2017

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 | |
| 7 | Virginia State Rou | ute |

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wye - Wye Route connector

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

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

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

| | | | | | | | | Tru | ıck | | | K | Dir | | |
|--|---|----------------|----------------------------|--------|-------|-------|-----|--------|-------------|-----|----|--------|-----------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK Factor | AAWDT | QV |
| ~~~~~ | From: | | ECL Suffolk | | | | | | | | | | | | |
| 13 (58) (460) Military Highway | City of Chesapeake (Maint: 64) | 2.94 | 76000 | Α | 92% | 0% | 1% | 1% | 6% | 0% | С | 0.095 | 0.585 | 80000 | Α |
| ~~~ | City of Change and (Majort C4) | 0.11 | I-664 | | 000/ | 00/ | 10/ | 10/ | C 0/ | 00/ | F | 0.001 | 0.500 | 10000 | |
| 13) [58] [460] | City of Chesapeake (Maint: 64) | 0.11 | 11000 Bus US 13 | G | 92% | 0% | 1% | 1% | 6% | 0% | Г | 0.091 | 0.569 | 12000 | G |
| | From: | | S 58; SR 19 | 1 | | | | | | | | | | | |
| 13 (460) (191) | City of Chesapeake | 0.18 | 7700 | F | 90% | 1% | 2% | 3% | 4% | 0% | F | 0.113 | 0.576 | 8100 | F |
| * * • • • | To: From: | SR 19 | 1, S Military | Hwy | | | | | | | | | | | |
| 13) (460) Military Highway | City of Chesapeake | 0.45 | 6400 | F | 90% | 1% | 2% | 3% | 4% | 0% | F | 0.113 | 0.576 | 6800 | F |
| Combi | ned Traffic Estimates for 2 Parallel Roadways | on this Route: | 6400 | F | | | | | | | | NA | | NA | |
| | To: From: | Ramp from | m I-664; Sha | | | | | | | | | | | | |
| 13) (460) Military Highway | City of Chesapeake | 2.44 | 10000 | F | 90% | 1% | 2% | 3% | 4% | 0% | С | 0.148 | 0.813 | 11000 | F |
| * * * * * * * *** | To: From: | | I-64 | | | | | | | | | | | | |
| 13) (460) Military Highway | City of Chesapeake | 1.37 | 19000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.101 | 0.607 | 20000 | F |
| ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ | To: From: | US 17 Geo | orge Washin | | | | | | | | | | | | |
| 13) (460) Military Highway | City of Chesapeake | 1.01 | 18000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.101 | 0.514 | 20000 | F |
| ~ ~ | To: From: | | 196 Canal I | Dr | | | | | | | | | | | |
| 13) (460) Military Highway | City of Chesapeake | 2.20 | 35000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.113 | 0.567 | 38000 | P |
| ~~~ | To: From: | SR 160 | 6 Bainbridge | | | | | | | | | | | | |
| 13) Military Highway | City of Chesapeake | 0.31 | 36000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.102 | 0.565 | 40000 | F |
| ~ | To: From: | | I-464 | | | | | | | | | | | | |
| 13) Military Highway | City of Chesapeake | 0.78 | 25000 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.102 | 0.565 | 27000 | F |
| ~ | To: From: | Ca | ampostella R | | | | | | | | | | | | |
| 13) Military Highway | City of Chesapeake | 0.65 | 25000 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.111 | 0.657 | 26000 | F |
| ~ | To: From: | | 8 Battlefield | | | | | | | | | | | | |
| 13 Military Highway | City of Chesapeake | 0.72 | 24000 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | 0.523 | 25000 | F |
| ~ | To: From: | | Allison Dr | | | | | | | | | | | | |
| 13) Military Highway | City of Chesapeake | 0.41 | 29000 | G | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.096 | 0.603 | 31000 | G |
| ~ | To: From: | Gre | eenbrier Pkv | _ | | | | | | | | | | | |
| Military Highway | City of Chesapeake | 1.67 | 31000 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.095 | 0.500 | 33000 | F |
| ~ | To: From: | | Virginia Be Virginia Be | | | | | | | | | | | | |
| 13 Military Highway | City of Norfolk | 0.85 | 49000 | G | 98% | 1% | 1% | 1% | 1% | 0% | F | 0.104 | 0.641 | 53000 | C |
| <u> </u> | To | | I-264 | | | | | | | | | | | | |
| 13 Military Highway | City of Norfolk | 0.95 | 60000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.088 | 0.605 | 65000 | G |
| | то | | /irginia Bead | | | | | | | | | | | | |
| 13 Military Highway | City of Norfolk | 1.23 | 45000 | G BIVG | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.077 | 0.555 | 48000 | G |
| 10) | To: | SR 165, SR | | | | . , 3 | —i" | 0,0 | . , . | 0,0 | • | 3.0.7 | 0.000 | .0000 | Ŭ |

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

| Doute | luviadiatian | Longth AADT | 04 | 4Tiro | Due | | Tru | ck | | QC | K | OK | Dir | AAWDT | OW |
|-----------------------------------|---------------------------------------|--|----------------|----------|-----|-------------|--------|--------|--------|----|--------|----|--------|-------|-----|
| Route | Jurisdiction | Length AADT | | 4Tire | bus | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Factor | QK | Factor | AAWDI | QVV |
| (13) (165) (166) Northampton Blvd | City of Norfolk | SR 165; SR 16 0.26 30000 | 66 G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.086 | | 0.510 | 32000 | G |
| 13 (103) (100) | Tol | SR 165 Kempsvill | | | | | | | | | | | | | |
| 13 (166) Northampton Blvd | City of Norfolk | 0.62 35000 | G | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.093 | | 0.606 | 36000 | G |
| | To: From: | I-64 | | | | | | | | | | | | | |
| 13 (166) Northampton Blvd | City of Norfolk | 0.20 80000 | G | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.08 | | 0.618 | 83000 | G |
| | Too. | WCL Virginia Be | | | | | | | | | | | | | |
| 13 Ramp | City of Chesapeake (Maint: 64) | US 13 TO I-64 W 0.35 4400 | G | | | | | | | | 0.136 | | | 4400 | G |
| (13) 1 | · · · · · · · · · · · · · · · · · · · | 64-W FROM RT 1300- MILIT | | IIGHWAY | | | | | | | | | | | |
| ~ | From: | US 13 TO I-64 E. | | | | | | | | | | | | | |
| 13) Ramp | City of Chesapeake (Maint: 64) | 0.41 13000 -64-E FROM RT 1300- MILIT | G | ICIWAY | , | | | | | | 0.1 | | | 13000 | G |
| • | From: | US 13 TO AND FROM | | | | | | | | | | | | | |
| 13 Ramp | City of Chesapeake (Maint: 64) | | G | 14 | | | | | | | 0.124 | | | 6200 | G |
| | To: | I-464-S FROM R | T 13 | | | | | | | | | | | | |
| ~~ - | From: | US 13 I-464-N002A TO AN | | M RT | | | | | | | 0.000 | | | 0.400 | _ |
| Ramp | City of Chesapeake (Maint: 64) | 0.23 3400 I-464-N FROM R | G | | | | | | | | 0.099 | | | 3400 | G |
| | From: | US 13-N045A US 13-S045A | | 1 RT 1 | | | | | | | | | | | |
| (13) Ramp | City of Norfolk (Maint: 64) | 0.12 24000 | G | | | | | | | | 0.095 | | | 24000 | G |
| | To: | I-64-E FROM R | | | | | | | | | | | | | |
| North 13 Ramp | City of Norfolk (Maint: 64) | US 13 TO I-64 W 0.22 NA | EST | | | | | | | | NA | | | NA | |
| (13) | To: | US 13-S045A US 13- 45A | FROM | RT 1 | | | | | | | | | | | |
| North | From: | US 13 TO ROUTE 264 EA | ST COI | L RD | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.19 8900 264-E013X FROM RT 13 NOI | G | TITADV | TT | | | | | | 0.114 | | | 8900 | G |
| North | From: | US 13 TO ROUTE 264 WE | | | п | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.10 2800 | G | LL KD | | | | | | | 0.128 | | | 2800 | G |
| | To: I-2 | 64-W013X FROM ROUTE 13 | NORT | H00- MIL | IT | | | | | | | | | | |
| South | From: | US 13 TO I-6 | | | | | | | | | 0.000 | | | 00000 | 0 |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.08 29000 | G | | | | | | | | 0.086 | | | 29000 | G |
| South | To- From: | US 13-S045B TO RT 64 EA | AST & V | VEST? | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.35 NA US 13-N045A US 13- 45A | FROM | RT 1 | | | | | | | NA | | | NA | |
| South | From: | US 13-S045A TO I-64 EA | | | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.19 NA | 131 X V | 101 | | | | | | | NA | | | NA | |
| \bigcirc | To: | I-64-W FROM RT 13 | SOUTI | ł | | | | | | | | | | | |

