0.19 5100 F 99% 0% 0% 0% 0% 0% 0% F 0.099 F 0.546 5600 N 2019  Effin Ave 0.19 5100 F 99% 0% 0% 0% 0% 0% 0% F 0.099 F 0.546 5600 N 2019  Effin Ave 0.19 5100 F 99% 0% 0% 0% 0% 0% 0% F 0.099 F 0.544 5600 F 2019  Effin Ave 0.19 5100 F 99% 0% 0% 0% 0% 0% 0% F 0.099 F 0.544 5600 F 2019  Effin Ave 0.19 5100 F 99% 0% 0% 0% 0% 0% 0% F 0.099 F 0.544 5600 F 2019	8554) Crawlold St	0.10	3000		91 /6	1 /0		0 /6	0 /0	'	0.100	'	0.04	3000	'	2019
Crawford St 0.12 4900 F 97% 1% 1% 0% 0% 0% 0% C 0.099 F 0.573 5200 F 2019  Washington St 0.57 710 F 97% 1% 1% 0% 0% 0% 0% 0% F 0.08 F 0.762 16000 F 2019  Effingham St 0.09 16000 F 99% 0% 1% 0% 0% 0% 0% F 0.08 F 0.762 16000 F 2019  Effingham St 0.20 15000 F 99% 0% 1% 0% 0% 0% 0% C 0.084 F 0.762 16000 F 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% C 0.084 F 0.762 16000 F 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% F 0.010 F 0.861 15000 F 2019  Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% F 0.010 F 0.535 7100 F 2019  Effination St 0.09 15000 F 99% 0% 1% 0% 0% 0% F 0.009 F 0.535 7100 F 2019  Effination St 0.09 15000 F 99% 0% 1% 0% 0% 0% F 0.009 F 0.535 7100 F 2019  Effination St 0.09 15000 F 99% 0% 1% 0% 0% 0% F 0.009 F 0.535 7100 F 2019  Effination St 0.09 15000 F 99% 0% 1% 0% 0% 0% F 0.009 F 0.535 7100 F 2019  Effination St 0.09 15000 F 99% 0% 1% 0% 0% 0% F 0.009 F 0.535 7100 F 2019  Effination St 0.09 15000 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.535 7100 N 2019  Effination Ave 0.19 8100 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.533 8300 F 2019  Effination Ave 0.19 8100 F 98% 1% 1% 1% 1% 0% 0% 0% F 0.096 F 0.533 8300 F 2019  Effination Ave 0.19 8100 F 98% 1% 1% 1% 1% 0% 0% 0% F 0.096 F 0.533 8300 F 2019  Effination Ave 0.59 980 F 99% 0% 0% 0% 0% 0% F 0.008 F 0.535 1000 F 2019  Effination Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% F 0.008 F 0.546 5600 N 2019  Effination Ave 0.55 5300 F 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Crawford St	0.11	4200	- F	97%	1%	•	0%	Nº/ <sub>2</sub>	F	0.104	F	n 692	4500	F	2019
Crawford St 0.12 4900 F 97% 11% 1% 0% 0% 0% 0% 0.099 F 0.573 5200 F 2019  ***Crawford St 0.57 710 F 97% 1% 1% 1% 0% 0% 0% 0% F 0.092 F 0.604 760 F 2019  ***South St 0.09 16000 G 99% 0% 1% 0% 0% 0% 0% F 0.08 F 0.767 17000 G 2019  ***Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% 0% C 0.084 F 0.767 17000 G 2019  ***Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% 0% C 0.084 F 0.762 16000 F 2019  ***Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% C 0.084 F 0.762 16000 F 2019  ***Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% C 0.004 F 0.762 16000 F 2019  ***Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% 0% C 0.004 F 0.762 16000 F 2019  ***Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% C 0.004 F 0.762 16000 F 2019  ***Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% C 0.002 F 0.535 7100 F 2019  ***Effingham St 0.09 15000 F 98% 1% 1% 1% 0% 0% 0% C 0.102 F 0.535 7100 N 2019  ***Effingham St 0.09 15000 F 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  ***Effin Ave 0.19 8100 F 98% 1% 1% 1% 1% 0% 0% 0% F 0.099 F 0.512 8600 F 2019  ***Effin Ave 0.10 7800 F 98% 1% 1% 1% 1% 0% 0% 0% F 0.096 F 0.503 8300 F 2019  ***Effin Ave 0.11 6000 F 98% 1% 1% 1% 1% 0% 0% 0% F 0.096 F 0.531 6300 F 2019  ***Effin Ave 0.38 3800 F 98% 1% 1% 1% 1% 0% 0% 0% F 0.108 F 0.546 5600 F 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.088 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.535 1000 F 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019  ***Effin Ave 0.59 980 F 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.546 5600 N 2019	8554 Olawiold St	0.11	4200		31 /6	1 /0		0 76	0 70	'	0.104	'	0.032	4300	'	2013
Washington St   0.57   710   F   97%   11%   07%   07%   07%   F   0.092   F   0.604   760   F   2019	Crawford St	0.12	4900	F	97%	1%		0%	0%	С	0 099	F	0.573	5200	F	2019
Washington St   0.57   710   F   97%   1%   1%   1%   0%   0%   0%   F   0.092   F   0.604   760   F   2019	8554) Grawiora Gt	0.12	<b>4300</b>	):	01 70	1 /0		0 70	0 70		1	•	0.070	0200	•	2010
Washington St   0.57   710   F   97%   1%   1%   0%   0%   0%   F   0.092   F   0.604   760   F   2019			From	r												
Careful Price   Careful Pric	8555) Washington St	0.57	710	F	97%	1%		0%	0%	F	0.092	F	0.604	760	F	2019
Effingham St 0.09 16000	124/		To	0:			Crawford Pkwy	7								
Effingham St   0.20   15000   F   99%   0%   1%   0%   0%   0%   0%   0%   0			Fron	1:			London Blvd									
Effingham St 0.20 15000 F 99% 0% 1% 0% 0% 0% C 0.084 F 0.762 16000 F 2019    Fig.   Fi	8557 Effingham St	0.09	16000	G	99%	0%	1% 0%	0%	0%	F	0.08	F	0.767	17000	G	2019
Effingham St 0.20 15000 F 99% 0% 1% 0% 0% 0% C 0.084 F 0.762 16000 F 2019    Crow-tord Pk-wy			To From	·			North St									
Effingham St   0.09   15000   F   99%   0%   1%   0%   0%   0%   F   0.101   F   0.861   15000   F   2019	Effingham St	0.20		F	99%	0%	1% 0%	0%	0%	С	0.084	F	0.762	16000	F	2019
Effingham St 0.09 15000 F 99% 0% 1% 0% 0% 0% F 0.101 F 0.861 15000 F 2019    Email Cosn No. Hospital   Female	124)		T/				Crawford Pkwy	7								
Elm Ave 0.76 6700 F 98% 1% 1% 1% 0% 0% 0 0 0.102 F 0.535 7100 F 2019	Effingham St	0.09	15000	F	99%	0%			0%	F	0.101	F	0.861	15000	F	2019
Elm Ave 0.76 6700 F 98% 1% 1% 1% 0% 0% C 0.102 F 0.535 7100 F 2019	124)		To	): 			Ent. OSN. Hospit	tal								
South St			From	ı.												
Elm Ave 0.03 6700 N 98% 1% 1% 1% 0% 0% N 0.102 F 0.535 7100 N 2019    South St	(8558) Elm Ave	0.76	6700	F	98%	1%	1% 1%	0%	0%	С	0.102	F	0.535	7100	F	2019
South St																
South St	8558) Elm Ave	0.03	6700	N	98%	1%	1% 1%	0%	0%	N	0.102	F	0.535	7100	N	2019
County St   Coun	<u> </u>		Te Fron	r			South St									
Sign   Elm Ave   0.10   7800   F   98%   1%   1%   1%   0%   0%   F   0.096   F   0.503   8300   F   2019	8558) Elm Ave	0.19	8100	F	98%	1%	1% 1%	0%	0%	F	0.099	F	0.512	8600	F	2019
High St   State   St	_		Te Fron	r.			County St									
Fight St	8558 Elm Ave	0.10	7800	F	98%	1%	1% 1%	0%	0%	F	0.096	F	0.503	8300	F	2019
South St	124		Te From				High St									
Second   S	8558) Elm Ave	0.11	6000	F	98%	1%	1% 1%	0%	0%	F	0.106	F	0.531	6300	F	2019
Second   S	124)		T/				London Blvd									
Des Moines Ave   0.59   980   F   99%   0%   0%   0%   0%   0%   0%   0	8558) Elm Ave	0.38			98%	1%		0%	0%	F	0.108	F	0.583	4000	F	2019
Des Moines Ave   0.59   980   F   99%   0%   0%   0%   0%   0%   0%   F   0.095   F   0.535   1000   F   2019	124		To	D:			Leckie St									
Des Moines Ave 0.07 5300 F 99% 0% 0% 0% 0% 0% 0 C 0.088 F 0.546 5600 F 2019    Total   Deep Creek Blvd   Deep Creek Blvd			From	r			Portsmouth Blvo	d								
Deep Creek Blvd   Deep Creek	8559 Des Moines Ave	0.59	980	F	99%	0%	0% 0%	0%	0%	F	0.095	F	0.535	1000	F	2019
1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-26	_		Te From	Y.			Deep Creek Blv	d								
Cavalier Blvd   0.83   3000   F   98%   0%   1%   0%   0%   0%   0%   0%   0	8559 Des Moines Ave	0.07	5300	F	99%	0%	0% 0%	0%	0%	С	0.088	F	0.546	5600	F	2019
Des Moines Ave 0.05 5300 N 99% 0% 0% 0% 0% 0% 0% N 0.088 F 0.546 5600 N 2019    South St	124		Fron	r			I-264									
South State	Des Moines Ave	0.05			99%	0%	0% 0%	0%	0%	N	0.088	F	0.546	5600	Ν	2019
Cavalier Blvd 0.68 11000 F 98% 0% 1% 0% 0% 0% C 0.109 F 0.665 12000 F 2019    Tage	1/4/		Tr	r			South St									
Cavalier Blvd 0.83 3000 F 98% 0% 1% 0% 0% 0% F 0.109 F 0.922 3200 F 2019    To:	$\sim$															
Cavalier Blvd 0.83 3000 F 98% 0% 1% 0% 0% 0% F 0.109 F 0.922 3200 F 2019    From   NCL Chesapeake   NCL Ches	(8599) Cavalier Blvd	0.68	11000	F	98%	0%	1% 0%	0%	0%	С	0.109	F	0.665	12000	F	2019
Cavalier Blvd 0.83 3000 F 98% 0% 1% 0% 0% 0% F 0.109 F 0.922 3200 F 2019    Victory Blvd	<u> </u>		Tz Fron	r.			Tazewell St; King	St			_					
From: NCL Chesapeake Segui Gust Lane 0.70 6200 F 98% 0% 1% 0% 0% 0% F 0.108 F 0.544 6600 F 2019	(8599) Cavalier Blvd	0.83	3000	F	98%	0%		0%	0%	F	0.109	F	0.922	3200	F	2019
Gust Lane 0.70 <b>6200 F</b> 98% 0% 1% 0% 0% 0% F 0.108 F 0.544 6600 F 2019	<u> </u>						Victory Blvd									
<u></u>	<u> </u>									_		_	0 = : :	0005	_	
Tac Victory Blyd	(8601) Gust Lane	0.70		_	98%	υ%	1% 0% Victory Blvd	υ%	υ%	F	0.108	F	0.544	6600	F	2019