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

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | - | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------------------|--|---------------------|--------------------|----------|-----------|-----------|----------|---------------|-----------|----------|---------------------------------------|--------------|--------|---------------|-------|----|
| South | From: | US 13 TO ROU | | | LL RD | | | | | | | | | | | _ |
| (13) Ramp | City of Norfolk (Maint: 64) | 0.11 | 9500 | G | | | | | | | | 0.086 | | | 9500 | G |
| <u> </u> | To: | I-264-E013X FROM | RT 13 SOU | TH-MI | LITARY | Н | | | | | | | | | | |
| South | From: | US 13 TO ROU | TE 264 WE | ST COI | LL RD | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.19 | 7500 | G | | | | | | | | 0.096 | | | 7500 | G |
| | | I-264-W013X FROM | ROUTE 13 | SOUTI | H00- MIL | IT | | | | | | | | | | |
| | From: | Nouth C | Carolina State | Lina | | | | | | | | | | | | |
| 17 George Washington Hwy | City of Chesapeake | 3.58 | 13000 | A | 94% | 0% | 1% | 0% | 5% | 0% | С | 0.101 | | 0.687 | 14000 | Α |
| George Washington Hwy | Oily of Offesapeake | 3.30 | 13000 | A | 34 /0 | 0 /6 | 1 /0 | 0 /6 | J /0 | 0 /6 | C | 0.101 | | 0.007 | 14000 | А |
| | To: From: | 131-87 | 96 Ballahacl | k Rd | | | | | | | | | | | | |
| George Washington Hwy | City of Chesapeake | 6.71 | 13000 | F | 94% | 0% | 1% | 0% | 5% | 0% | F | 0.089 | | 0.709 | 14000 | F |
| | To | D. 110 17 0 | XX7 1: | . T | T | | | | | | | | | | | |
| C Dominion Plud | City of Chesapeake | Bus US 17 G 3.86 | 9700 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.092 | | 0.637 | 10000 | F |
| (17) Dominion Blvd | City of Criesapeake | 3.00 | 9700 | г | 95% | 0% | 170 | 170 | 3% | 0% | Г | 0.092 | | 0.637 | 10000 | Г |
| ~ | To: From: | SR | 165 Cedar R | ld. | | | | | | | | | | | | |
| 17 Dominion Blvd | City of Chesapeake | 0.94 | 28000 | G | 95% | 0% | 1% | 1% | 3% | 0% | С | 0.085 | | 0.581 | 29000 | G |
| | | | | | | | | | | | | | | | | |
| ~~ · · · -· · · | From: | | Bainbridge | | | | | | | | | | | | | |
| (17) Dominion Blvd | City of Chesapeake | 1.60 | 26000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.095 | | 0.772 | 28000 | F |
| <u> </u> | To: | SR 190 | Great Bridge | e Blvd | | | | | | | | | | | | |
| 17 Dominion Blvd | City of Chesapeake | 0.28 | 39000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.097 | | 0.771 | 41000 | F |
| (1) | То: | | ak Grove Co | nnector | | | i i | | -,- | | - | | | • | | - |
| | From: | | S 17 (Ramp) | | | | | | | | | | | | | |
| 17 17 Ramp | City of Chesapeake (Maint: 6- | | | | Sec | e US 17 | for dire | ectional | traffic v | olume e | estima | tes for thi | s sea | ment. | | |
| (1) (1) · ········· | To: | , | 464 (Ramp) | | | | | , ot. o u. | | 0.00 | | | o oog | | | |
| | From: | | I-64 | | | | | | | | | | | | | |
| 17 (464) Ramp | City of Virginia Beach (Maint: 6 | 64) 0.20 | | | Se | e I-464 f | for dire | ctional t | raffic v | olume e | stimat | es for this | ssear | nent | | |
| 17) (404) | | S-00064-E(B)/IS-004 | 64-N001B/I |)/FRO! | | | | 01.01.14. 1 | | 0.00 | · · · · · · · · · · · · · · · · · · · | | o oog. | | | |
| | From: | 5-00004-E(B)/15-004 | I-464 | 2)/11101 | WI KI 404 | . 14 | | | | | | | | | | |
| 17 (64) Hampton Roads Beltway | City of Chesapeake (Maint: 6- | 4) 4.31 | | | Se | ee I-64 f | or direc | tional tr | raffic vo | olume es | timate | es for this | sean | nent | | |
| | raffic Estimates for 2 Parallel Roadway | | 02000 | G | 93% | 1% | 1% | 1% | 5% | 0% | F | 0.084 | | 0.506 | 94000 | G |
| Combined 1 | Taille Estillates for 2 Farallet Hoadway | s on this noute. | I-64 | G | 93% | I 70 | 170 | 1 70 | 3% | 076 | F | 0.064 | F | 0.506 | 94000 | G |
| | From: | S-00064-E(B)/IS-000 | | P)/TO P | T 17 NO | рт | | | | | | | | | | |
| (17) (64) Ramp | City of Chesapeake (Maint: 6 | · / | 04-E290A(N | ()/10 K | | | or direc | stional tr | raffic vo | dumo oc | timat | es for this | coan | ont | | |
| 17 64 Ramp | | | 0064 E206A | (D)/ED/ | | | or direc | Juonai u | anic vo | nume es | uman | 55 101 11115 | segn | ient. | | |
| | From: | US-00017-P(U)/IS-00 | JU04-E290A I-64 | (K)/FK | OMKIO | 4 E | | | | | | | | | | |
| 17 George Washington Hwy | City of Chesapeake | 0.90 | 22000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.088 | | 0.583 | 23000 | F |
| George Washington Hwy | City of Criesapeake | 0.90 | 22000 | Г | 9770 | 070 | 170 | 1 70 | 1 70 | 076 | F | 0.000 | | 0.565 | 23000 | Г |
| ~ | To: From: | US 13; U | S 460 Milita | ry Hwy | , | | _ | | | | | | | | | |
| George Washington Hwy | City of Chesapeake | 1.00 | 12000 | F | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.085 | | 0.61 | 13000 | F |
| | · | | | | | | _ | | | | | | | | | |
| ~~~ | From | | 196 Canal D | | .=-/ | | | | | 221 | | | | | 2122- | |
| (17) George Washington Hwy | City of Chesapeake | 0.63 | 29000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.079 | | 0.577 | 31000 | F |
| <u>~</u> | To: | | L Portsmout | | | | | | | | | | | | | |
| ~~ - · · · · · · · | From: | | L Chesapeak | | | | | | | | | | | | | |
| (17) George Washington Hwy | City of Portsmouth | 0.15 | 31000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.08 | | 0.591 | 33000 | G |
| | To: | | 39 Victory B | | | | | | | | | | | | | |

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

| | | | viairiteriarit | | | | | Trι | باماد | | | I/ | Dir | | |
|--|--------------------------------|-----------|----------------|---------|-------|------|-----------------|--------|---------|--------|----|--------|----------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | | | | QC | K | QK _ Dir | AAWDT | QW |
| | | | | | | | 2Axle | 3+Axle | 1 Trail | 2Trail | | Factor | Factor | | |
| ~~~ | From: | | 39 Victory B | | | | | | | | _ | | | | _ |
| (17) George Washington Hwy | City of Portsmouth | 0.42 | 24000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.082 | 0.603 | 26000 | G |
| <u> </u> | To | | Derby Rd | | | | <u> </u> | | | | | | | | |
| (17) George Washington Hwy | City of Portsmouth | 0.52 | 24000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.086 | 0.603 | 25000 | G |
| (17) | | | | | | | | | | | | | | | |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | From: | | 40 Greenwoo | | 070/ | 00/ | | 40/ | 40/ | 00/ | | 0.000 | 0.004 | 00000 | |
| (17) George Washington Hwy | City of Portsmouth | 0.31 | 27000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.082 | 0.631 | 28000 | G |
| <u> </u> | To: | | 1, Frederick | | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | | orge Washing | _ | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.081 | 0.555 | 16000 | G |
| [17] Frederick Blvd | City of Portsmouth | 0.70 | 15000 | G | 9170 | 076 | 1 70 | 1 70 | 1 70 | 0% | Г | 0.061 | 0.555 | 16000 | G |
| | To: From: | SR 337 | 7 Portsmouth | Blvd | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.09 | 17000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.108 | 0.616 | 17000 | G |
| \bigcirc | Too | 124.054 | 7 Deep Creel | l. Dll | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.53 | 22000 | G G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.095 | 0.639 | 23000 | G |
| 17 Frederick Bivd | City of Portsmouth | 0.55 | 22000 | G | 9170 | 076 | 1 70 | 1 70 | 1 70 | 0% | Г | 0.095 | 0.639 | 23000 | G |
| | To: From: | | I-264 | | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.35 | 36000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | 0.51 | 38000 | G |
| \bigcirc | To: | ALT CI | R 337 Turnpil | lra D.d | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.51 | 27000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.082 | 0.508 | 28000 | G |
| [17] Frederick Blvd | Oity of Fortsmouth | 0.51 | 27000 | G | 99 /0 | 0 /6 | 0 /6 | 0 /6 | 0 /6 | 0 /6 | ' | 0.002 | 0.508 | 20000 | G |
| ~~~ | To: From: | US | 58 Airline Bl | vd | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.16 | 16000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | 0.576 | 17000 | G |
| \bigcirc | To: | | 1-8758 High S | | | | | | | | | | | | |
| ~~~ | From: | | 58, Frederick | | | | | | | | | | | | |
| (17) High St | City of Portsmouth | 0.29 | 22000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | 0.559 | 23000 | G |
| <u> </u> | Too | F | Rodman Ave | | | | <u> </u> | | | | | | | | |
| 17 High St | City of Portsmouth | 2.13 | 25000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.096 | 0.599 | 26000 | G |
| 17) | | | | | 0070 | 0,0 | | 0,0 | 0,0 | 0 / 0 | • | 0.000 | 0.000 | | ٥. |
| ~~~ | To: From: | | 3525 Cedar L | | | | | | | | | | | | |
| 17 High St | City of Portsmouth | 0.93 | 21000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | 0.548 | 22000 | G |
| <u> </u> | To: | 124-852 | 28 Churchland | d Blvd | | | | | | | | | | | |
| 17 High St | City of Portsmouth | 0.21 | 15000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | 0.542 | 16000 | G |
| (17) | _ | | | | | | | -,- | | | | | | | - |
| ~~ | From: | | 32 Tyre Nec | | | | | | | | | | | | _ |
| (17) Western Branch Blvd | City of Portsmouth | 0.22 | 17000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | 0.526 | 18000 | G |
| <u> </u> | To: | | L Chesapeak | | | | | | | | | | | | |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | Prom: | | CL Portsmout | | 000/ | 00/ | | 00/ | 00/ | 00/ | _ | 0.005 | 0.500 | 10000 | _ |
| (17) Western Branch Blvd | City of Chesapeake | 0.69 | 18000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | 0.568 | 19000 | F |
| | To- Econol | 131-852 | 24 Churchland | d Blvd | | | \neg \vdash | | | | | | | | |
| (17) | City of Chesapeake | 0.56 | 22000 | Α | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.099 | 0.545 | 23000 | Α |
| | To: | I | ECL Suffolk | | | | | | | | | | - | | |
| NI | From | | | гет | | | | | | | | | | | |
| North | City of Changages (Maint: C4) | | 7 TO I-64 WI | | | | | | | | | 0.140 | | 6000 | _ |
| 17 Ramp | City of Chesapeake (Maint: 64) | 0.17 | 6300 | G | | | | | | | | 0.148 | | 6300 | G |
| | 10" | I-64-W FI | ROM US 17 1 | NORT. | H | | | | | | | | | | |