					Noi	rfolk Mainte	nance Area	1							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth			1							T					
8606) Afton Pkwy	0.28	2400	F	96%	Geo 1%	orge Washingto 2% 0	n Pkwy US 17 % 0%	0%	С	0.086	F	0.527	2600	F	2019
8606 Afton Pkwy	0.20	2400 To		30 /6	1 /0	Prospect Pk		0 /6		0.000	•	0.527	2000	'	2019
		From			1	24-3; Gap Pro									
8606 Afton Pkwy	0.51	1600	_ <u>F</u> _	94%	2%		% 0%	0%	С	0.097	F	0.506	1700	F	2019
		To	1			Victory Bl									
(8755) Coast Guard Blvd	0.97	3300	F	98%	0%	West Norf	olk Rd % 1%	0%	С	0.156	F	0.969	3500	F	2019
(8755) Coast Guard Blvd	0.97	3300 To	_	90 /6	0 /6	Main G		0 /6		0.130	'	0.909	3300	'	2019
		From	:			Greenwoo									
(8756) Garwood Ave	0.17	3300	F	91%	1%		% 4%	0%	С	0.094	F	0.523	3500	F	2019
(8756) Garwood Ave		То	:			Elmhurst	Lane								
		From	:			US 17 Freder	rick Blvd								
8758 124 High St	0.12	12000	G	98%	1%	1% 0	% 0%	0%	F	0.087	F	0.599	13000	G	2019
174)		To	:			US 58 Airli									
(8758) High St	0.22	11000	G	98%	1%	Airline I	% 0%	0%	F	0.082	F	0.547	11000	G	2019
(8758) High St	0.22	11000	.—	0070	1 70			0 70		0.002	•	0.047	11000	u	2010
(8758) High St	0.47	12000	G	98%	1%	1% 0	n Ave % 0%	0%	F	0.085	F	0.570	13000	G	2019
(8758) High St	0.47	12000		JU /6	1 /0			U /0	'	0.000	'	0.570	10000	u	2013
(8758) High St	0.79	10000	G	98%	1%	ML King 1% 0	Frwy 0%	0%	С	0.101	F	0.663	11000	G	2019
(8758) High St	0.78	10000	<u> </u>	JU /0	1 /0			U /o	U	0.101	1.	0.003	11000	G	2019
Uigh St	0.22	From	<u> </u>	000/	10/	Elm A		00/	F	0.000	F	0.640	6200	G	2010
(8758) High St	0.32	5900	G	98%	1%	1% 0	% 0%	0%	Г	0.098	Г	0.640	6300	G	2019
C High Ct	0.51	From	<u> </u>	000/	10/	Effingha		00/		0.000		0.507	F100		0010
8758 High St	0.51	4800 To	F	98%	1%	1% 0 Crawfor	% 0%	0%	F	0.086	F	0.527	5100	F	2019
		From				Greenwoo									
8759) McLean St	0.92	7200	F	98%	1%		% 0%	0%	F	0.094	F	0.551	7600	F	2019
(8759) McLean St		To	·			Airline I									
		From				Deep Cree	k Blvd								
8760 Lincoln St	0.83	1400	F	98%	0%	1% 0	% 0%	0%	С	0.078	F	0.522	1400	F	2019
124)		To From	-			Effingha	m St								
(8760) Lincoln St	0.66	2900	F	99%	0%		% 0%	0%	F	0.132	F	0.898	3100	F	2019
124)		То				First S	St								
		From	:			Portsmout	h Blvd								
8761 Port Centre Pkwy	0.67	6200	F	99%	0%	0% 0	% 0%	0%	С	0.129	F	0.921	6600	F	2019
		To From				Crawford St N									
8761 Court St	0.21	5900	F	98%	1%	1% 0	% 0%	0%	F	0.108	F	0.623	6300	F	2019
		To From				County									
8761 Court St	0.11	5100	F	98%	1%	1% 0	% 0%	0%	С	0.108	F	0.596	5400	F	2019
17.5		To From				High	St								
8761 Court St	0.11	2200	F	98%	1%	1% 0	% 0%	0%	F	0.11	F	0.681	2300	F	2019
124)		To	:			Londor	St								
8761 Court St	0.23	750	F	98%	1%	1% 0	% 0%	0%	F	0.161	F	0.834	790	F	2019
124/		То				Crawford	Pkwy								
<u> </u>		From				Columbus						_			_
8762 South St	0.10	600	F	99%	0%		% 0%	0%	F	0.127	F	0.658	640	F	2019
		From	1			Swanson P Swanson				-					
8762) South St	0.09	1200	F	97%	0%		% 1%	0%	С	0.098	F	0.504	1300	F	2019
		To	4			Des Moine									
_			-1								_		E400	_	0010
(8762) South St	0.38	4800 From	F	99%	0%	0% 0	% 0%	0%	С	0.088	F	0.532	5100	F	2019
8762 South St	0.38	4800 From	F	99%	0%		% 0%	0%	С	0.088	F	0.532	5100	F	2019
8762) South St 8762) South St	0.38	4800 To From 2200	F	99%	0%	Elm A		0%	C	0.088	F 	0.532	2300	F	2019

							enance Area	*							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
Vest 00024 Ramp	0.21	4700	F			Bar	t St			0.179	F		5000	F	2019
9024)Ramp	0.2.	To				I-264	West				•			•	
City of Chesaneake															
Taura Daire Del	0.07	From	<u> </u>	050/	00/	Churchla		00/			_	0.500	0.4000	_	0010
1 Towne Point Rd	0.07	22000 To	G	95%	2% 124-	1% 8520 IB-131	1% 1% NCL Chesapeal	0% ke	F	0.092	F	0.508	24000	G	2019
		From	: :I		127	North Caroli		KC .							
2 Backwoods Rd	0.73	1700	G	99%	1%	0%	0% 0%	0%	С	0.123	F	0.785	1800	G	2019
2 Backwoods Rd		To	:			131-8796 B	allahack Rd								
		From	:		US	S 17 George V	Vashington Hwy	7							
3 Douglas Rd	2.95	400	G	95%	2%	1%	1% 1%	0%	С	0.154	F	0.54	430	G	2019
		To	:			Bene	fit Rd								
Out of the County Del	5.00	From	<u> </u>	050/			attlefield Blvd	00/			_	0.500	0700	0	0040
131 Indian Creek Rd	5.92	2500 To	G	95%	1%	1%	1% 1%	0%	С	0.102	F	0.523	2700	G	2019
_		From	:I			WCL Virg									
5 Crossways Blvd	0.32	12000	G	99%	0%	Volvo 0%	0% 0%	0%	С	0.097	F	0.609	13000	G	2019
5 Crossways Blvd		To		- / -		Eden Wa									
		From	L			Greenbri	ar Pkwy								
6 Woodlake Dr	0.23	22000	G	98%	1%	1%	0% 1%	0%	С	0.085	F	0.634	24000	G	2019
		To	:			Old Green	briar Pkwy								
O		From				Woodl									
7 Old Greenbriar Rd	0.43	11000	G	98%	1%	1%	0% 0%	0%	С	0.089	F	0.54	12000	G	2019
		From	:			US 13 Mil Militar									
7 Old Greenbriar	0.46	4600	G	98%	1%	0%	0% 0%	0%	F	0.106	F	0.621	4900	G	2019
131/		To	:			Provide	nce Rd								
<u> </u>		From	·			Ballah									
Bunch Walnuts Rd	3.01	1500 To	G	98%	1%	1%	0% 0%	0%	С	0.097	F	0.525	1600	G	2019
			<u> </u>			Bene									
Paramont Ave	1.11	4200	G	97%	1%	WCL V 1%	a Beach 0% 0%	0%	С	0.101	F	0.572	4400	G	2019
9 Paramont Ave	1.11	<b>4200</b> To	<u> </u>	31 /0	1 /0	US 13 Mil		0 /6		0.101	•	0.572	4400	G	2013
		From	:			Bene									
10) Sign Pine Rd	2.43	3500	G	98%	1%	0%	0% 0%	0%	С	0.107	F	0.678	3700	G	2019
131/		To	:		I	Bus SR 168 B	attlefield Blvd								
~		From			SR 10	68 Battlefield	Blvd, Atlantic A								
11 Campostella Rd	0.44	11000	G	96%	0%	1%	1% 2%	0%	F	0.083	F	0.518	12000	G	2019
<u> </u>		To From				131-8640 Pr	ovidence Rd								
11 Campostella Rd	1.34	12000	G	96%	0%	1%	1% 2%	0%	F	0.089	F	0.611	13000	G	2019
		То			S	R 246 Liberty	St; Border Rd								
Onder D.	0.05	From		070/		SR 165 Mose		001			_	0.500	7000		004
12 Cedar Rd	3.05	6800 To	G	97%	2%	0% SR 165 Mose	0% 0%	0%	С	0.09	F	0.562	7200	G	2019
		From	<u>.                                    </u>							<del>-  </del>					
Old Galberry Rd	0.34	140	G			Dead	LIIU			0.117	F	0.5	140	G	2019
13) Old Galberry Rd		To				Dead End	Bus US 17								
		From	:			Western B				l					
Churchland Blvd	0.57	6000	G	99%	0%		0% 0%	0%	С	0.079	F	0.574	6300	G	2019
131/		T_	-			Towne I	Point Rd			<u> </u>					
Churchland Blvd	0.09	14000	N	99%	0%	1%	0% 0%	0%	N	0.09	F	0.562	14000	Ν	2019
131/		To				WCL Po									
		From				SR 191 J									
Dock Landing Rd	0.27	6000	G	99%	0%	1%	0% 0%	0%	F	0.104	F	0.648	6300	G	2019
····		To	1			I-6	64			ı					

Route   Length   AADT   QA   4Thr   Bus   2   2   2   2   2   2   2   2   2						No	rtoik Ma	intenand	ce Area								
Dock Landing Rd	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Dock Landing Rd	City of Chesapeake																
Pughsyllic Rd	O 5		From	<u> </u>	2221								_			_	0010
Dock Landing Rd	(8527) Dock Landing Rd	0.89	6200	G	98%	1%	0%	0%	0%	0%	C	0.098	F	0.608	6500	G	2019
Pook Landing Rid   2.23   6100   G   98%   2%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To From	:			Eag	le Hill Dr									
Dock Landing Rd   2.23   6100   G   98%   2%   0%   0%   0%   0%   0%   0%   0	(8527) Dock Landing Rd	0.24	5800	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.604	6100	G	2019
Dock Landing Rd			To	-			De	evon Dr				$\neg$					
Pamp	8527) Dock Landing Rd	2.23	6100	G	98%	2%			0%	0%	С	0.101	F	0.51	6500	G	2019
Ramp	(131)		Tα				SR 337 Pc	ortsmouth	Blvd								
Ramp			From	:			Dock	Landing R	ld								
Pade	(8527) Ramp	0.27	3000	G								0.137	F		3200	G	2019
Ramp	131		To	:			I-6	664 East									
Ramp			From	:			Dock	Landing R	2d								
Pughsville Rd	Ramp	0.28	2600	G								0.099	F		2800	G	2019
Pughsville Rd   0.85   11000	131		To	:			I-6	64 West									
Pughsville Rd			From	:		133-6	559 Pughsy	zille Rd: E	CL Suffo	lk							
Pughsville Rd  0.16  2000  C  98% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0	Pughsville Rd	0.85	11000	G	93%						С	0.087	F	0.568	12000	G	2019
Pughsville Rd	131		т-														
Taylor Rd  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  14000  1.65  151  151  1529  15000A TO ROUT  151  151  1529  15000A TO ROUT  150	Pughavilla Pd	0.16	From		000/	00/			00/	00/		0.094		0.555	24000	G	2010
Taylor Rd 1.65 14000 G G 98% 0% 0% 0% 0% 0% 0% 0% F 0.088 F 0.572 14000 G 2019    September   Septembe	8529 Fugitsville nu	0.16	∠3UUU To		30%	U %				U 7/o	U	0.004	Ľ	0.555	<u> 4000</u>	G	2019
Taylor Rd   1.65			From	1					ıχu			+					
Total   Pughsville Rd	8529 Taylor Rd	1.65	14000	G	98%	0%			0%	0%	F	0.088	F	0.572	14000	G	2019
Second   S	131		To	:		Į	JS 17 Wes		h Blvd								
Ramp   0.09   6900   G			From	:			Puol	hsville Rd									
1-664   East     1-664   East   1-664   East     1-664   East     1-664   East     1-664   East     1-664   East     1-664   East     1-664   East     1-664   East     1-664   East     1-664   East     1-664   East     1-664	Ramp	0.09	6900	G			1 45.	as time rea				0.101	F		7300	G	2019
North 6639 Ramp 0.07 NA 1	131		To				I-6	664 East					-			-	
Name	Navth		From			121 952			EASTSOI	TTU		<u> </u>					
South   Sout		0.07	NΔ			131-032	.9 10 KO	U 1E 004 I	2A31300	JIII		NA			NΑ		
North   Samp	(8529) Hamp	0.07				1	31-8529-S	000A TO	ROUT						INA		
Samp   940   940   940   1664   West   131-8529 TO & FROM ROUT   131-8529 NO00A; 131-8529 NO	AL II		From														
South   Sout	$\bigcirc$ 5	0.19					Pugnsvi	ille Ka No	ortn			0 124	F		1000	G	2019
South   Sout	(8529) Hamp	0.13					1.6	64 West				0.124	•		1000	ч	2013
Ramp   0.05   NA   131-8529-N000A; 131-8529- A TO ROUT			E														
Septender   Sept	<u> </u>	0.05		<u> </u>		13	1-8529 TC	) & FROM	4 ROUT			NIA.			NIA		
South 6629   Ramp   0.29   6200   G	(8529) Ramp	0.05				121 052	0 N1000 A -	121 0520	A TO D	OUT		- NA			INA		
Ramp   0.29   6200   G   SR 337 Portsmouth Blvd   SR 337 Portsmouth B				<u> </u>		131-852				001							
SR 337 Portsmouth Blvd   SR 337 Portsmouth B		0.00		<u> </u>			Pughsvi	ille Rd So	uth				_		0000	_	0010
Taylor Rd   1.70   2000   G   99%   0%   0%   0%   0%   0%   0%   0	(8529) Hamp	0.29		G								0.102	F		6600	G	2019
Taylor Rd   1.70   20000   G   99%   0%   0%   0%   0%   0%   0%   0			10	1			I-6	o4 West									
Taylor Rd   0.29   23000   G   99%   0%   0%   0%   0%   0%   0%   F   0.088   F   0.552   24000   G   2019	<u> </u>																
Taylor Rd	(8530) Taylor Rd	1.70	20000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.517	21000	G	2019
March   Marc			To From				Bı	ruce Rd				$\Box$					
Same Process   From	(8530) Taylor Rd	0.29		G	99%	0%			0%	0%	F	0.088	F	0.552	24000	G	2019
Book   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	131/			:			131-8529	Pughsvill	e Rd								
Solution			From	-			Ta	ıylor Rd									
State   Stat	(8531) Dunedin Dr	0.99	1900	G	98%	1%			0%	0%	С	0.095	F	0.622	2000	G	2019
From:	131		To			t		tern Branc	h Blvd								
Bruce Rd 1.54 12000 G 98% 1% 0% 0% 0% 0% C 0.099 F 0.559 13000 G 2019    Street	<del></del>		From	===											-		
Tyre Neck Rd   1.26   8800   G   99%   0%   0%   0%   0%   0%   0%   0	8532 Bruce Rd	1.54	12000	G	98%	1%			0%	0%	С	0.099	F	0.559	13000	G	2019
Solution	131											1					
No.							В	ruce St									
School   S	(8532) Tyre Neck Rd	1.26		G	99%	0%				0%	С	0.105	F	0.606	9400	G	2019
R547   Deep Creek Blvd   0.60   4800   G   98%   1%   1%   0%   0%   0%   C   0.118   F   0.574   5100   G   2019			To				WCL	Portsmout	th								
Deep Creek Blvd   0.60   4800   G   98%   1%   1%   0%   0%   0%   C   0.118   F   0.574   5100   G   2019			From				Gu	ıst Lane									
SCL Portsmouth   SCL	(8547) Deep Creek Blvd	0.60	4800	G	98%	1%			0%	0%	С	0.118	F	0.574	5100	G	2019
(8591) Liberty St 0.40 <b>3400 G</b> 90% 1% 1% 2% 5% 0% F 0.088 F 0.543 3600 G 2019	131/		To	:	_	-	SCL I	Portsmout	h								
(8591) Liberty St 0.40 <b>3400 G</b> 90% 1% 1% 2% 5% 0% F 0.088 F 0.543 3600 G 2019	·		From	:			US 40	60 22nd S	t								
	(8591) Liberty St	0.40	3400	G	90%	1%				0%	F	0.088	F	0.543	3600	G	2019
	131						SCI										

						riont ivia	menand	70 7 11 CU								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From	.1			ECI	N. C.11									
Berkley Ave	0.39	1700	G	98%	1%	1%	Norfolk 0%	0%	0%	С	0.092	F	0.64	1900	G	2019
Berkley Ave	0.00	Tr		0070	170		gfield Ave		0 70			·	0.01	1000	Ğ	20.0
		Fron					nk Street				Ī					
Rosemont Ave	0.13	240	G	83%	0%	1%	1%	14%	0%	С	0.128	F	0.575	260	G	2019
131		To					ll Street									
Rosemont Ave	0.37	470	G	71%	3%	2%	Hill St 2%	21%	0%	С	0.12	F	0.557	490	G	2019
Rosemont Ave	0.57	470 To	<u> </u>	/ 1 /0	3 /0	US 460 B			0 /6	-	0.12	•	0.557	430	G	2013
		Fron				US 460 B					1					
Chesapeake Dr	0.45	2100	G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.509	2200	G	2019
Chesapeake Dr		To	:			Chesa	peake Av	e								
		Fron	:			В	uell St									
Freeman Ave	0.65	4200	G	59%	1%	3%	8%	30%	0%	С	0.098	F	0.537	4500	G	2019
1317		T/	-				I-464				$\neg$ —					
Freeman Ave	0.25	9000	G	59%	1%	3%	8%	30%	0%	F	0.083	F	0.563	9500	G	2019
131/		To				US 460 B	ainbridge	Blvd								
$\widehat{}$		Fron				Free	man Ave									
3598 Ramp	0.13	3700	G								0.095	F		4000	G	2019
		To	1			I-40	64 South									
	0.40	From	<u> </u>			Free	man Ave					_		0000	_	0040
9598 Ramp	0.13	3700 Tr	G			T 44	64 North				0.1	F		3900	G	2019
		Fron	! :1					YY								
Gavalier Blvd	1.24	12000	G	90%	1%	JS 13 & 40 1%	2%	у нwу 5%	0%	С	0.095	F	0.520	13000	G	2019
Cavalier Blvd	1.27	To	<u> </u>	0070	1 /0		Portsmout		0 70		1	•	0.020	10000	u	2010
		From	1		I	JS 13 & 40										
Deep Creek Blvd	0.94	3300	G	97%	1%	1%	0%	0%	0%	С	0.098	F	0.740	3500	G	2019
(131)		Tr				Gı	ıst Lane									
Cust Long	0.44	From	G	99%	0%		Creek Blv	d 0%	0%	С	0.100	F	0.52	6100	G	2019
G <sub>601</sub> Gust Lane	0.44	5800 <sub>To</sub>		99%	076	0%	0% Portsmoutl		0%	U	0.100	г	0.52	6100	G	2019
		Fron	:I													
8602 Camelot Blvd	0.59	7400	G	97%	1%	1%	alahad Dr 0%	0%	0%	С	0.089	F	0.572	7800	G	2019
Camelot Blvd		Т.	.—		.,.						_	•			-	
Camelot Blvd	0.32	4800	G	90%	1%	1%	Creek Blv 2%	<u>a</u> 5%	0%	F	0.089	F	0.573	5100	G	2019
131	0.02	To		0070		17 George			0 70			•	0.070	0.00	Ğ	2010
		From	-			13, US 46					Ī					
8604 Galberry Rd	2.41	2700	G	97%	2%	0%	0%	0%	0%	С	0.144	F	0.812	2800	G	2019
131/		Te	4		Rue I	JS 17 Geo			v							
Shell Rd	0.87	5500 From	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.566	5800	G	2019
Shell Rd		- Te	_				rman St									
8604) Shell Rd	0.81	4500 From	G	97%	2%	1%	0%	0%	0%	С	0.112	F	0.645	4700	G	2019
Shell Rd		Te		- /-					- / -							
8604) Shell Rd	1.12	2600 From	G	97%	1%	1%	anal Dr 0%	0%	0%	С	0.118	F	0.688	2700	G	2019
3604) Shell Rd		Tr				IS 13, US4			- / -							
		Fron					hell Rd									
Canal Dr Ext	0.51	4800	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.632	5100	G	2019
131/		To			Ţ	JS 13 & 40	60 Militar	y Hwy								
		From	·		US	460, SR 1	66 Bainbri	idge Blvd								
Portlock Rd	0.89	6100	G	98%	1%	1%	0%	0%	0%	С	0.111	F	0.594	6500	G	2019
		To	<u> </u>				ostella Ro				<u> </u>					
		From		25:-			idence Rd		•						_	
B635 Dunbarton Rd	0.06	3600	G	98%	2%	0%	0%	0%	0%	F	0.175	F	0.534	3800	G	2019
<u> </u>		To	1			Longda	ale Cresce	nt								