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

| | | Notion Maintenance Area | <u> </u> | | | | | | | | |
|---------------------------------------|-----------------------------------|---------------------------------|-----------|-----------|---------------|--------|----|-------------|---------------|-------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire Bus | 2Axle 3+A | -Truck | | QC | K Factor | Oir Factor | AAWDT | QW |
| North | From: | US 17 I-64-E296B FROM IS 64 EA | | ZAXIE 3+F | ixie i i raii | ZITali | | Factor | Factor | | |
| North | City of Chesapeake (Maint: 64) | | .51 | | | | | 0.123 | | 6000 | G |
| (17) Ramp | Oity of Offesapeake (Maint. 64) | I-64-E FROM US 17 NORTH | | _ | | | | 0.123 | | 0000 | G |
| | | | | | | | | | | | |
| North | From: | US 17 TO RT 168 SOUTH | | | | | | | | | |
| (17) Ramp | City of Chesapeake (Maint: 64) | | | | | | | NA | | NA | |
| <u> </u> | To: | I-64-W291B FROM RT 17 NORT | H | | | | | | | | |
| North | From: | US 17 TO RT 464 NORTH | | | | | | | | | |
| 17 Ramp | City of Chesapeake (Maint: 64) | 0.26 5800 G | | | | | | 0.139 | | 6200 | G |
| | | R 168-N015B FROM RT 17 NORTH TO | 464 NOR | | | | | | | | |
| North | From: | US 17-N017D TO RT 64 WEST | 1 | | | | | | | | |
| 17 Ramp | City of Chesapeake (Maint: 64) | | | | | | | NA | | NA | |
| (17) Hamp | Only of Officoapoarco (Maint: 04) | | | | | | | 1471 | | 1471 | |
| North | To: From: | SR 168-N015A TO RT 64 WEST | Γ | | | | | | | | |
| 17 Ramp | City of Chesapeake (Maint: 64) | 0.54 27000 G | | | | | | 0.092 | | 27000 | G |
| (1) | To: | I-64-W I-64-W291X Gap | | | | | | | | | - |
| N. d | Erron | | | <u> </u> | | | | | | | |
| North | Oite of Observation (Mainte Cd) | US 17 Dominion Blvd | 95% 0% | | 00/ | 00/ | F | 0.405 | | 00000 | _ |
| (17) Ramp | City of Chesapeake (Maint: 64) | | 95% 0% | 1% 19 | % 3% | 0% | г | 0.125 | | 22000 | G |
| | 10: | I-464 North | | | | | | | | | |
| North | From: | US 17 TO ROUTE 264 EAST | | | | | | | | | |
| 17 Ramp | City of Portsmouth (Maint: 64) | 0.07 NA | | | | | | NA | | NA | |
| | To: I-2 | 264-E FROM ROUTE 17 NORTH-FRED | ORICK BL | | | | | | | | |
| North | From: | US 17 TO ROUTE 264 WEST | | | | | | | | | |
| 17 Ramp | City of Portsmouth (Maint: 64) | 0.14 1200 G | | | | | | 0.112 | | 1200 | G |
| 17) | | 64-W FROM ROUTE 17 NORTH00- FR | PEDEBICK | | | | | 0.112 | | 1200 | Ğ |
| | 1-24 | | EDERICK | | | | | | | | |
| South | (14 : 1 : 24) | US 17 TO I-64 WEST | | | | | | 0.4 | | 4000 | _ |
| (17) Ramp | City of Chesapeake (Maint: 64) | | | | | | | 0.1 | | 4600 | G |
| <u> </u> | To: | I-64-W FROM US 17 SOUTH | | | | | | | | | |
| South | From: | US 17 | | | | | | | | | |
| 17 Ramp | City of Chesapeake (Maint: 64) | 0.29 1100 G | 95% 0% | 1% 19 | % 3% | 0% | F | 0.088 | | 1200 | G |
| | То: | I-64 East | | | | | | | | | |
| South | From: | US 17 TO ROUTE 264 | | | | | | | | | |
| 17 Ramp | City of Portsmouth (Maint: 64) | 0.33 NA | | | | | | NA | | NA | |
| (17) Hamp | | 264-E FROM ROUTE 17 SOUTH-FRED | EDICK D | 1 | | | | INA | | INA | |
| | 1-2 | | | <u> </u> | | | | | | | |
| South | From: | US 17-S027A TO ROUTE 264 WE | ST | | | | | | | | _ |
| (17) Ramp | City of Portsmouth (Maint: 64) | 0.14 5500 G | | | | | | 0.091 | | 5500 | G |
| <u>~</u> | To: I-2 | 264-W FROM ROUTE 1700- FREDERIG | CK BLVD | | | | | | | | |
| Bus | From: | US 17 Dominion Blvd | | | | | | | | | |
| (17) George Washington Hwy | City of Chesapeake | 4.07 5700 F | 94% 0% | 1% 09 | % 5% | 0% | F | 0.093 | 0.763 | 5900 | F |
| · · · · · · · · · · · · · · · · · · · | To | | | | | | | | | | |
| Bus | From | SR 165 Cedar Rd | | | | | | | | | |
| 17 George Washington Hwy | City of Chesapeake | 1.19 32000 F | 94% 0% | 1% 09 | % 5% | 0% | F | 0.075 | 0.592 | 33000 | F |
| | Tor | I-64 | | | | | | | | | |
| | • | | | • | | | | | | | |

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

| | | | | | | | | Trı | ıck | | | K | Dir Dir | | |
|--|--------------------------------|------------------|-----------------------|--------------------|---------|------|------|------|--------|------|----|--------|-----------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | | 1Trail | | QC | Factor | QK Factor | AAWDT | QW |
| ~~ ~~ ~~ | From: | | ECL Suffoll | | | | | | | | | | | | |
| 58 (13) (460) Military Highway | City of Chesapeake (Maint: 64) | 2.94 | 76000 | Α | 92% | 0% | 1% | 1% | 6% | 0% | С | 0.095 | 0.585 | 80000 | Α |
| ~~~ | To: | | I-664 | | | | | | | 221 | | | | | |
| [58] [13] [460] | City of Chesapeake (Maint: 64) | 0.11 | 11000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.091 | 0.569 | 12000 | G |
| ALT | To: From: | SR 191 Jolliff R | d; US 13 M | Iilitary I | lighway | | | | | | | | | | |
| (58) (460) Airline Blvd | City of Chesapeake | 1.72 | 7000 | F | 96% | 2% | 1% | 0% | 2% | 0% | С | 0.091 | 0.569 | 7500 | F |
| ALT. | To: | | CL Portsmo | | | | | | | | | | | | |
| ALT (58) (460) Airline Blvd | City of Portsmouth | 0.29 | L Chesapea 13000 | G | 96% | 2% | 1% | 0% | 2% | 0% | F | 0.087 | 0.584 | 13000 | G |
| (36) (460) | To- | | reenwood I | | | | | 0 70 | | 0,70 | • | 0.007 | 0.00 | .0000 | |
| ALT | From: | | | | 000/ | 00/ | 40/ | 00/ | 00/ | 00/ | _ | 0.004 | 0.50 | 10000 | |
| 58 460 Airline Blvd | City of Portsmouth | 0.20 | 12000 | G | 96% | 2% | 1% | 0% | 2% | 0% | F | 0.084 | 0.52 | 13000 | G |
| ALT | To: From: | E | lmhurst Lar | ne | | | | | | | | | | | |
| 58 (460) Airline Blvd | City of Portsmouth | 1.30 | 10000 | G | 96% | 2% | 1% | 0% | 2% | 0% | F | 0.086 | 0.543 | 11000 | G |
| ALT. | To: From: | SR 2 | 39 Victory | Blvd | | | | | | | | | | | |
| ALT (58) (460) Airline Blvd | City of Portsmouth | 0.28 | 13000 | G | 96% | 2% | 1% | 0% | 2% | 0% | F | 0.082 | 0.545 | 14000 | G |
| 58 460 Airline Blvd | Tree Tree | | | | | 270 | 170 | 0 70 | 270 | 070 | • | 0.002 | 0.040 | 14000 | ŭ |
| 58 Airline Blvd | City of Portsmouth | 1.40 | Portsmout 15000 | h Blvd G | 96% | 2% | 1% | 0% | 2% | 0% | F | 0.084 | 0.536 | 16000 | G |
| (58) Allinia Biva | Tree Tree | | | | 0070 | 270 | | 0 70 | 270 | 070 | • | 0.004 | 0.000 | 10000 | u |
| (58) Airline Blvd | City of Portsmouth | 0.19 | 7 Frederick 23000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.074 | 0.535 | 24000 | G |
| (58) Allillie Biva | City of Following the | 0.10 | | | 01 70 | 1 70 | - 70 | 0 70 | 1 70 | 070 | • | 0.07 4 | 0.000 | 24000 | ŭ |
| (58) London Blvd | City of Portsmouth | 0.72 | High St 18000 | F | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.086 | 0.602 | 19000 | F |
| [58] London Blvd | City of Fortsmouth | | | | 31 /6 | 1 /0 | 1 /6 | 0 /6 | 1 /0 | 0 /6 | O | 0.000 | 0.002 | 13000 | ' |
| 58 Martin Luther King Freeway | City of Portsmouth (Maint: 64) | 0.73 | 41 London 37000 | Blvd G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.085 | 0.653 | 40000 | G |
| Martin Luther King Freeway | City of Portsmouth (Maint. 64) | | | | 31 /0 | 1 /0 | 1 /0 | 0 /6 | 1 /0 | 0 /6 | ' | 0.003 | 0.033 | 40000 | G |
| 58 Martin Luther King Freeway | City of Portsmouth (Maint: 64) | 0.12 | 28000 | Frwy G | 95% | 0% | 0% | 1% | 3% | 0% | С | 0.092 | 0.515 | 34000 | G |
| Martin Luther King Freeway | To: | Elizabeth F | | | | 0 /6 | 0 /8 | 1 /0 | J /6 | 0 /6 | O | 0.032 | 0.515 | 34000 | u |
| ~~~ | From: | | uther King | | 7 | | | | | | | | | | |
| (58) Elizabeth River Midtown Tunnel | City of Portsmouth (Maint: 64) | 1.08 | 28000 | G | 95% | 0% | 0% | 1% | 3% | 0% | С | 0.092 | 0.515 | 34000 | G |
| ~ | To: From: | EC | L Portsmo | ıth | | | | | | | | | | | |
| (58) Elizabeth River Midtown Tunnel | City of Norfolk (Maint: 64) | 0.65 | 28000 | G | 95% | 0% | 0% | 1% | 3% | 0% | С | 0.092 | 0.515 | 34000 | G |
| <u> </u> | To: From: | SR 337 | 7 Brambleto SR 337 | on Ave | | | | | | | | | | | |
| (58) (337) Brambleton Ave | City of Norfolk | 0.26 | 26000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.08 | 0.561 | 30000 | G |
| | To | | | | | | | | | | | | | | |
| (58) (337) Brambleton Ave | City of Norfolk | 0.83 | Colley Ave 33000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.075 | 0.639 | 38000 | G |
| (30) (307) = (4.112.1313.1313.1313.1313.1313.1313.1313 | To: | | E SR 337 | | | | | | | | | | | | |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | From | | 37 Bramble | | | | | | | | _ | | | | _ |
| 58 Duke St | City of Norfolk | 0.17 | 8100 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.099 | 0.68 | 8800 | G |
| ~ | To: | | Olney Rd | | | | | | | | | | | | |

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

| | | | ntenance A | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|--------------------------------------|---------|---------|-----------|------------|----------|---------|--------|-------------|----------|-------|-----|
| Route | Jurisdiction | Length A | ADT OA | 4Tire | Bus | | Tru | ıck | | QC | K | QK _ Dir | AAWDT | - 0 |
| rioute | bullsdiction | Length A | ADI QA | 71110 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Factor | Factor | AAWDI | Q |
| ~ | From: | | ney Rd | | | | | | | _ | | | | |
| Virginia Beach Blvd | City of Norfolk | 0.07 5 | 800 G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.090 | 0.661 | 6300 | |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | To: From: | | sh Street | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | | 700 G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.090 | 0.607 | 6200 | (|
| ~ | To: From: | US 460 Monticell | lo Ave; St Paul icello Ave | ls Blvd | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | | 5000 G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.089 | 0.597 | 16000 | |
| 30) | To | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | | Fidewater Dr 5000 G | 95% | 1% | 2% | 1% | 1% | 0% | С | 0.091 | 0.575 | 16000 | |
| Virginia Beach Blvd | City of Nortoix | | | 33 /6 | 1 /0 | | 1 /0 | 1 /0 | 0 /6 | O | 0.031 | 0.575 | 10000 | |
| ~~~ | From: | | rk Ave | 0.40/ | 00/ | | 401 | 10/ | 00/ | _ | | 0.504 | 10000 | |
| Virginia Beach Blvd | City of Norfolk | 0.96 17 | 7000 G | 94% | 2% | 2% | 1% | 1% | 0% | С | 0.088 | 0.531 | 18000 | |
| ~ | To: From: | SR 405 Ba | allentine Blvd | | | | | | | | | | | |
| Virginia Beach Blvd | City of Norfolk | 0.88 30 | 0000 G | 94% | 2% | 2% | 1% | 1% | 0% | F | 0.091 | 0.566 | 33000 | |
| ~ | To: | Azalea | Garden Rd | | | <u> </u> | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | 1.35 3 0 | 0000 G | 94% | 2% | 2% | 1% | 1% | 0% | F | 0.094 | 0.633 | 33000 | |
| | To | IIS 13 M | Military Hwy | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | | 6000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.09 | 0.514 | 28000 | |
| 38) | To To | | | 0070 | 0,0 | | 0 / 0 | 0,0 | 0,0 | • | 0.00 | 0.01. | | |
| 58 Virginia Beach Blvd | City of Norfolk | | 7000 G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.092 | 0.571 | 29000 | |
| Virginia Beach Blvd | To: | | nch; Newtown | | 0 76 | | 0 /6 | 0 /6 | 0 /6 | O | 0.032 | 0.571 | 23000 | |
| | From: | | 664 EASTSOU | | | | | | | | | | | |
| East 58 Ramp | City of Chesapeake (Maint: 64) | | 6000 G | 111 | | | | | | | 0.115 | | 26000 | |
| 58) Hamp | To: | I-664-E FROM ROU | | 60 EAST | | | | | | | 0.115 | | 20000 | |
| | From: | US 58 TO ROUTI | | | | _ | | | | | | | | |
| ast 58 Ramp | City of Chesapeake (Maint: 64) | | 1000 G | OKIH | | | | | | | 0.078 | | 11000 | |
| 58) Hamp | To: | I-664-W FROM RO | | 60 EAST | | | | | | | 0.070 | | 11000 | |
| I1 | From: | | | | | _ | | | | | | | | |
| /est 58 (Ramp | City of Chesapeake (Maint: 64) | US 58 TO ROUT 0.29 | . <u>E 664 EASTS</u> 490 G | OUTH | | | | | | | 0.097 | | 490 | |
| Ramp | To: | I-664-E FROM ROU | | 60 WEST | | | | | | | 0.037 | | 430 | |
| 11 | From: | | , | | | <u>_</u> | | | | | | | | |
| Vest 58 ≀Ramp | City of Chesapeake (Maint: 64) | US 58 TO ROUTI 0.22 3 | 8100 G | OKIH | | | | | | | 0.097 | | 3100 | |
| 58) Hamp | To: | I-664-W FROM RO | | 60 WEST | | | | | | | 0.037 | | 3100 | |
| | From: | | , | II LUI | | <u> </u> | | | | | | | | |
| 60 (60) Ramp | City of Norfolk (Maint: 64) | | I-64 6 400 G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.124 | | 6500 | |
| 60) (60) Ramp | | I-64-E FROM RTS 60 | | | | 1 /0 | 1 /0 | 0 /0 | 0 /0 | ' | 0.124 | | 0000 | |
| | From: | | Hampton | | · | | | | | | | | | |
| 60 (64) Hampton Roads Bridge Tunnel | City of Norfolk (Maint: 64) | 0.09 | | S | ee I-64 | for direc | ctional tr | affic vo | lume es | timate | es for this | segment. | | |
| / \ / | ic Estimates for 2 Parallel Roadways | on this Route: 90 | 0000 A | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.075 | A 0.524 | 92000 | |
| | | | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length A | AADT OA | 4Tire | Rus | | | | QC | K | QK | Dir | AAWDT | OV |
|--|---|------------------|----------------------------|----------|-----------|--------------|--------------|----------|--------|-------------|----------|--------|--------|----------|
| 110010 | From: | | ayville St | | | 2Axle 3+A | xle 1Trai | l 2Trail | | Factor | <u> </u> | Factor | 70,000 | <u> </u> |
| 60 (64) Hampton Roads Beltway | City of Norfolk (Maint: 64) | 1.74 | tyviic St | S | ee I-64 f | or direction | al traffic v | olume es | timate | es for this | s segr | nent. | | |
| | d Traffic Estimates for 2 Parallel Roadways | on this Route: 9 | 91000 G | 96% | 1% | 1% 09 | 6 2% | 0% | F | 0.076 | F | 0.544 | 92000 | G |
| | To: | 4th | View St | | | | | | | | | | | |
| ~~ <i>~</i> ~ - | From: | | 4TH VIEW S | | | | | | | | | | | |
| 60) (64) Ramp | City of Norfolk (Maint: 64) | 0.17 | | S | ee I-64 t | or direction | al traffic v | olume es | timate | es for this | s segr | nent. | | |
| ~ ~ | From: |] | I-64 W I-64 | | | | | | | | | | | |
| 60 4th View St | City of Norfolk (Maint: 64) | 0.25 1 | 13000 G | 98% | 1% | 1% 0° | 6 0% | 0% | С | 0.092 | | 0.571 | 14000 | G |
| 50) 411 1101 01 | To: | | View Ave East | 30 70 | 1 /0 | | 0 070 | 0 70 | O | 0.002 | | 0.07 1 | 14000 | |
| | From: | | View St | | | | | | | | | | | |
| 60 Ocean View Ave East | City of Norfolk | 0.95 1 | 15000 G | 98% | 1% | 1% 09 | 6 0% | 0% | С | 0.1 | | 0.522 | 16000 | G |
| | To | 112 46 | 60 Granby St | | | | | | | | | | | |
| 60 Ocean View Ave East | City of Norfolk | | 19000 G | 98% | 1% | 1% 09 | 6 0% | 0% | F | 0.1 | | 0.522 | 20000 | G |
| 80) | eny en reenem | | | | .,, | | 0 0,0 | 0,0 | • | 0 | | 0.022 | | · |
| Occasi View Ave Feet | City of Newfolk | | hesapeake Blv | | 10/ | 10/ 0/ | / 00/ | 00/ | | 0.001 | | 0.550 | 17000 | _ |
| Ocean View Ave East | City of Norfolk | 1.41 1 | 16000 G | 98% | 1% | 1% 09 | % 0% | 0% | F | 0.091 | | 0.558 | 17000 | G |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | To: From: | 122-8618 | Cape View Av | e | | | | | | | | | | |
| 60 Ocean View Ave East | City of Norfolk | 1.67 1 | 17000 G | 98% | 1% | 1% 09 | 6 0% | 0% | F | 0.091 | | 0.519 | 19000 | G |
| ~ | To | 21 | st Street | | | | | | | | | | | |
| 60 Shore Dr | City of Norfolk | | 24000 G | 98% | 1% | 1% 09 | 6 0% | 0% | С | 0.088 | | 0.545 | 26000 | G |
| 35) | Te | CD 1701 | | | | _ | | | | | | | | |
| 60 Shore Dr | City of Norfolk | | Little Creek Rd 31000 G | 99% | 0% | 1% 09 | 6 0% | 0% | F | 0.091 | | 0.516 | 32000 | G |
| 60) Shore Dr | City of Norioik | | Virginia Beach | 99% | 0% | 1% 0 | 6 U76 | 076 | Г | 0.091 | | 0.516 | 32000 | G |
| | Francisco | | | | | | | | | | | | | |
| Pomp | City of Norfolk (Maint: 64) | | tlers Landing R 6400 G | d 95% | 1% | 1% 19 | % 3% | 00/ | F | 0.124 | | | 6500 | G |
| 60 Ramp | City of Norioik (Maint. 64) | | 64 East | 95% | 170 | 1% 19 | % 3% | 0% | Г | 0.124 | | | 6300 | G |
| | | | | | | | | | | | | | | |
| ~~ <u>_</u> | Prom: | I-64-E273A US | | O IS 64 | | | | | | 0.40 | | | 0500 | _ |
| Ramp | City of Norfolk (Maint: 64) | | 2500 G | DT (0 | | _ | | | | 0.12 | | | 2500 | G |
| | 10 | I-64-E FROM | | | | | | | | | | | | |
| ~~ | From: | US 60 I-64-W27 | | O IS 64 | | | | | | | | | | _ |
| Ramp | City of Norfolk (Maint: 64) | | 6800 G | | | | | | | 0.136 | | | 6800 | G |
| ~ | 10: | I-64-W FROM 4T | H VIEW STRE | ETRT 60 | | | | | | | | | | |
| ~ ~ | | 64-W FROM OCEAN | | 0 PARALL | EL | | | | | | | | | |
| 60 } { 60 } Ramp | City of Norfolk (Maint: 64) | 0.03 | 970 G | | | | | | | 0.124 | | | 970 | G |
| | To: From: | | I-64 W | | | | | | | | | | | |
| Ocean View Ave | City of Norfolk | 1.96 | 6100 G | 98% | 1% | 1% 09 | 6 0% | 0% | С | 0.120 | | 0.854 | 6600 | G |
| <u>~</u> | To | 4th | view St | | | | | | | | | | | |
| | From: | 2US 60-P I-64-W | 272A OCEAN | VIEW A | | | | | | | | | | |
| 60 Ramp | City of Norfolk (Maint: 64) | 0.03 | 970 G | | | | | | | 0.124 | | | 970 | G |
| , , | · · · · · · · · · · · · · · · · · · · | 64-W FROM OCEAN | | 0 PARALL | EL | | | | | | | | - | - |