					No	rtolk Ma	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			Longo	lale Cresce	nt								
8635 Dunbarton Rd	0.18	1400	G	98%	2%	0%	0%	0%	0%	С	0.1	F	0.595	1500	G	2019
8635 Dunbarton Rd	0.16	660 From	G	97%	2%	1%	vn Crescen 0%	0%	0%	С	0.093	F	0.64	710	G	2019
(8635) Dunbarton Rd	0.10	To		31 /6	2 /0		lale Cresce		0 /6		0.033	'	0.04	710	u	2013
		From														
8640 Providence Rd	1.55	15000	G	98%	1%	0%	opostella Re 0%	0%	0%	F	0.107	F	0.655	16000	G	2019
O Dravidanaa Dd	0.00	From	<u> </u>	98%	1%	0%	ngora Dr 0%	0%	0%	С	0.101	F	0.570	16000		2010
Providence Rd	0.99	15000 <sub>To</sub>	G	90%	1 70		Virginia Bea		0%	U	0.101	Г	0.573	16000	G	2019
		From	!					acii								
(8645) Sparrow Rd	0.23	5300	G	98%	1%	1%	litary Hwy 0%	0%	0%	F	0.089	F	0.589	5700	G	2019
8645 Sparrow Rd	0.23	5500	<u> </u>	90 /6	1 /0	1 /0	0 /6	0 /6	0 /6		0.009	'	0.569	3700	G	2019
<u> </u>		From	<u> </u>				vidence Rd				<u> </u>					
8645 Sparrow Rd	0.84	9900	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.626	11000	G	2019
~		To From				India	an River Ro	i								
8645 Sparrow Rd	0.57	3200	G	97%	1%	1%	0%	0%	0%	С	0.104	F	0.599	3400	G	2019
		To				Little	e Beaver Ro	d			<b>—</b> —					
8645) Sparrow Rd	0.28	1400 From	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.543	1500	G	2019
Sparrow Rd		То					ldcrest Dr									
		From		_	_		Campostell	a Rd	_	•	Ī				_	
8647 Border Rd	0.47	4200	G	98%	2%	0%	0%	0%	0%	С	0.089	F	0.537	4500	G	2019
8647 Border Rd		— <del>- ▼</del>	1	/ •	- · •		ngfield Ave		•			-			-	5
		From					order Rd									
8647 Wingfield Ave	0.08	2100	G	98%	2%	0%	0%	0%	0%	F	0.098	F	0.544	2200	G	2019
101/		Τα				131-859	2 Berkley	Ave			_					
(8647) Wingfield Ave	0.48	2500 From	G	97%	1%	1%	0%	0%	0%	С	0.098	F	0.562	2600	G	2019
(8647) Wingfield Ave		To					mstown Ro									
		From				Win	ngfield Ave									
(8647) Tatemstown Rd	0.34	3800	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.589	4100	G	2019
(131)		To				SR 407 I	Indian Rive	r Rd								
_		From			Е	Bus SR 16	8 Battlefiel	d Blvd								
8648 Albemarle Dr	1.19	5200	G	99%	0%	0%	0%	0%	0%	С	0.121	F	0.949	5500	G	2019
(131)		To				C	Cedar Rd									
		From				M	t Pleasant									
(8649) Woodford Dr	0.28	870	G	96%	3%	1%	0%	0%	0%	С	0.106	F	0.604	930	G	2019
131		To				Roy	yal Oak Dr									
		From	L			W	alnut Ave									
8650 Cornick Ave	0.14	740	G	97%	2%	1%	0%	0%	0%	С	0.115	F	0.627	780	G	2019
1317		Tα														
(8650) Cornick Ave	0.60	950 From	G	97%	2%	1%	ander Ave 0%	0%	0%	С	0.108	F	0.637	1000	G	2019
8650 Cornick Ave	0.00	To		J. /0	_ /0		arrow Rd	3,0	3 /0			•	5.557	.000	~	_0.0
		From														
(8653) West Rd	0.79	170	G	95%	3%	0%	ouglas Rd 2%	1%	0%	С	0.146	F	0.519	180	G	2019
8653) West Rd	0.70			00 /0	J /0			1 /0	0 /0		J. 170	•	0.010	100	J	2013
		From	<u> </u>	0001	401		enefit Rd	401	00/				0	4000		0010
8653 West Rd	5.27	960	G	93%	4%	1%	1%	1%	0%	С	0.125	F	0.777	1000	G	2019
		To					Dominion E	Blvd								
		From					enefit Rd									
8655 Shillelagh Rd	6.96	820	G	96%	3%	1%	1%	0%	0%	С	0.125	F	0.651	870	G	2019
<u> </u>		To					Dominion E									
		From			В		8 Battlefiel	d Blvd								
8656 Benefit Rd	1.96	1700	G	95%	3%	1%	1%	0%	0%	С	0.116	F	0.612	1800	G	2019
131/		To				Sio	n Pine Rd									
8656) Benefit Rd	1.92	3100 From	G	96%	1%	1%	0%	0%	0%	С	0.115	F	0.599	3200	G	2019
8656 Benefit Rd	-	To			-		nstown Rd			•						-
			•													