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 | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| East | From | m: | | CL Hampto | | | | | | | | | | | | | |
| 64 (60) Hampton Roads B | , , | , | 0.09 | 46000 | Α | 96% | 1% | 1% | 0% | 2% | 0% | С | 0.078 | | | 47000 | A |
| ~ | Combined Traffic Estimates for 2 Parallel | Roadways on thi | s Route: | 90000 | Α | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.075 | Α | 0.524 | 92000 | Α |
| East | To From | in: | | Bayville St | | | | | | | | | | | | | |
| (64) (60) Hampton Roads B | Seltway City of Norfolk (N | Maint: 64) | 1.74 | 46000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.086 | | | 47000 | G |
| $\circ \circ$ | Combined Traffic Estimates for 2 Parallel | l Roadways on thi | s Route: | 91000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.076 | F | 0.544 | 92000 | G |
| Enet | | Coc m: | 4 | 4th View St | | | | | | | | | | | | | |
| East 64 Hampton Roads Beltway | City of Norfolk (N | Maint: 64) | 1.30 | 44000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.083 | | | 44000 | G |
| , | Combined Traffic Estimates for 2 Parallel | l Roadways on thi | s Route: | 87000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.076 | F | 0.556 | 86000 | G |
| | | - | | Bay Ave | | | | | | | | | | | | | |
| East 64) Hampton Roads Beltway | City of Norfolk (N | Maint: 64) | 1.09 | 49000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.085 | | | 51000 | G |
| Hampton Roads Beltway | Combined Traffic Estimates for 2 Parallel | , | | | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.080 | F | 0.567 | 97000 | (|
| | Tallo Estimates for 2 i dialici | - Tioudawayo on tin | | | | 0070 | 1 /0 | - 70 | 0 70 | 270 | 0 70 | • | 0.000 | • | 0.007 | 37000 | |
| East | From | m: | | New Gate Ro | | | | | | | | | | | | | |
| Hampton Roads Beltway | • | , | 0.31 | 54000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.088 | _ | | 56000 | (|
| | Combined Traffic Estimates for 2 Parallel | Hoadways on thi | s Route: | 91000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.072 | F | 0.538 | 94000 | (|
| East | Tree From | m: | I-564, | US 460 Gra | nby St | | | | | | | | | | | | |
| $\overline{64}$ Hampton Roads Beltway | City of Norfolk (N | Maint: 64) | 1.38 | 58000 | F | 96% | 0% | 1% | 1% | 2% | 0% | С | 0.102 | | | 63000 | F |
| | Combined Traffic Estimates for 3 Parallel | l Roadways on thi | s Route: | 138000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 150000 | C |
| ast | Tro | inc m: | SR 1 | 68 Tidewate | er Dr | | | | | | | | | | | | |
| Hampton Roads Beltway | City of Norfolk (N | Maint: 64) | 1.04 | 52000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.1 | | | 57000 | C |
| | Combined Traffic Estimates for 3 Parallel | l Roadways on thi | s Route: | 130000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.073 | Α | 0.676 | 141000 | C |
| | | in | SR 194 | 1 Chesapeak | e Blvd | | | — — | | | | | | | | | |
| ast 64) Hampton Roads Beltway | City of Norfolk (N | Maint: 64) | 1.00 | 62000 | Α | 96% | 1% | 1% | 1% | 2% | 0% | С | 0.089 | | | 66000 | F |
| 54) Hampton Hodds Beitway | Combined Traffic Estimates for 3 Parallel | , | | | A | 97% | 0% | 1% | 0% | 1% | 0% | С | NA | | | 159000 | , |
| | The second secon | | | 47 Norview | | 0.70 | 0,0 | | 0 70 | . , 0 | 0,70 | | | | | | • |
| ast | Fron | m: | | | | | | | | | | | | | | = | |
| Hampton Roads Beltway | • | , | 1.26 | 69000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.085 | _ | 0.004 | 74000 | |
| | Combined Traffic Estimates for 3 Parallel | Roadways on thi | s Route: | 154000 | G | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.081 | F | 0.661 | 164000 | (|
| ast | Tz Fron | m: | SR 1 | 65 Military | Hwy | | | | | | | | | | | | |
| $\widehat{\overline{64}}$ Hampton Roads Beltway | • | , | 1.19 | 61000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.103 | | | 62000 | (|
| \smile | Combined Traffic Estimates for 3 Parallel | l Roadways on thi | s Route: | 145000 | G | 97% | 0% | 0% | 1% | 1% | 0% | F | NA | | | 154000 | C |
| act | | io: m: | US 13, SR | 166 Northar | npton B | lvd | | \Box \vdash | | | | | | | | | |
| East 64) Hampton Roads Beltway | City of Norfolk (N | Maint: 64) | 1.74 | 78000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.081 | | | 82000 | ļ |
| • | Combined Traffic Estimates for 3 Parallel | | s Route: | 183000 | Α | 97% | 0% | 0% | 1% | 1% | 0% | F | NA | | | 196000 | Δ |
| | P | io: | | I-264 | | | | | | | | | | | | | |

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

| | | | | | | | | Tru | ıck | | | K | | Dir | | |
|-------------------------------|---|------------------------|----------------------------|--------------------|------------|------|------|--------|----------|------|----|--------|----|--------|--------|----|
| Route | Jurisdiction | on Length | AADT | QA | 4Tire | Bus | | 3+Axle | - | | QC | Factor | QK | Factor | AAWDT | QW |
| East | From | г | I-264 | | | | | | | | | | | | | |
| (64) Hampton Roads Beltway | | , | 74000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.102 | | | 80000 | Α |
| | Combined Traffic Estimates for 2 Parallel | | | | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.083 | Α | 0.622 | 157000 | Α |
| Foot | To From | | L Virginia I ECL Norfol | | | | | | | | | | | | | |
| East 64 Hampton Roads Beltway | City of Virginia Beac | | 74000 | <u>к</u> | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.102 | | | 80000 | Α |
| (0-7) | Combined Traffic Estimates for 2 Parallel | , | | | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.083 | Α | 0.622 | 157000 | Α |
| | To To | - | ndian River | | 0.70 | | | .,0 | . , 0 | 0,70 | | 0.000 | | 0.022 | 107000 | |
| East | From | | | | 070/ | 00/ | 40/ | 40/ | 40/ | 00/ | _ | 0.004 | | | 74000 | _ |
| Hampton Roads Beltway | , , | , | 68000 | G | 97% | 0% | 1% | 1% | 1% | 0% | - | 0.081 | | 0.50 | 74000 | G |
| | Combined Traffic Estimates for 2 Parallel | | | | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.093 | Α | 0.52 | 146000 | G |
| East | From | | CL Chesape L Virginia I | | | | | | | | | | | | | |
| Hampton Roads Beltway | City of Chesapeake | | 68000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.081 | | | 74000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | 150000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.093 | Α | 0.52 | 146000 | G |
| | _ To | Gro | eenbrier Parl | kwav | | | | | | | | | | | | |
| East Hampton Roads Beltway | City of Chesapeake | | 46000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.08 | | | 50000 | G |
| 64 Hampton Roads Beltway | Combined Traffic Estimates for 2 Parallel | ' | | G | 97% 97% | 0% | 1% | 1% | 1% | 0% | F | 0.03 | F | 0.521 | 102000 | G |
| | Combined Trainc Estimates for 2 Faraner | | | | 31 /6 | 0 /6 | 1 /0 | 1 /0 | 1 /0 | 0 /6 | ' | 0.074 | ' | 0.521 | 102000 | G |
| East | To From | SR 1 | 68 Battlefiel | ld Blvd | | | | | | | | | | | | |
| (64) Hampton Roads Beltway | • | , | 58000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.078 | | | 63000 | G |
| \smile | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | 115000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.081 | F | 0.55 | 123000 | G |
| East | To From | · | I-464 | | | | | | | | | | | | | |
| (64) (17) Hampton Roads Be | eltway City of Chesapeake | e (Maint: 64) 4.31 | 45000 | G | 92% | 1% | 1% | 1% | 5% | 0% | F | 0.085 | | | 45000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | 92000 | G | 93% | 1% | 1% | 1% | 5% | 0% | F | 0.084 | F | 0.506 | 94000 | G |
| | To | US 17 G | eorge Washi | ington H | WV | | | | | | | | | | | |
| East Hampton Roads Beltway | City of Chesapeake | | 40000 | G | 92% | 1% | 1% | 1% | 5% | 0% | F | 0.095 | | | 41000 | G |
| Hampton Roads Beltway | Combined Traffic Estimates for 2 Parallel | , | | G | 92% | 1% | 1% | 1% | 5% 5% | 0% | F | 0.095 | F | 0.53 | 79000 | G |
| | Combined Trainc Estimates for 2 Faraner | | | | | 1 /0 | 1 /0 | 1 /0 | J /0 | 0 /6 | ' | 0.000 | ' | 0.55 | 79000 | G |
| East | From | US 13, US | S 460 Milita | ıry Hıghv | vay | | | | | | | | | | | |
| (64) Hampton Roads Beltway | City of Chesapeake | e (Maint: 64) 2.31 | 45000 | Α | 92% | 1% | 1% | 1% | 5% | 0% | С | 0.087 | | | 47000 | Α |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | | Α | 93% | 1% | 1% | 1% | 5% | 0% | С | 0.084 | Α | 0.511 | 92000 | Α |
| | To | 2 | I-264, I-66 | | | | | | | | | | | | | |
| East | From | |) BAYVILL | | | 401 | | 001 | 001 | 001 | _ | 0.400 | | | 4000 | _ |
| 64 Ramp | City of Norfolk (N | | 1800 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.133 | | | 1900 | G |
| | | 122-99001- A B | | | fkum & | | | | | | | | | | | |
| East 60 Ramp | City of Norfolk (N | | TO 4TH V 5500 | IEW ST G | | | | | | | | 0.13 | | | 5500 | G |
| 64 (60) Ramp | To | " US 60 US 60 | | | O I-64 | | | | | | | 0.13 | | | 5500 | u |
| Fact | From | I-64-E TO US 46 | | | | Ţ | | | | | | | | | | |
| East (64) Ramp | City of Norfolk (N | | 0-GRANDE 14000 | <u> </u> | K1 304 N | Υ | | | | | | 0.1 | | | 14000 | G |
| 04) | To | I-64-E276B | | | BY ST | | | | | | | | | | | - |
| | | | | | | | | | | | | | | | | |

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

| | | Notion Maintenance A | ıı ou | | | | |
|--------------|---|--|-----------|-------------------------------------|----------------|---------------------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire Bus | Truck 2Axle 3+Axle 1Trail 2Trail | QC K QK Factor | Dir Factor AAWDT | QW |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E276B TO RT 460 GRANI 0.15 8300 G I-564-N FROM RT 64 EA: | | | 0.109 | 8300 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E276A TO US 460 GRANI 0.06 NA US 460 FROM I-64 EAS | | | NA | NA | |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E TO H.O.V. LANE 0.04 6300 G I-64-R I-64-R000A FROM 64 | | | 0.282 | 6300 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E RAMP TO RT 168 TO RT 0.35 8000 G SR 168 FROM I-64 EAS' | | | 0.117 | 8000 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | 0.13 1800 G SR 168 FROM I-64 EAS' | | | 0.090 | 1800 | G |
| East 64 Ramp | $\begin{array}{c c} & & & & & \\ \hline \text{City of Norfolk (Maint: 64)} \\ & & & & \\ & & & & \\ \hline \text{Trc.} & & & \\ \hline \end{array}$ | -64-E TO RT 194 SOUTH-CHESAP 0.18 2900 G SR 194 FROM I-64 EAS' | | | 0.094 | 2900 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E TO RT 247 EAST-NORVIEW 0.17 3500 G SR 247 FROM I-64 EAS | 98% 0% | | C 0.082 | 3500 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E TO ROBIN HOOD RO 0.16 2800 G 122-8636 ALMEDA AVE FROM R | | | 0.115 | 2800 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64 East 0.17 10000 G SR 165 Military Hwy Nor | | | 0.121 | 10000 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64 East 0.19 11000 G US 13 Northampton Blvc | d | | 0.094 | 11000 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E TO I-264 0.16 38000 G | 4 WEST | | 0.073 | 38000 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | 1-64-E284C TO RT 264 EAST264 0.14 4500 G 1-264-W013X FROM RT 64 I | | | 0.097 | 4500 | G |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E TO I-264 EAST4- 0.17 NA I-264-E013X FROM I-64 EA | | | NA | NA | |
| East 64 Ramp | City of Norfolk (Maint: 64) | I-64-E284A TO RT 264 EAST26 0.45 26000 G I-264-E From RT 64 Eas | | | 0.08 | 26000 | G |

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

| Route | Jurisdiction | Length AADT QA | 4Tire Bus | Tr 2Axle 3+Axle | | | QC | K Factor | QK Dir Facto | AAWDT | QW |
|-----------------------------------|---|---|---|--------------------|----|----|----|-------------|-----------------|-------|----|
| East 64 Ramp | City of Virginia Beach (Maint: 64) | I-64-E TO RT 407 0.21 7300 G SR 407 FROM I-64 EAST | | | | | | 0.109 | | 7300 | G |
| East 64 Ramp | From City of Virginia Beach (Maint: 64) | I-64-E TO RT 407 EAST 0.20 17000 G SR 407 SR 407-W004A FROM & 1 | TO I-64 | | | | | 0.106 | | 17000 | G |
| East 64 Ramp | | I-64-E289X TO GREENBRIER PAR 0.26 6800 G 131-8665 FROM RT 64 EAS' | 95% 1% | 1% 1% | 2% | 0% | С | 0.124 | | 6800 | G |
| East 64 Ramp | City of Chesapeake (Maint: 64) | 1-64-E289X TO GREENBRIER PAR 0.25 15000 G 131-8665 FROM RT 64 EAS' | RKWAY | <u>-</u> | | | | 0.099 | | 15000 | G |
| East 64 Ramp | City of Chesapeake (Maint: 64) | 4-E BEG. COLL ROAD TO GREEN 0.14 25000 G | BRIER PA | <u>-</u> | | | | 0.101 | | 25000 | G |
| East 64 Ramp | City of Chesapeake (Maint: 64) | 0.13 19000 G | | | | | | 0.092 | | 19000 | G |
| East 64 Ramp | City of Chesapeake (Maint: 64) | 65-W001A FROM GREENBRIER F 0.23 29000 G I-64-E289B TO GREENBRIER PAR | | | | | | 0.082 | | 29000 | G |
| East 64 Ramp | City of Chesapeake (Maint: 64) | 0.13 13000 G 665-E001A FROM GREENBRIER P. | | | | | | 0.087 | | 13000 | G |
| East 64 Ramp | City of Chesapeake (Maint: 64) | 0.22 NA SLIP RAMP TO EXIT 290 COLI | | | | | | NA | | NA | |
| East 64 Ramp | City of Chesapeake (Maint: 64) To I-64 | 0.40 NA -E END COLL RD FROM GREENE | | _ | | | | NA | | NA | |
| East 64 Ramp | City of Chesapeake (Maint: 64) | I-64 East 0.27 4000 G SR 168 | 94% 0% | 1% 2% | 3% | 0% | С | 0.097 | | 4000 | G |
| East 64 Ramp | City of Chesapeake (Maint: 64) | 4-E TO RT 168 SOUTH-BATTLEF 0.23 11000 G SR 168 FROM I-64 EAST | 98% 0% | 0% 0% | 1% | 0% | С | 0.102 | | 11000 | G |
| East 64 I-64 E Exit 290 | City of Chesapeake (Maint: 64) | I-64 East 0.60 19000 G I-64 E Exit 290 A | | | | | | 0.099 | | 19000 | G |
| East 1-64 E Exit 290 | City of Chesapeake (Maint: 64) | 0.10 15000 G Ramp From Bus SR 168 Battlefield | Rlvd N | | | | | 0.100 | | 15000 | G |
| East 1-64 E Exit 290 | City of Chesapeake (Maint: 64) | 0.20 25000 G I-64 E Exit 290 B | Directive Control of the Control of | | | | | 0.096 | | 25000 | G |

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

| | | | INOTION | viairiteriai | ICE AIR | z a | | | | | | | | | | | |
|------------------------------|---|------------------|---------------|------------------------------|-----------|----------------|-----|-------|----------|--------|---------|----|--------|----|--------|--------|----|
| Route | Jurisdictio | on | Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | K | QK | Dir | AAWDT | QW |
| Foot | From | | 1.0 | 4 E Evit 200 |) D | | | ZAXIE | e 3+Axle | ııraıl | 21 rail | | Factor | | Factor | | |
| East (64) I-64 E Exit 290 | City of Chesapeake | (Maint: 64) | 0.12 | 4 E Exit 290 14000 | G G | | | | | | | | 0.097 | | | 14000 | G |
| 64) 1 04 E EXIT 230 | Only of Onesapeane | | | | | | | | | | | | 0.037 | | | 14000 | a |
| East | To- From: | | Ramp From Bu | s SR 168 Ba | ttlefield | Blvd S | | | | | | | | | | | |
| 64 I-64 E Exit 290 | City of Chesapeake | (Maint: 64) | 0.20 | NA | | | | | | | | | NA | | | NA | |
| | To: | | | I-64 E | | | | | | | | | | | | | |
| East | From: | | | I-64 East | | | | | | | | | | | | | |
| 64 Ramp | City of Chesapeake | (Maint: 64) | 0.25 | 11000 | G | | | | | | | | 0.084 | | | 11000 | G |
| $\overline{}$ | To: | | | I-464 North | | | | | | | | | | | | | |
| East | From: | | I-64-E TC | RT 104 VI | A RT 46 | 64 | | | | | | | | | | | |
| 64 Ramp | City of Chesapeake | (Maint: 64) | 0.23 | 21000 | G | | | | | | | | 0.088 | | | 21000 | G |
| \cup | To: | | I-464-S | FROM I-64 | 1 EAST | | | | | | | | | | | | |
| East | From: | | | I-64 East | | | | | | | | | | | | | |
| (64) (17) Ramp | City of Chesapeake | (Maint: 64) | 0.23 | 6200 | G | | | | | | | | 0.074 | | | 6200 | G |
| \bigcirc | To: | | US 17 N, G | eorge Wash | ington F | łwy | | | | | | | | | | | |
| East | From: | | I-64-E | TO RT 17 S | OUTH | | | | | | | | | | | | |
| (64) Ramp | City of Chesapeake | (Maint: 64) | 0.21 | 5000 | G | | | | | | | | 0.100 | | | 5000 | G |
| | To: | | US 17 US 17- | N014B FRC | M I-64 | EAST | | | | | | | | | | | |
| East | From: | | | I-64 East | | | | | | | | | | | | | |
| (64) Ramp | City of Chesapeake | (Maint: 64) | 0.31 | 4600 | G | | | | | | | | 0.142 | | | 4600 | G |
| | To: | | US 13; 131- | 8599 FROM | I I-64 E | AST | | | | | | | | | | | |
| Rev | From: | | Begin Rev | versible Lane | e At I-56 | 54 | | | | | | | | | | | |
| 64) | City of Norfolk (N | laint: 64) | 5.99 | 19000 | Α | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.212 | | 0.998 | 23000 | Α |
| \bigcirc | Combined Traffic Estimates for 3 Parallel | Roadways on | this Route: | 154000 | G | 97% | 0% | 0% | 1% | 1% | 0% | F | 0.081 | F | 0.661 | 164000 | G |
| | To: | | Ra | mp To I-64 | FR | | | | | | | | | | | | |
| Rev (64) | Other of North II. (A) | 1 - i - i - 0 4) | | | | 4000/ | 00/ | 00/ | 00/ | 00/ | 00/ | _ | 0.405 | | | 04000 | |
| (64) | City of Norfolk (M | , | 2.18 | 18000 | Α | 100% | 0% | 0% | 0% | 0% | 0% | - | 0.195 | | | 21000 | A |
| · · | Combined Traffic Estimates for 3 Parallel | Roadways on | | | Α_ | 97% | 0% | 0% | 1% | 1% | 0% | F | NA | | | 196000 | Α |
| | 10- | | • | and Reversib | | | | | | | | | | | | | |
| Rev | From: | | I-64-E276C | | | AST | | | | | | | | | | | _ |
| 64 Ramp | City of Norfolk (M | laint: 64) | 0.24 | 3300 | G | | | | | | | | 0.301 | | | 3300 | G |
| | 10: | | | OM H.O.V. | | 'Μ | | | | | | | | | | | |
| Rev | From: | | | R TO IS 64 I | | | | | | | | | | | | | _ |
| 64 Ramp | City of Norfolk (M | raint: 64) | 0.02 | 2100 | G | | | | | | | | 0.193 | | | 2100 | G |
| | 10: | | | FROM HOV | | | | | | | | | | | | | |
| Rev | From: | | I-64-R I-64-V | | | Л RT | | | | - | | | | | | | |
| 64 Ramp | City of Norfolk (M | laint: 64) | 0.12 | 6300 | G | | | | | | | | 0.259 | | | 6300 | G |
| | To: | <u> </u> | I-64-E FROM | 1 H.O.V.LA | NEMEI | DIAN | | L | | | | | | | | | |
| West | From | | | CL Hampto | | | 16: | | | | | | | | | .= | |
| (64) (60) Hampton Road | ds Bridge Tunnel City of Norfolk (M | , | 0.17 | 44000 | Α | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.074 | | | 45000 | Α |
| \sim | Combined Traffic Estimates for 2 Parallel | Roadways on | | | Α | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.075 | Α | 0.524 | 92000 | Α |
| | To | | US 60 | Ocean Viev | w Ave | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