					INO	rtolk Ma	ıntenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Panafit Dd	0.16	1400	G	97%	1%	John 1%	stown Rd 0%	0%	0%	С	0.119	_	0.574	1500	0	2019
8656 Benefit Rd	3.16	1400 To		97%	1 70		uglas Rd	076	076		0.119	F	0.574	1500	G	2019
		From	:				Atlantic A	\ve			Ī					
0657 Old Atlantic Ave	0.07	8300	G	97%	1%	1%	0%	0%	0%	F	0.098	F	0.549	8800	G	2019
131		To				P:	ırk Ave									
Old Atlantic Ave	0.24	4800 From	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.505	5000	G	2019
(131)		To				SR 24	6 Liberty	St			1					
(8657) Cascade Blvd	0.41	1100 From	G	98%	1%	0%	1%	0%	0%	С	0.111	F	0.664	1200	G	2019
(131)		То	c			Spa	dina Ave									
		From				SR 166 B	ainbridge	Blvd								
8658 Booker St	0.58	590	G	97%	2%	2%	0%	0%	0%	С	0.112	F	0.515	620	G	2019
		To			-	SR 190 Gr	eat Bridge	Blvd								
O 0 1 11 T 1	0.70	From		000/		Bus SR 168			00/			_	0.000	0400	•	0010
Centerville Tpke	3.76	5700	G	96%	2%	1%	1%	0%	0%	С	0.118	F	0.669	6100	G	2019
O 0 1 11 T 1	4.00	From		000/	00/		e Manor I		00/				0.000	0000		2010
8661 Centerville Tpke	1.03	9000	G	96%	2%	1%	1%	0%	0%	F	0.118	F	0.669	9600	G	2019
<u> </u>		From		0==:	4		tress Rd	051	051				0.00=	0000		0015
8661 Centerville Tpke	1.14	9000	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.625	9600	G	2019
		To From					At Pleasan									
8661 Centerville Tpke	1.25	16000	G	97%	0%	1%	1%	0%	0%	F	0.101	F	0.67	17000	G	2019
		From				131-8665 1 Butts	Station Re									
8661 Centerville Tpke	0.46	10000	G	97%	0%	1%	1%	0%	0%	С	0.1	F	0.629	11000	G	2019
131)		To	,			131-880	)5 Elbow	Rd								
Conton illa Talca	1 70	From	Щ.	070/	00/		bow Rd	00/	00/		0.100	_	0.054	0500	_	0010
Centerville Tpke	1.76	9000 <sub>To</sub>	_G	97%	0%	1%	1% Va Beach	0%	0%	F	0.100	F	0.654	9500	G	2019
		From	:													
Refer Tree Rd	0.73	10000	G	99%	0%	0%	Kempsville 0%	0%	0%	С	0.119	F	0.528	11000	G	2019
Green Tree Rd	0.70	То	Ť	0070	0 70		Grove Rd		0,70			•	0.020		٥.	_0.0
<u> </u>		From				Bus US 168										
8662 Oak Grove Rd	0.86	9400 To	G	98%	1%	0%	0%	0%	0%	С	0.103	F	0.623	10000	G	2019
							n Tree Rd									
(8663) Johnstown Rd	5.94	3300	G	98%	0%	Ве 1%	nefit Rd 0%	0%	0%	С	0.112	F	0.660	3500	G	2019
(8663) Johnstown Rd	5.54	To		30 /6		3us US 168			0 /6		0.112	•	0.000	3300	G	2019
		From					stown Rd									
(8664) Woodbridge Dr	0.19	850	G	96%	3%	1%	0%	0%	0%	С	0.129	F	0.703	900	G	2019
Woodbridge Dr		То	:				rfield Dr									
O		From	·				dbridge D									
Briarfield Dr	0.68	2800 To	_G	97%	2%	0%	0%	0%	0%	С	0.132	F	0.532	3000	G	2019
			<u> </u>				Cedar R				<u> </u>					
8665) Dunbarton Rd	0.65	From <b>6000</b>	G	97%	2%	Prov 0%	idence Rd 0%	0%	0%	С	0.121	F	0.536	6400	G	2019
8665 Dunbarton Rd	0.00	0000		31 /0	£ /0				U /0		0.121	1	0.550	0400	u	2013
8665) Greenbrier Pkwy	0.28	30000	G	97%	1%	US 13 I	Military H 1%	wy 1%	0%	F	0.091	F	0.538	32000	G	2019
(8665) Greenbrier Pkwy	0.20	30000		3170	1 70			1 70	U 7/0	Г	0.031	Г	0.556	32000	G	2019
Groonbrier Plans	0.22	From	<u> </u>	079/	10/		odlake Dr	10/	00/	F	0.005	F	0 E96	56000	C	2010
Greenbrier Pkwy	0.22	53000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.586	56000	G	2019
Groonbrian Dlaws	0.04	To From	Т_	079/	10/		I-64	10/	00/		0.004	Е	0.550	92000	C	2010
Greenbrier Pkwy	0.94	77000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.552	82000	G	2019
0	0.10	From	<u> </u>	0761	401		en Way	401	00/	_			0.000	40000		0010
(8665) Greenbrier Pkwy	0.42	43000	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.606	46000	G	2019
		From					vo Pkwy		•							
(8665) Greenbrier Pkwy	1.78	27000	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.619	29000	G	2019
		To				SR 190 I	Kempsville	e Rd								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake											. 4010.		. 4010.			
8665) Butts Station Rd	2.08	15000	G	97%	1%	SR 190 1%	Kempsville	Rd 1%	0%	F	0.107	F	0.638	16000	G	2019
Butts Station Rd		To					Centerville									
East		From:			13	31-8665 S	, Greenbrie	r Pkwy								
8665 Ramp	0.35	6000	G								0.085	F		6400	G	2019
		To:					t Collector									
East Ramp	0.19	4900	G		13	1-8665 E	, Greenbrie	er Pkwy			0.113	F		5300	G	2019
(8665) Ramp	0.13	4900 To:				I-64 We	st Collecto	r Rd			0.113	'		3300	u	2013
West		From:			13		, Greenbri									
8665 Ramp	0.20	10000	G				,				0.075	F		11000	G	2019
131		To				I-64 Eas	t Collector	Rd								
West		From:			13	1-8665 N	, Greenbrie	er Pkwy								
8665 Ramp	0.38	13000	G								0.09	F		14000	G	2019
		To:					st Collecto									
Disalmeter Del	0.00	From:	<u> </u>	0.40/	10/		Va Beach		00/		0.007	_	0.715	0000	_	0010
8667 Blackwater Rd	2.62	2800 To:	G	94%	1%	1% Fentres	3% ss Airfield	1% Rd	0%	С	0.097	F	0.715	2900	G	2019
		From:					kwater Rd									
8667 Fentress Airfield Rd	0.15	5200	G	95%	1%	1%	2%	1%	0%	С	0.099	F	0.702	5500	G	2019
		To:				SR 165 1	Mt Pleasan	t Rd								
O		From:					8 Battlefiel								_	
(8668) Hickory Rd East	0.81	4500	G	96%	2%	1%	1%	0%	0%	С	0.15	F	0.839	4800	G	2019
<u> </u>		To: From:				Cente	erville Tpk	e			<u> </u>					
(8668) Head Of River Rd	4.89	2200	G	97%	1%	1%	1%	0%	0%	С	0.104	F	0.698	2300	G	2019
		To:				WCL V	irginia Be	ach								
O 4 11 B1	0.40	From		000/			8 Battlefiel		00/			_	0.545	0000	_	0010
8674 Ashley Rd	0.42	3000 To	G	99%	0%	1%	0%	0%	0%	С	0.112	F	0.545	3200	G	2019
		From:					Mt Pleasan									
(8695) Lindale Dr	0.67	3800	G	98%	1%	1%	postella Ro 0%	0%	0%	С	0.134	F	0.797	4000	G	2019
(8695) Lindale Dr	0.07	To:		0070	. , ,		Baun Ave	0,0	0 70			•	00.	.000	<u>.</u>	_0.0
$\bigcirc$		From:					ndale Dr									
(8695) DeBaun Ave	0.49	4700 To:	G	98%	1%	1%	0%	0%	0%	С	0.118	F	0.691	5000	G	2019
							Battlefield :									
Volvo Plany	0.30	From:	G	99%	0%	Crysta 0%	lwood Circ 0%	0%	0%	F	0.098	F	0.604	940	G	2019
8717 Volvo Pkwy	0.30	090	<u> </u>	9970	076			076	0%	Г	0.096	г	0.004	940	G	2019
Value Plans	0.06	From		000/	00/		Syron St	00/	00/		0.106		0.001	11000		2010
8717 Volvo Pkwy	0.26	10000		99%	0%	0%	0%	0%	0%	С	0.106	F	0.921	11000	G	2019
Value Plane	0.05	From:	<u> </u>	000/	00/		ndence Pky	_	00/		0.004		0.050	00000		0010
8717 Volvo Pkwy	0.25	22000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.659	23000	G	2019
	4.00	From:		000/			8 Battlefiel		00/				0.504	00000		0010
8717 Volvo Pkwy	1.38	24000	G	98%	0%	1%	1%	1%	0%	С	0.087	F	0.504	26000	G	2019
		From:					nbrier Pkw				ightharpoonup					
8717 Volvo Pkwy	0.45	25000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.634	27000	G	2019
		From			131-88		den Way Vay; 8717-	Volvo Pk	wv							
(8717) Volvo Pkwy	1.49	27000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.667	29000	G	2019
131		To	·			D	ead End									
		From:					clanding Ro									
(8757) Coffman Blvd	0.70	1900	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.565	2000	G	2019
<u> </u>		To:					ortsmouth									
0.000		From	لب	0001			reat Bridge		001			_		0500		0010
8763 Campostella Rd	1.34	6200	G	96%	2%	1%	0%	0%	0%	С	0.123	F	0.75	6500	G	2019
		From:					Military H		0.5.1					40		00:5
(8763) Campostella Rd	1.06	15000	G	95%	1%	1%	2%	1%	0%	С	0.084	F	0.615	16000	G	2019
		To:	1			SR 168 I	Battlefield !	Blvd								

City of Chesapeake   City of	00 G	Year 2019 2019
State   Stat	00 G	
Note	00 G	
Chesapeake Ave   Street   Street   Chesapeake Ave   Street   Street   Chesapeake Ave   Street   S	00 G	
Virginia Ave   Park Ave   Park Ave   Park Ave   Virginia Ave   V		2019
Park Ave     Park Ave     Park Ave     Park Ave     Park Ave     Park Ave     Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave   Park Ave		2019
Record   Park Ave   Park Ave   Record	00 G	
Chesapeake Ave   0.41   1900   G   98%   1%   1%   0%   0%   0%   C   0.094   F   0.563   20	00 G	
SR 246 Poindexter St		2019
Park Ave   0.37   1200   G   96%   2%   1%   0%   0%   0%   0%   C   0.099   F   0.512   13		
Barries         Dead End           Barries         Barries         Dead End		
S776   Park Ave   0.35   3900   G   96%   2%   1%   0%   0%   0%   F   0.094   F   0.641   41	00 G	2019
Barries         Dead End		
To: Old Atlantic Ave    Prom:   Dead End	00 G	2019
Dead End   Dead End     Dead End     Dead End     Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dea	00 G	2013
8778 Barnes Rd 0.45 <b>1100 G</b> 80% 1% 3% 3% 14% 0% C 0.159 F 0.753 11		
\(\frac{1}{31}\)	00 G	2019
	00 G	2013
To: US 460 Bainbridge Blvd  From: US 17 George Washington Hwy		
Co 17 delige Washington I Wy	00 G	2019
	00 G	2019
Old Battlefield Blvd		
8796) Ballahack Rd 0.10 <b>960 N</b> 96% 2% 1% 1% 1% 0% N 0.122 F 0.677 10	00 N	2019
Tex SR 168 Battlefield Blvd		
Fron: US 17 Western Branch Blvd		
(8797) Poplar Hill Rd 0.23 <b>11000 G</b> 99% 0% 0% 0% 0% 0% C 0.093 F 0.572 120	000 G	2019
Churchland Blvd		
From SR 165 W, Cedar Rd		
(8798) Bells Mill Rd 2.38 <b>1800 G</b> 97% 1% 1% 0% 0% 0% C 0.103 F 0.568 19	00 G	2019
Try SR 165 E, Cedar Rd		
From: Washington Dr		
(8799) Waters Rd 0.36 <b>8900 G</b> 98% 1% 0% 0% 0% 0% C 0.101 F 0.621 94	00 G	2019
T∝ SR 165 Cedar Rd		
Fron: Cedar Rd		
8800 Millville Rd 0.69 <b>1800 G</b> 98% 1% 0% 0% 0% C 0.113 F 0.714 19	00 G	2019
SR 165 Moses Grandy Trail		
	00 G	2019
Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr     Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Burson Dr   Bu	00 G	2019
(8800) Millville Rd 0.65 <b>1100 G</b> 95% 2% 1% 1% 1% 0% C 0.108 F 0.6 11	00 G	2013
этруат ки		
SK 103 CCCan Ku	00 G	2019
(8801) Shipyard Rd 0.99 <b>1200 G</b> 97% 2% 1% 0% 0% 0% C 0.102 F 0.585 13	00 G	2013
To Burson Dr		
8801 Shipyard Rd 1.28 <b>300 G</b> 94% 2% 2% 1% 0% 0% C 0.110 F 0.514 32	20 G	2019
Tα Millville Rd		
Front: Johnstown Rd		
8802 1.00 <b>9500 G</b> 98% 1% 0% 0% 0% C 0.102 F 0.55 100	000 G	2019
Toc Bus SR 168 Battlefield Rd		
8802 Hanbury Rd 0.51 <b>16000 G</b> 98% 1% 0% 0% 0% 0% C 0.105 F 0.517 170	000 G	2019
Tα Hillwell Rd		
From: Bus SR 168 Battlefield Blvd		
8803 Hillwell Rd 2.36 <b>3400 G</b> 97% 2% 0% 0% 0% 0% C 0.112 F 0.562 36	00 G	2019
SR 165 Mt Pleasant Rd		
To: SR 165 Mt Pleasant Rd  From: SR 165 Mt Pleasant Rd	00 G	2019
Front: SR 165 Mt Pleasant Rd		
From: SR 165 Mt Pleasant Rd		
SR 165 Mt Pleasant Rd   SR 1		
SR 165 Mt Pleasant Rd   SR 1	00 G	2019