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

| Route | Jurisdictio | on Lenath | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | K | QK | Dir | AAWDT | . 0 |
|--|--|---|--|------------------------------------|---|----------------------|----------------------------|----------------------|----------------------|----------------------|-----------------------|-------------------------------------|------|--------|---|---|
| riodic | - Carlodioti | on Longii | AADI | Q.A | 71110 | Duo | 2Axle | 3+Axle | 1Trail | 2Trail | αo | Factor | Q. (| Factor | 7011101 | ď |
| Vest | Fron | | 0 Ocean View | | | | | | | | _ | | | | | |
| (60) Hampton Roads E | , | | 45000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.081 | _ | | 45000 | (|
| ~ | Combined Traffic Estimates for 2 Paralle | I Roadways on this Route | 91000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.076 | F | 0.544 | 92000 | (|
| /est | T Fros | n: | 4th View St | | | | | | | | | | | | | |
| $\frac{1}{64}$ Hampton Roads Beltway | y City of Norfolk (N | Maint: 64) 0.80 | 43000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.072 | | | 42000 | (|
| | Combined Traffic Estimates for 2 Parallel | I Roadwavs on this Route | 87000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.076 | F | 0.556 | 86000 | (|
| | | | Bay Ave | | | | | | | | | | | | | |
| est | Fron | n: | | | | | | | | | _ | | | | | |
| Hampton Roads Beltwa | ` | , | 46000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | _ | | 46000 | (|
| | Combined Traffic Estimates for 2 Paralle | I Roadways on this Route | 95000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.080 | F | 0.567 | 97000 | (|
| est | T Fros | n: | New Gate Ro | d | | | | | | | | | | | | |
| Hampton Roads Beltwa | y City of Norfolk (N | Maint: 64) 1.26 | 37000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.077 | | | 38000 | (|
| | Combined Traffic Estimates for 2 Parallel | , | 91000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.072 | F | 0.538 | 94000 | (|
| | т | | | | | | | | | | | | | | | |
| est | From | 11. | , US 460 Gra | | | | | | | | | | | | | |
| Hampton Roads Beltwa | , | , | 61000 | G | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.103 | | | 65000 | (|
| | Combined Traffic Estimates for 3 Paralle | I Roadways on this Route | 138000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 150000 | (|
| est | | SR | 168 Tidewate | er Dr | | | | | | | | | | | | |
| $\frac{1}{4}$ Hampton Roads Beltway | y City of Norfolk (N | Maint: 64) 0.98 | 59000 | Α | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.102 | | | 62000 | |
| | Combined Traffic Estimates for 3 Parallel | I Roadways on this Route | 130000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0 | F | 0.706 | 141000 | (|
| | | | 94 Chesapeak | | | | | | | | | | | | | |
| est | Fron | 11. | | | | | | | | | | | | | | |
| Hampton Roads Beltwa | ` | , | 67000 | Α | 97% | 0% | 0% | 1% | 1% | 0% | С | 0.092 | | | 70000 | , |
| | Combined Traffic Estimates for 3 Paralle | I Roadways on this Route | 148000 | Α | 97% | 0% | 1% | 0% | 1% | 0% | С | NA | | | 159000 | |
| est | | | | | | | | | | | | | | | 133000 | |
| | From | SR | 247 Norview | Ave | | | | | | | | | | | 153000 | |
| | cy City of Norfolk (N | II. | 247 Norview 65000 | Ave | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.09 | | | 68000 | |
| | • | Maint: 64) 1.24 | 65000 | | 97% 97% | 0% 0% | 1% 0% | 1% 1% | 1% 1% | 0% 0% | F F | 0.09 0.081 | F | 0.661 | | |
| | city of Norfolk (Norfolk (Norfolk (Norfolk (Norfolk (Normalie (Nor | Maint: 64) 1.24 I Roadways on this Route | 65000 : 154000 | G G | | | | | | | F F | | F | 0.661 | 68000 | (|
| Hampton Roads Beltwag | Combined Traffic Estimates for 3 Paralle | Maint: 64) 1.24 I Roadways on this Route | 65000 154000 165 Military | G G Hwy | 97% | 0% | 0% | 1% | 1% | 0% | F F | 0.081 | F | 0.661 | 68000 164000 | (|
| Hampton Roads Beltwa | Combined Traffic Estimates for 3 Paralle From City of Norfolk (N | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 | 65000 : 154000 165 Military 65000 | G G Hwy G | 97% | 0% | 0% 1% | 1% | 1% | 0% | F | 0.081 | F | 0.661 | 68000 164000 69000 | |
| Hampton Roads Beltwa | Combined Traffic Estimates for 3 Paralle | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 | 65000 : 154000 165 Military 65000 | G G Hwy | 97% | 0% | 0% | 1% | 1% | 0% | F F F | 0.081 | F | 0.661 | 68000 164000 | |
| Hampton Roads Beltwa | Combined Traffic Estimates for 3 Paralle From City of Norfolk (N | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 I Roadways on this Route | 65000 : 154000 165 Military 65000 | G G Hwy G G | 97% 97% 97% | 0% | 0% 1% | 1% | 1% | 0% | F F F | 0.081 | F | 0.661 | 68000 164000 69000 | |
| Hampton Roads Beltwagest Hampton Roads Beltwagest | Combined Traffic Estimates for 3 Parallel Traffic Estimates for 3 Parallel Output O | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 I Roadways on this Route US 13, SR | 65000 154000 165 Military 65000 145000 | G G Hwy G G | 97% 97% 97% | 0% | 0% 1% | 1% | 1% | 0% | F F F | 0.081 | F | 0.661 | 68000 164000 69000 | |
| Hampton Roads Beltwa | Combined Traffic Estimates for 3 Parallel Traffic Estimates for 3 Parallel Output O | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 I Roadways on this Route US 13, SR Maint: 64) 2.20 | 65000 154000 165 Military 65000 145000 166 Northan | G Hwy G G | 97% 97% 97% | 0% 0% 0% | 0% 1% 0% | 1% 1% 1% | 1% 1% 1% | 0% 0% 0% | F F F F | 0.081 0.091 NA | F | 0.661 | 68000 164000 69000 154000 | |
| est Hampton Roads Beltwa | Combined Traffic Estimates for 3 Parallel Type City of Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel Type Combined Traffic Estimates for 3 Parallel Type City of Norfolk (Norfolk (Norfol | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 I Roadways on this Route US 13, SR Maint: 64) 2.20 | 65000 154000 165 Military 65000 145000 166 Northan 87000 183000 | G G Hwy G G | 97% 97% 97% 8lvd 97% | 0% 0% 0% | 0% 1% 0% 1% | 1% 1% 1% | 1% 1% 1% | 0% 0% 0% | F F F | 0.081 0.091 NA 0.088 | F | 0.661 | 68000 164000 69000 154000 | |
| est Hampton Roads Beltwarest | Combined Traffic Estimates for 3 Parallel Ty City of Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel Ty City of Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel Ty Combined Traffic Estimates for 3 Parallel | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 I Roadways on this Route US 13, SR Maint: 64) 2.20 I Roadways on this Route | 65000 154000 165 Military 65000 145000 166 Northan 87000 183000 I-264 | G G Hwy G G mpton B | 97% 97% 97% 8lvd 97% 97% | 0% 0% 0% 0% | 0% 1% 0% 1% 0% | 1% 1% 1% 1% | 1% 1% 1% 1% | 0% 0% 0% 0% | F F F F | 0.081 0.091 NA 0.088 NA | F | 0.661 | 68000 164000 69000 154000 92000 196000 | (|
| Hampton Roads Beltwagest Hampton Roads Beltwagest | Combined Traffic Estimates for 3 Parallel Type City of Norfolk (Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel Type City of Norfolk (Norfolk (Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel Type Combined Traffic Estimates for 3 Parallel | Maint: 64) 1.24 I Roadways on this Route SR Maint: 64) 1.07 I Roadways on this Route US 13, SR Maint: 64) 2.20 I Roadways on this Route | 65000 154000 165 Military 65000 145000 166 Northal 87000 183000 1-264 73000 | G G Hwy G G | 97% 97% 97% 8lvd 97% | 0% 0% 0% | 0% 1% 0% 1% | 1% 1% 1% | 1% 1% 1% | 0% 0% 0% | F F F C C | 0.081 0.091 NA 0.088 | F | 0.661 | 68000 164000 69000 154000 | |

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

| | | | | | | 4 | _ | | Tru | ck | | | K | 011 | Dir | | |
|----------------------------------|---|----------------------|--------------------|-------------------------------|------------------|-----------|------|-------|--------|--------|----------|--------|--------|-----|--------|-----------------|----|
| Route | Jurisdictio | on Le | ength | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| West | From: | (11) | | CL Norfolk | | | | | | | | _ | | | | | |
| 64 Hampton Roads Beltway | , , | ` ' | 1.75 | 73000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.090 | | | 77000 | Α |
| ~ | Combined Traffic Estimates for 2 Parallel | Roadways on this R | loute: | 147000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.083 | Α | 0.622 | 157000 | Α |
| Vest | To: From: | | Ind | lian River R | ld | | | | | | | | | | | | |
| 64) Hampton Roads Beltway | y City of Virginia Beac | h (Maint: 64) | 1.17 | 82000 | F | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.083 | | | 72000 | F |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this R | Route: | 150000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.091 | В | 0.551 | 146000 | G |
| | To: | | | L Chesapea | | | | | | | | | | | | | |
| /est 54) Hampton Roads Beltwa | y City of Chesapeake | (Maint: 64) | <u>WCL</u> 0.89 | Virginia Be 82000 | each F | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.083 | | | 72000 | F |
| 1 Hampton Hodds Beitwa | Combined Traffic Estimates for 2 Parallel | | | | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.091 | В | 0.551 | 146000 | G |
| | To To | r todawayo on tino r | | | | 0070 | 0 70 | | 0 70 | 1 70 | 0 70 | • | 0.001 | | 0.001 | 1 10000 | ŭ |
| est | From: | | | nbrier Parky | | | | | | | | | | | | | |
| Hampton Roads Beltwa | | | 2.10 | 49000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F - | 0.083 | _ | | 52000 | G |
| ~ | Combined Traffic Estimates for 2 Parallel | Roadways on this R | Route: | 95000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.074 | F | 0.521 | 102000 | G |
| est | To: From: | | SR 168 | 8 Battlefield | Blvd | | | | | | | | | | | | |
| (168) Hampton Roads E | Beltway City of Chesapeake | (Maint: 64) | 0.50 | 57000 | N | 97% | 0% | 1% | 1% | 1% | 0% | Ν | 0.089 | | | 61000 | Ν |
| <i>y</i> | Combined Traffic Estimates for 2 Parallel | Roadways on this R | Route: | 115000 | N | 97% | 0% | 1% | 1% | 1% | 0% | Ν | NA | | | 123000 | Ν |
| | To: | | | US 17 | | | | | | | | | | | | | |
| (est) Hampton Roads Beltwa | y City of Chesapeake | (Maint: C4) | SR 168 0.49 | 8 Battlefield 57000 | Blvd G | 97% | 0% | 1% | 1% | 1% | 00/ | _ | 0.089 | | | 61000 | G |
| Hampton Roads Beltway | Combined Traffic Estimates for 2 Parallel | , | | | G | 97% | 0% | 1% | 1% | 1% | 0% 0% | | 0.089 | F | 0.55 | 61000 123000 | G |
| | Combined Trainc Estimates for 2 Faraner | noadways on this n | iouie. | | G | 31 /6 | 0 /6 | 1 /0 | 1 /0 | 1 /0 | 0 /6 | ' | 0.001 | • | 0.55 | 123000 | G |
| est | To: From: | | | I-464 | | | | | | | | | | | | | |
| (17) Hampton Roads E | Beltway City of Chesapeake | (Maint: 64) | 0.41 | 45000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.089 | | | 47000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this R | Route: | 90000 | G | 93% | 1% | 1% | 1% | 5% | 0% | F | NA | | | 92000 | G |
| est | To: From: | | SR 190 | Great Bridg | ge Blvd | | | | | | | | | | | | |
| (64) (17) Hampton Roads E | Beltway City of Chesapeake | (Maint: 64) 3 | 3.86 | 47000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.182 | | | 49000 | G |
| | Combined Traffic Estimates for 2 Parallel | , | Route: | 92000 | G | 93% | 1% | 1% | 1% | 5% | 0% | F | 0.084 | F | 0.506 | 94000 | G |
| | To | | | rge Washin | oton Hy | ww | | | | | | | | | | | |
| /est | From: | | | | | • | 00/ | 10/ | 10/ | F0/ | 00/ | _ | 0.000 | | | 00000 | _ |
| Hampton Roads Beltway | | , | 1.86 | 39000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.092 | F | 0.500 | 38000 | G |
| | Combined Traffic Estimates for 2 Parallel | - | | | G | 93% | 1% | 1% | 1% | 5% | 0% | Г | 0.09 | Г | 0.506 | 79000 | G |
| /est | To: From: | U | JS 13, U | S 460 Milita | ary Hwy | у | | | | | | | | | | | |
| (64) Hampton Roads Beltwa | • | , | 1.65 | 43000 | Α | 93% | 0% | 1% | 1% | 5% | 0% | С | 0.085 | | | 44000 | Α |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this R | | | Α | 93% | 1% | 1% | 1% | 5% | 0% | С | 0.084 | Α | 0.511 | 92000 | Α |
| | To: | | | -264, I-664 | | | | L | | | | | | | | | |
| /est | From: | I-64-W TO C | | | |) PARALI | LE | | | | | - | 0.406 | | | 400 | |
| Ramp | City of Norfolk (M | | 0.03 | 490 | G | (X/IIIXX/ | | | | | | | 0.102 | | | 490 | G |
| <u></u> | 10: | 2US 60- | -P; 2US | 60-P004A (| JCEAN | VIEW | | | | | | | | | | | |