					INO	ITIOIK IVI	amtenan	se Area								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Chesapeake		From	1				. 31 77 1				-					
805 Elbow Rd	3.05	8300 <sub>To</sub>	G	100%	0%	0%	terville Tpk 0% Virginia Be	0%	0%	С	0.112	F	0.552	8800	G	2019
<u> </u>		From:				V	olvo Pkwy									
806 Eden Way N	0.49	11000	G	99%	1%	0%	0%	0%	0%	F	0.104	F	0.552	12000	G	2019
<u> </u>	0.60	From:	<u> </u>	000/	10/		Oak Cross		00/	С	0000	F	0.575	12000		2010
Eden Way N	0.68	12000	G	99%	1%	0%	0%	0%	0%	<u> </u>	0.099	Г	0.575	13000	G	2019
Eden Way N	0.85	14000 To:	G	99%	1%	0%	0% ssways Blv	0%	0%	F	0.102	F	0.632	14000	G	201
ty of Virginia Beach																
ast	2.24	From:				134-7 E.	, Indian Riv	er Rd				_			_	224
Ramp	0.24	5600 To:	G				I-64 East				0.089	F		5600	G	201
ast		From:	l				, Indian Riv	or Dd								
Ramp	0.18	4200	G			134-7 E,	, mulan Kiv	ci Ku			0.076	F		4400	G	201
34)		To				I	-64 West									
est		From:				134-7 W	, Indian Riv	er Rd								
7 34 Ramp	0.19	13000	G								0.082	F		14000	G	201
		To					I-64 East									
est 7 Ramp	0.28	18000	G			134-7 W	, Indian Riv	er Rd			0.096	F		19000	G	201
Ramp	0.20	To:				I	-64 West				0.030	'		13000	ч	201
tv of Norfolk			4								*					
		From				Oce	an View Av	ve .								
16th Bay St		530	G			P.1					0.113	F	0.636	560	G	201
		10"	<u> </u>				easant Ave									
24th St		460	G			Lle	wellyn Ave	!			0.105	F	0.693	490	G	201
240100		To:	Ĕ			Ome	ohundro Av	e				•	0.000	400	u	201
		From:	<u> </u>			K	illam Ave									
36th St		370	G								0.107	F	0.510	390	G	201
		To				C	Colley Ave									
4511 01		From:				C	Colley Ave						0.010	1000		004
45th St		1800 To:	G			Ш	mpton Blvd				0.086	F	0.618	1900	G	201
		From:	l													
Albert Ave		110	G			G.	len Oak Dr				0.116	F	0.556	120	G	201
		To:					Pugh St					-		. = •		_0.
		From:				Rot	oin Hood Ro	1								
Almeda Ave		3500	G								0.093	F	0.648	3800	G	201
		To					nneman Dr									
Aulinata - A		From	<u> </u>			Car	npostella R	1					0.650	000		001
Arlington Ave		260	G			0	akwood St				0.11	F	0.656	280	G	201
		From:	1				ookville Rd									
Berry Hill Rd		300	G			ы	JUN JIIIVAU				0.1	F	0.554	320	G	201
		To:				Po	plar Hall Dr						-	-		
		From					Merrit St									
Brentwood Dr		1200	G								0.105	F	0.527	1300	G	201
		To					Glade Rd									
Droots the Del		From:	Ļ			Bar	n Hollow R	d			0.100	_	0.507	000		004
Brookville Rd		210 To:	G			D.	ayberry Dr				0.122	F	0.527	220	G	201
		From:	I I					Dd			<u> </u>					
Burksdale Rd		770	G			Oid C	cean View	ĸu			0.098	F	0.669	820	G	201
		To:					Colin Dr									
											•					

				INO	mork Maintenand	e Alea								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From	1			Ridgefield Dr									
Camellia Rd	500	G			Kidgeffeld Di				0.104	F	0.642	530	G	2019
	To				Faber Rd									
	From:				Newport Ave									
Carlisle Way	290	G	98%	0%	1% 0%	0%	0%	С	0.106	F	0.698	290	G	2019
	To:				Colonial Ave									
0 11 1 01	From	<u> </u>			Oak Grove Rd				2004		0.700	100		004
Catherine St	<b>90</b>	G			Sinclair St				0.234	F	0.723	100	G	201
	From:	<u> </u>							+					
Chambers St	230	G			Wellman St				0.106	F	0.585	250	G	201
onamboro ot	To:	Ť			Frizzell Ave					•	0.000	200	ŭ	
	From:				Swanson Rd									
Commodore Dr	270	G							0.098	F	0.541	290	G	201
	To:				Rodman Rd									
	From:				Kempsville Rd									
Cornick Rd	270	G							0.113	F	0.546	290	G	201
	To:	<u> </u>			Mary Ave				<u></u>					
D	From:				Beatty St				0.10=	-	0.00:	100		00.
Dean Dr	120	G			M31 10:				0.137	F	0.694	130	G	201
	From				Millard St				_					
Decker St	90	G			Springfield Ave				0.109	F	0.571	90	G	201
Decker St	To:				Wheeling Ave				0.103	'	0.571	30	u	201
	From				Galveston Blvd									
Dixie Dr	370	G			Gaiveston Bivu				0.113	F	0.784	390	G	201
	To				Glen Rd									
	From:				Beamon Rd									
Dunway St	190	G							0.102	F	0.55	200	G	201
	To:	:			Kennebeck Ave									
	From:				Herbert St									
Elmhurst Ave	770	G							0.104	F	0.592	820	G	201
	To:				Thomas St									
Evans St	From:	<u> </u>			Haven Dr				0.105	_	0.004	750	0	001
Evans St	<b>700</b>	G			Stratford St				0.165	F	0.664	750	G	201
	From:	I												
Faulk Rd	250	G			Whitney Blvd				0.106	F	0.597	270	G	201
	<b>230</b>	Ĕ			McClure Rd					•	0.007	_, 0	~	_01
	From:		_		Wellman St				Ť					
Finney St	190	G							0.141	F	0.5	200	G	201
	To:				Dead End									
	From:				Pythian Ave									
Frank St	160	G							0.13	F	0.592	170	G	201
	To				Quincy St				<u> </u>					
0.1.1.5	From:				River Oaks Dr					_			_	
Gabriel Dr	190	G			n1				0.111	F	0.652	210	G	201
	From	<u> </u>			Roslyn Dr	1								
Gardner Dr	700	G	99%	0%	Springmeadow Bl	<sup>/d</sup> 0%	0%	С	0.097	F	0.511	700	G	201
Galunei Di	700 To:		JJ /0	0 /0	Banning Rd	U /0	U /0	-	0.097	'	0.511	700	u	201
	From:				Hudson Ave									
George St	1100	G			riuuson Ave				0.096	F	0.515	1200	G	201
3	1100	-								-			-	_0.
	To:				Cabot Ave									
Glen Rd	To:	G			Cabot Ave Keene Rd				0.087	F	0.662	680	G	201

K Factor	QK	Dir Factor	AAWDT	QW	Yea
0.091	F	0.605	690	G	2019
-0.001	•	0.000	000	u	201
0.198	F	0.612	370	G	2019
	•	0.012	0,0	Ğ	2011
0.089	F	0.543	730	G	201
$\overline{}$	-			-	
一					
0.097	F	0.634	1100	G	201
	-			-	
0.094	F	0.522	2100	G	201
<u> </u>	•	0.022		~	_01
0 124	F	0.622	340	G	201
		0.022	070	u	201
0.105	F	0.515	670	G	201
0.105	1.	0.010	070	G	201
0.000	_	0.776	200	C	204
0.090	Г	0.776	380	G	201
	_	0.5=0	1000	_	
0.093	F	0.576	1300	G	201
<u> </u>	_			_	
0.095	F	0.549	1400	G	201
0.088	F	0.588	640	G	201
0.117	F	0.592	310	G	201
0.087	F	0.601	1900	G	201
0.109	F	0.689	1000	G	201
0.094	F	0.609	240	G	201
$\overline{}$					
0.131	F	0.614	170	G	201
7			-		
0.096	F	0.738	3700	G	201
3.000	•	0.700	5,00	J	201
0.080	F	0.55	2000	G	201
0.009	1.	0.55	2000	G	201
0.101	_	0.517	000	_	004
0.121	F	0.517	230	G	2019
	0.091 0.198 0.089 0.097 0.094 0.105 0.090 0.090 0.095 0.088 0.088	0.091 F 0.198 F 0.089 F 0.094 F 0.105 F 0.090 F 0.095 F 0.095 F 0.088 F 0.117 F 0.087 F 0.109 F 0.094 F	Factor QK	Factor         QK         Factor         AAWDI           0.091         F         0.605         690           0.198         F         0.612         370           0.089         F         0.543         730           0.097         F         0.634         1100           0.094         F         0.522         2100           0.105         F         0.515         670           0.090         F         0.776         380           0.093         F         0.576         1300           0.095         F         0.549         1400           0.088         F         0.588         640           0.087         F         0.601         1900           0.094         F         0.689         1000           0.096         F         0.738         3700	Factor

				No	rfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk												
New York Ave	<b>220</b>	G			Newport Ave		0.109	F	0.731	230	G	2019
New TOIK Ave	<b>220</b>				Colonial Ave		0.109	г	0.731	230	G	2018
	From:				Tidewater Dr							
Norman Ave	650	G			Tidewater Di		0.105	F	0.579	690	G	2019
	To:				Old Ocean View Rd			•			-	
	From				Colonial Ave							
Oxford St	2000	G					0.117	F	0.686	2100	G	2019
	To:				Granby St							
	From:				Winward Rd							
Patridge St	1000	G					0.260	F	0.695	1100	G	2019
	To:				Palem Rd							
	From:				Euwanee Pl							
Pinedale St	130	G					0.122	F	0.515	140	G	2019
	To:				E Chester St							
Coldon Ave	From:	<u> </u>			Hatton St		0.100	_	0.651	200	_	004
Selden Ave	<b>360</b>	G			Cass St		0.102	F	0.651	390	G	201
	F											
Shorewood Dr	From: <b>300</b>	G			Woodbine Rd		0.101	F	0.569	320	G	201
Shorewood Di	300 To:				Levine Ct		0.101	•	0.509	320	G	201
	From:				Dixie Dr							
Simons Dr	1100	G			Dixie Di		0.094	F	0.634	1200	G	201
Gillione Bi	To:	Ť			Marchant Rd			•	0.001	1200	ŭ	
	From				West Ave							
Summit Ave	120	G			West Tive		0.124	F	0.594	130	G	201
	To				Middle Ave							
	From:				Arkansas Ave							
Tait Terrace	2400	G					0.092	F	0.535	2500	G	201
	To:				Wyoming Ave							
	From:				Wakefield Ave							
Tennessee Ave	140	G					0.114	F	0.629	150	G	201
	To:				Ingleside Rd							
	From:				Workwood Rd							
Tifton Dr	210	G					0.171	F	0.533	220	G	201
	To:				Lasser Dr							
T A	From:				George St		0.400	_	0.545	400	•	004
Tuttle Ave	<b>90</b>	G			D 15 1		0.163	F	0.515	100	G	201
					Dead End		_					
University Dr	From: <b>250</b>	G			Tifton St		0.105	F	0.618	270	G	201
OHIVEISHY DI	<b>250</b> To:				Workwood Rd		0.105	1.	0.010	210	G	201
	From:											
Vero St	680	G			Old Ocean View Rd		0.115	F	0.603	730	G	201
	Tor	_			Chesapeake Blvd			•	2.000	. 50	_	_01
	From:				Huntsman Rd							
Welaka Rd	50	G					0.157	F	0.611	60	G	201
	To:				Kimberly Lane							- '
	From				Texas Ave			-				
Wellington St	260	G			5 40 A A A		0.108	F	0.526	270	G	201
	To				Windermere Ave							
ty of Portsmouth												
	From:				High St		<u> </u>					_
Amherst Dr	100	F					0.145	F	0.636	100	F	2019
					Ferguson Dr							

				No	orfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	OC.	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Portsmouth	From				Williamsburg Ave							
Bain St	100	F			williamsburg Ave		0.137	F	0.548	110	F	2019
	To	,			Peninsula Ave							
	From:				Fulton Ave							
Baldwin Ave	160	F					0.111	F	0.585	180	F	2019
	To:	<u> </u>			Deep Creek Blvd							
Donalisa da Lara	From	<u> </u>			Heather Rd			_	0.5	4.40	_	0040
Brookmere Lane	130	. <del>F</del>			Summerset Dr		0.114	F	0.5	140	F	2019
	From:	1										
Brunswick Rd	690				Chumley Rd		0.110	F	0.572	730	F	2019
Branowick rid	To:				Tatem Ave			•	0.072	700	·	2010
	From:				Glasgow St		$\overline{}$					
Cambridge Avenue	120	F			Charge W Bt		0.16	F	0.524	130	F	2019
	To	:			North St							
	From:				Midfield Pkwy							
Canterbury Dr	420	F					0.098	F	0.646	450	F	2019
	To:				Templar Dr							
	From:				Manor Ave		$\Box$		_			
Cardinal Lane	340	F					0.111	F	0.602	360	F	2019
	10:	<u> </u>			Thornwood St		<u> </u>					
Carrete arr Del	From:	<u> </u>			Hatton Pt Rd			_	0.700	100	_	001
Courtney Rd	<b>90</b>	F			Dead End		0.141	F	0.733	100	F	2019
	From		-									
Cypress Rd	490	F			Bob White St		0.097	F	0.606	520	F	2019
Оургооо гта	To				Cypress Cir			•	0.000	020	•	201
	From:				Columbus Ave		一					
Dale Dr	850	F	-				0.102	F	0.577	900	F	2019
	To	:			Nashville Ave							
	From:	:			Horne Ave							
Darren Dr	1800	F					0.103	F	0.557	2000	F	2019
	To: From:				Greenwood Dr							
Darren Dr	890	G			Bardot Lane		0.119	F	0.674	890	G	2019
Danch Di	To:				Cavalier Blvd		0.113	•	0.074	030	ч	201
	From:	:			Shamrock Dr		$\overline{}$					
Dominion Rd	80	F			Shannock Di		0.15	F	0.621	90	F	201
	To:	:			Fairway Dr							
	From:	:			Richmond Ave							
Duke St	900	G					0.091	F	0.588	950	G	2019
	To:	:			Parker Ave							
	From:				Merrifield Blvd							
Forrest Hills Dr	170	F					0.125	F	0.667	180	F	2019
	10:	<u> </u>			Burrland Rd							
E 11 DI	From	<u> </u>			Gills Rd			_	0.005	<b>5.40</b>	_	004
Frailey PI	510	F			Fiske St		0.211	F	0.685	540	F	2019
	From:						<del></del>					
Gillis Rd	620	G	99%	0%	George Washington Hwy 0% 0% 0%	0% C	0.101	F	0.547	620	G	2019
aiiis ru	<b>020</b>		JJ /6	0 /0	Aylwin Rd	370 0	-0.101	•	0.547	020	u	201
	From:				Potomac Ave		$\overline{}$					
Glasgow St	1400	F			1 otoliae Ave		0.086	F	0.589	1500	F	2019
	To:	4			Vermont Ave							
<u> </u>	From				Bolling Rd							
Crospland Dlvd	1000	F					0.101	F	0.593	1400	F	2019
Greenland Blvd	1300	•					0.101		0.000		•	2010

				No	rfolk Mai	ntenance	Area								
Route	Length AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth	From				Col	umbia St									
Halifax Ave	390	F			Con	amola St				0.112	F	0.568	410	F	2019
	To	·			Co	unty St									
	From				Twin	Pines Rd								_	
Hawthorne Lane	160 <sub>то</sub>	F			Ша	ather Rd				0.127	F	0.654	170	F	2019
	From					irby St									
Independence St	270	G			K	nby St				0.204	F	0.515	300	G	2019
·	То	:			Appor	nattox Ave									
	From				El	m Ave									
Jefferson St	1300	F								0.087	F	0.547	1300	F	2019
	From					earl St en Street									
Jefferson St	1000	G	99%	0%	0%	0%	0%	0%	С	0.11	F	0.575	1000	G	2019
	То	c			7tl	Street									
	From	c			York	town Ave									
King St	170	G			*******	na alau A				0.198	F	0.906	180	G	2019
	From	<u>1</u>				nsburg Ave									
Lancaster Ave	<b>70</b>				R	ace St				0.183	F	0.6	70	F	2019
Landaster Ave	To				Gr	iffin St				0.100	•	0.0	70	'	2010
	From	:				tor Ave				l					
Magnolia St	420	F								0.107	F	0.573	450	F	2019
	To	r			Kill	lian Ave									
	From				Flor	ence Rd									
Mayflower Rd	600	F			** .					0.182	F	0.710	640	F	2019
	10					s Ferry Rd									
McClean Sts	470				Lı	ıgar Ct				0.107	F	0.646	500	F	2019
Weolean ots	To				Vic	kers Ct				0.107	•	0.040	300	'	2010
	From	:				oad St				i					
Meander Rd	230	F								0.125	F	0.696	250	F	2019
	То	c			Chaut	auqua Ave									
	From				Wy	cliff Rd									
Morro Blvd	250	_ <u>F</u> _								0.115	F	0.515	260	F	2019
	То					xon Rd									
Nicholson St	670				Afte	on Pkwy				0.090	F	0.621	710	F	2019
Micholsoff St	670 To	┌╴			Ha	rris Rd				0.090	•	0.021	710	'	2013
	From	:				d Fairway									
Nottingham Rd	200	F			Shea	a r un wuy				0.114	F	0.583	210	F	2019
	То	c			Yorl	shire Rd									
	From	<u> </u>			Mar	shall Ave									
Oak St	1100	F								0.142	F	0.654	1200	F	2019
	То					cox Ave									
Old Farm Rd	140	F			Ker	ny Lane				0.119	F	0.85	150	F	2019
Olu I allII Nu	14U	┌╴			Red	lbarn Rd				0.118	Г	0.00	130	1"	2018
	From	:				kson St				1					
Progress Ave	8	F			Jac					0.4	F	0.5	9	F	2019
	То	:			Мо	onroe St									
	From				SR	164 East									
Ramp	14000	F	·							0.114	F		14000	F	2019
	To From	c c				64 East 164 East				_					
Ramp	11000	F			лс	104 EdSt				0.107	F		11000	F	2019
r:	То	c			I-20	64 West									
				-				_							

Route   Length   AADT   QA   4Tire   Bus   Stratford St   Length   ADDT   Color   Color   Calculation		201 201 201 201 201
Ramp   16000   F	F F	201
Ramp   16000   F	F F	201
SR 164 West	F F	201
River Shore Rd   2200   F   0.566   2400	F	201
River Shore Rd   2200   F	F	201
Robin Rd   160   F	F	201
Robin Rd	F	201
Portsmouth Blvd   Portsmouth	F	201
Smithfield Rd		
Smithfield Rd         600 Tot         F         0.114 F         0.524 640           Staunton Ave         From: Palmer St         Palmer St         0.127 F         0.662 160           Stratford St         From: Eisenhower Circle         Eisenhower Circle         0.099 F         0.582 2000           Truman Circle         From: Augustine Cir         Augustine Cir		
Tro   Deep Creek Blvd   Palmer St   Deep		
Staunton Ave         150 F	F	201
Staunton Ave   150   F   0.662   160	F	201
Text   Jefferson St .		///
Stratford St         1900 F         Eisenhower Circle           To:         Truman Circle           From:         Augustine Cir		201
Stratford St         1900         F         0.099         F         0.582         2000           To:         Truman Circle           From:         Augustine Cir		
Truman Circle From: Augustine Cir	F	201
From: Augustine Cir	1-	۷۱ ا
Augustine Cir		
	F	201
To: Gateway Dr	•	_01
From: Greenwood Dr		
Tazewell St 440 F 0.137 F 0.58 470	F	201
To: Freedom Ave		
From Bridges Ave		
Verne Ave 47 F 0.153 F 0.588 50	F	201
To Garner Ave		
From: Merrifield Blvd		
Weyanoke Dr <b>170 F</b> 0.112 F 0.615 180	F	201
T∞ Burrland Rd		
From: River Edge Dr		
Whaley Rd <b>30 F</b> 0.138 F 30	F	201
T∞ Edwin Rd		
From: West Rd	_	
Willett Dr 3600 F 0.099 F 0.73 3900	F	201
T <sub>α</sub> Sycamore Rd		
Caroline Ave	0	004
Winchester Dr 1100 G 98% 0% 1% 0% 0% 0% C 0.098 F 0.635 1100  To: Augusta Ave	G	201
		-
Woodrow St 500 G Mount Vernon Ave 0.077 F 0.539 500	G	201
To: Broad St	u	201
Wright Rd <b>300 F</b> Capelle Rd 0.107 F 0.514 320	F	201
Tor Norfolk Rd	•	201
v of Chesaneake		
From: US 460 Bainbridge Blvd		
Anne Ave 450 G 0.089 F 0.61 450	G	201
To: Arlie St		
From: Canal Dr		
Baywood Trail <b>370 G</b> 0.114 F 0.523 370	G	201
Tα: Meiggs Rd		
From: Centerville Tpke South		
Beaver Dam Rd 500 G 98% 0% 1% 0% 0% 0% C 0.101 F 0.644 500	G	201
To: Long Ridge Rd		

				Nor	tolk Mair	ntenand	e Area								
Route	Length AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From				Willow	v Oak Dr									
Beckley Lane	200	G			VI 1110 V	, out Di				0.163	F	0.569	220	G	2019
	To				Granth	nam Lane									
	From:				Brier C	Cliff Cres	t								
Birchleaf Rd	230	G								0.134	F	0.672	240	G	2019
	To:					Pond Dr									
Duran Dr	From	<u> </u>			Shipy	yard Rd				0.105	_	0.714	900	_	2010
Burson Dr	800 To:	G			Orongo	wood Ro	1			0.105	F	0.714	800	G	2019
	From:						1								
Chattanooga St	410	G			Denv	ver Ave				0.096	F	0.55	440	G	2019
onalianooga ot	To:	r -			Wat	ers Rd					•	0.00		<u>.</u>	
	From:			В	us SR 168 l	Battlefiel	d Blvd								
Coastal Way	1800	G								0.119	F	0.736	1900	G	201
	To:				Sar	ns Dr									
	From:				SR 165	Cedar R	d								
Conquest Dr	1000	G								0.116	F	0.55	1100	G	201
	To:				She	ea Dr									
	From:			US	17 George	Washing	ton Hwy				_	<b>a</b> - :			
Conrad Ave	1300 <sub>то:</sub>	G				1 6				0.08	F	0.54	1300	G	201
	To: From:					tler St									
Cottonwood Lane		<u> </u>			Gibs	son Dr				0.110	F	0.722	160	_	201
Collonwood Lane	150	G			Leno	re Trail				0.110	Г	0.722	160	G	201
	From	l													
Cypress St	840	G	97%	0%	2%	son Rd 0%	0%	0%	С	0.132	F	0.513	840	G	201
G) p. 000 Ct	Ter	Ť	01 70	0 70		ac St	0 70	0 70			•	0.010	0.10	Ğ	
	From:					llen St				i					
Debbs Lane	250	G			,	ion or				0.107	F	0.576	270	G	201
	To:				Rel	len St									
	From:				Warı	rick Rd									
Dove Dr	220	G								0.171	F	0.711	230	G	201
	To:				Butte	erfly Dr									
	From:				Kalı	mar Dr									
Essex Dr	630	G								0.132	F	0.676	660	G	201
	To:				Kings	Way Dr									
E	From:	Ļ			Jul	le Dr				0.110	_	0.540	45000	_	004
Etheridge Manor Blvd	14000	G			61.66	ord Lane				0.112	F	0.518	15000	G	201
										_					
Etheridge Rd	From: <b>2500</b>	G	99%	0%	1%	oridge Dr 0%	0%	0%	С	0.097	F	0.633	2500	G	201
Ethenage Ha	<b>2300</b> To:		33 /6	0 78		ress Rd	0 /6	0 /6	0	0.037	•	0.000	2300	ч	201
	From:					ul Dr									
Eva Blvd	510	G			Sa	ui Di				0.101	F	0.690	540	G	201
	To				Mai	rge Dr									
	From:				Greenb	rier Pkw	y								
Fairway Dr	2000	G	99%	0%	0%	0%	0%	0%	С	0.122	F	0.716	2000	G	201
	To:				Cran	ston Dr									
	From				She	ell Rd									
Firman St	740	G								0.098	F	0.627	790	G	201
	To	<u> </u>			Tut	ttle St									
	From:				Cecilia	a Terrace							_	_	
Fleming Circle	350	G								0.105	F	0.579	350	G	201
	To:					Cedar R									
	From:				Brambl	ewood C	't				_				
Forest Cove Rd	350	G								0.109	F	0.615	350	G	201
	To:				Winsl	low Ave									

				INO	mork ivia	ıntenan	se Area								
	Length AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake	From	·			Johr	nstown Rd									
Frank Dr	1100	G								0.115	F	0.525	1200	G	2019
	To			I	Bus SR 168		ld Blvd								
Franklin St	2400	G	99%	0%		untry Rd 0%	0%	0%	С	0.085	F	0.517	2400	G	2019
Trankiii St	<b>2400</b>		33 /6	0 /6		Bainbridge		0 /6		0.003	'	0.517	2400	u	2013
	From					bert Ave									
Gilmerton Rd	5300 To:	G								0.098	F	0.545	5700	G	2019
	From:	<u></u>				neva Ave				_					
Greendell Rd	300	G			Co.	llins Blvd				0.141	F	0.633	320	G	201
	To				As	hland Dr									
	From:				Ga	lahad Dr									
Guenevere Dr	2800 To:	G				D.				0.084	F	0.565	3000	G	201
	From:	I				ean Dr ksdale Rd				1					
Hawksley Dr	340	G			Dar	KSUAIC KU				0.144	F	0.567	360	G	2019
-	To				Gle	nview Rd									
	From:				Pir	ecliff Dr					_	0.05-	2.15	_	
Holly Gate Lane	<b>320</b>	G			Deia	rwood Dr				0.129	F	0.655	340	G	201
	From:					icid Way									
Hunningdon Woods Blvd		G			1 16	.c.u rray				0.092	F	0.586	1000	G	201
	To:				SR 190	Kempsvill	e Rd								
1.404.0 11.5 11.45	From	Ĺ			I-464 Sou	th Collect	or Rd			0.407	-		1000	_	001
I-464 South Exit 4B	4300 <sub>To</sub>	G			Tr	uxton St				0.107	F		4300	G	201
	From:					anal Rd									
Iowa St	550	G								0.123	F	0.669	590	G	201
	To				Okl	ahoma Dr									
Joyner Rd	370	G			G	regg St				0.097	F	0.59	390	G	201
Joyner Hu	370 To:	<u> </u>			C	Frant St				0.097	'	0.59	390	G	201
	From:					ırker Rd									
Keeling Dr	550	G								0.111	F	0.508	550	G	201
	To:					bdell Ct									
Kemp Lane	250	G			SR 407 I	ndian Rive	er Rd			0.095	F	0.615	260	G	201
Nemp Lane	<b>230</b> To:				Ken	np Lane E				0.033	'	0.013	200	u	201
	From:					obb Ave									
Laurel Ave	540	G								0.09	F	0.509	580	G	201
	To:					keby Ave									
Lilac Ave	1300	G	99%	0%	Coi	nick Ave 0%	0%	0%	С	0.110	F	0.746	1400	G	201
Eliao 7170	To		0070	0 70		avis Ave	0 70	070				0.7 10	1 100	<u> </u>	201
	From:				Ι	Ounn St									
Lincoln Rd	170	G	92%	1%	2%	2%	3%	0%	С	0.155	F	0.667	170	G	2019
	To: From					utlaw St									
Lindsey Ave	240	G			Li	ndale Dr				0.120	F	0.627	240	G	201
	To				Wate	erfield Ave	2				•				
	From:				Bau	igher Ave									
Lofurno Rd	<b>250</b>	G			***	1 .				0.106	F	0.552	260	G	2019
	To: From:					unds Ave	11.01.1								
Marion Dr	1200	G		E	Bus SR 168	Battlefie	ıa Rivd			0.101	F	0.759	1200	G	201
<del>-</del> -	To:				Johr	stown Rd				<b>–</b>	-	30	,	-	_5.,

150 5 570	QW G	Yea 2019
	G	2019
	G	2019
570		
5 570		
	G	2019
1100	G	2019
10	G	2019
43	G	2013
1200	G	2019
540	G	201
840	G	201
	_	
2 750	G	201
7 1700	0	201
1700	G	201
520	G	201
		-
60	G	201
270	G	201
790	G	201
7 140	0	201
140	G	201
530	G	201
	<u>.</u>	_0.
5800	G	201
250	G	201
300	G	201
7 870	G	201
570	J	_01
	1200 540 840 750 1700 520 60 270 790 140 530 250 250	1200 G 540 G 840 G 750 G 1700 G 520 G 60 G 270 G 790 G 140 G 530 G 5800 G 250 G

						HOIR MAINTENANCE AN	cu							
Route	Length AAI	DT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake														
		From:				Cricket Ct								
Smokey Mountain Trail	130	)O i	G						0.086	F	0.537	1300	G	2019
		10.				Woodwind Way								
O - Al-Cald Da	7	From:				Woodberry Dr				_	0.707	70	_	0040
Southfield Dr	70	) To:	G			Bartell Dr			0.155	F	0.727	70	G	2019
		From:							_					
Stadium Dr	210		G			Scarlett Dr			0.129	F	0.509	2200	G	2019
Statium Di	210	To:	<u> </u>			SR 165 Mt Pleasant Rd			0.123	'	0.503	2200	u	2013
		From:												
Strafford Dr	31		G			Golden Hind Rd			0.137	F	0.633	330	G	2019
ottationa bi	31	To:				Harding Dr			0.107	•	0.000	000	u	2010
		From:				Goldcrest Dr			1					
Tanglewood Trail	35	0 '	G			Golderest Di			0.122	F	0.5	380	G	2019
· an granaca man		To:				Trilby Ct			Ť	-			-	
		From:				Fairview St			Ì					
Tatemstown Rd	270	00	G			Tun view of			0.088	F	0.567	2900	G	2019
		To:				Peter Rd								
		From:				Bruin Rd								
Terry Dr	190	00	G						0.194	F	0.719	2100	G	2019
		To:				Brittany Way								
		From:				Bulldog Dr								
Tintern St	330	00	G			-			0.08	F	0.508	3500	G	2019
		To:				Volvo Pkwy								
		From:				Campostella Rd								
Wadena Rd	84	0	G						0.106	F	0.586	840	G	2019
		To				Gratton St								
		From:				SR 165 Cedar Rd								
Warrick Rd	100		G						0.117	F	0.525	1100	G	2019
		To:				Butterfly Dr								
		From:				Waters Rd								
Washington Dr	76		G						0.103	F	0.606	760	G	2019
		To:				E St								
		From:				Magnolia Ave								
Winslow Ave	27		G						0.111	F	0.582	290	G	2019
		To:				Marlboro St			<u> </u>					
		From:			US	17 George Washington Hy	wy							
Yadkin Rd	400		G						0.084	F	0.577	4300	G	2019
		To:				I-64								