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

| Route | Jurisdiction | Length AADT QA 4Tire Bus | Truck 2Axle 3+Axle 1Trail 2Trail | QC K QF | Dir AAWDT | QW |
|--------------|---------------------------------------|--|----------------------------------|---------|-----------|----|
| West 64 Ramp | From: City of Norfolk (Maint: 64) To: | 1-64-W TO 4TH VIEW STREETRT 60 0.18 1800 G US 60 US 60- 281B FROM & TO I-64 | | 0.081 | 1800 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.15 3700 G 122-8623 Bay Ave | | 0.187 | 3700 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO US 46000- GRANDBY ST 0.11 3900 G US 460 FROM I-64 WEST | | 0.153 | 3900 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.26 6500 G SR 165 Little Creek Rd | | 0.129 | 6500 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | 0.11 4600 G SR 168 FROM I-64 WEST | | 0.109 | 4600 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | 64-W TO RT 168 NORTH-TIDEWATER DRIVE 0.21 4500 G SR 168 FROM I-64 WEST | | 0.133 | 4500 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | 0.25 8800 G SR 194 FROM I-64 WEST | | 0.115 | 8800 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | 1-64-W TO RT 247 WEST00- NORVIEW Ave 0.18 3700 G 98% 0% SR 247 FROM I-64 WEST | 1% 0% 0% 0% | C 0.130 | 3700 | G |
| West 64 Ramp | From: I-6 City of Norfolk (Maint: 64) | 64-W TO RT 247 WEST-NORVIEW AVENUE 0.13 4900 G 99% 0% SR 247 FROM I-64 WEST | 0% 0% 0% 0% | C 0.087 | 4900 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | -64-W TO RT 165MILITARY HGWY VIA RO 0.20 9000 G ROBIN HOOD ROAD | | 0.087 | 9000 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.11 24000 G I-64-W282B TO RT 13 SOUTH | | 0.091 | 24000 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | 0.04 NA US 13 FROM RT 64 WEST | | NA | NA | |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W282A TO RT 13 SOUTH 0.03 NA WCL Virginia Beach | | NA | NA | |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO H.O.V. LANE 0.09 3100 G I-64-R FROM I-64 WEST | | 0.185 | 3100 | G |

Virginia Department of Transportation Traffic Engineering Division 2017 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

| Route | Jurisdiction | Length AADI QA 411re Bus 2 | Truck Axle 3+Axle 1Trail 2Trail | QC K QK Factor | Dir Factor AAWDT QW |
|--|----------------------------------|---|------------------------------------|----------------|------------------------|
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO I-264 WEST 0.13 8700 G I-264-W013X FROM I-64 WEST | _ | 0.097 | 8700 G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO I-264 EAST44 0.23 26000 G I-264-E013X FROM I-64 WEST | | 0.08 | 26000 G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO H.O.V.LANEMEDIAN 0.12 3900 G I-64-R I-64-R008A TO & FROM RT |] | 0.334 | 3900 G |
| West 64 Ramp | City of Virginia Beach (Maint: 6 | I-64-W TO RT 407 EAST 64) 0.22 6400 G SR 407 FROM I-64 WEST | | 0.129 | 6400 G |
| West 64 Ramp | City of Virginia Beach (Maint: 6 | I-64 West 64) 0.20 13000 G SR 407 Indian River Rd | | 0.086 | 13000 G |
| West 64 Ramp | City of Chesapeake (Maint: 64 | -64-W289X TO GREENBRIER PARKWAY WEST | 1% 1% 2% 0% | C 0.116 | 6500 G |
| West 64 Ramp | City of Chesapeake (Maint: 64 | 4) 0.25 11000 G 131-8665 FROM RT 64 WEST | | 0.085 | 11000 G |
| West 64 Ramp | City of Chesapeake (Maint: 64 | | | NA | NA |
| West 64 Ramp | City of Chesapeake (Maint: 64 | 4) 0.10 NA 31-8665-E001B FROM GREENBRIER PARKWAY | _ | NA | NA |
| West 64 Ramp | City of Chesapeake (Maint: 64 | | | NA | NA |
| West 64 Ramp | City of Chesapeake (Maint: 64 | | | NA | NA |
| West 64 Ramp | City of Chesapeake (Maint: 64 | | - 1 | 0.098 | 19000 G |
| West 64 168 Ramp | City of Chesapeake (Maint: 64 | I-64 W 4) 0.18 2900 G 86% 1% Bus SR 168 N | | C 0.078 | 2900 G |
| West (64) Ramp From I-64 W to SR 168 S | City of Chesapeake (Maint: 64 | I-64 West 1 0.30 9400 G 97% 0% Bus SR 168 Battlefield Blvd S |] 1% 0% 1% 0% | C 0.105 | 9400 G |

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

| | | | 21101111 | | | | | | | | | | | | | | |
|-------------------------------|-----------------------------------|-------------|--------------------------------------|--|----------------|--------|-----|---------|----------------|----|----|----|-------------|----|---------------|-------|----|
| Route | Jurisdiction | n | Length | | QA | 4Tire | Bus | | Truc 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
| West 168 I-64 W Exit 290 | City of Chesapeake | (Maint: 64) | 0.10 | I-64 W 15000 | G | | | | | | | | 0.079 | | | 15000 | G |
| West (168) I-64 W Exit 290 | City of Chesapeake | (Maint: 64) | I-64 0.10 | 4 W Exit 29 | 0 B | | | | | | | | NA | | | NA | |
| Nest (168) I-64 W Exit 290 | City of Chesapeake | | Ramp From Bus | s SR 168 Ba | attlefield | Blvd S | | | | | | | NA | | | NA | |
| West 64) I-64 W Exit 290 | City of Chesapeake | (Maint: 64) | I-64 0.12 | 4 W Exit 29 | 00 S | | | | | | | | NA | | | NA | |
| Nest 1-64 W Exit 290 | City of Chesapeake | | Ramp From Bus | S SR 168 Ba | attlefield | Blvd N | | | | | | | NA | | | NA | |
| West (64) I-64 W Exit 290 | City of Chesapeake | | | to I-64 E Ex | xit 289 | | | _ | | | | | NA | | | NA | |
| West | To: | (| | I-64 W | Connecto | r | | | | | | | | | | | |
| Ramp Between SR 168 and I-464 | City of Chesapeake | (Maint: 64) | | 3300 -464; US 17 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.131 | | | 3500 | G |
| Nest 64 Ramp | City of Chesapeake | (Maint: 64) | 0.49 | I-64 West 8900 SR 168 | G | | | <u></u> | | | | | 0.102 | | | 8900 | G |
| Nest 64 Ramp | Fron: City of Chesapeake τα | | US 17-N017A 0.05 SR 168-P FROM | A FROM R | | | | | | | | | NA | | | NA | |
| Vest Ramp | City of Chesapeake | | I-64-W BEGIN 0.40 | COLL ROA NA US 17-N01 | | RT 464 | | | | | | | NA | | | NA | |
| Vest Ramp | From: City of Chesapeake | (Maint: 64) | 0.20 | I-64 West 2600 Great Bridge | G | | | | | | | | 0.087 | | | 2600 | G |
| Vest Ramp | From: City of Chesapeake | (Maint: 64) | | I-64 West 5600 US 17 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.092 | | | 5900 | G |
| Vest 64 Ramp | Front: City of Chesapeake | | 64-W TO RT 13 0.23 | | G | GHWAY | | | | | | | 0.088 | | | 4700 | G |
| George Washington Hwy | From: City of Portsm | nouth | | 7 Frederick 17000 | | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.688 | 18000 | G |
| 141)George Washington Hwy | City of Portsm | nouth | SR 0.48 | 337 Elm A | ve G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.102 | | 0.616 | 12000 | G |

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 | K Factor | AAWDT | QW |
| | From: | Portsmouth Blve | | | | | | | | | | | | |
| 141 Effingham St | City of Portsmouth | 0.76 22000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.095 | 0.748 | 23000 | G |
| | To: From: | I-264 | | | | | | | | | | | | |
| 141 Effingham St | City of Portsmouth | 0.18 27000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | 0.517 | 29000 | G |
| | Ta: From: | South St | | | | | | | | | | | | |
| (141)Effingham St | City of Portsmouth | 0.25 25000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.07 | 0.568 | 27000 | G |
| | To: From: | High St | | | | <u> </u> | | | | | | | | |
| 141)Effingham St | City of Portsmouth | 0.06 19000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.071 | 0.641 | 20000 | F |
| | To: | London Blvd | | | | | | | | | | | | |
| 141 London Blvd | City of Portsmouth | Effingham St 0.33 18000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.080 | 0.64 | 19000 | F |
| 141 Condon Biva | oity of Fortsmouth | | ' | JO 70 | 0 70 | 1 70 | 0 70 | 0 70 | 0 70 | • | 0.000 | 0.04 | 13000 | ' |
| Landon Plyd | City of Portsmouth | 0.83 24000 | F | 98% | 0% | 10/ | 00/ | 0% | 0% | С | 0.087 | 0.692 | 26000 | F |
| 141 London Blvd | City of Portsmouth | M L King Freewa | | 90% | 0% | 1% | 0% | 0% | 0% | C | 0.087 | 0.692 | 26000 | Г |
| | From: | SR 141 RAMP TO I | | | | | | | | | | | | |
| (141)Ramp | Norfolk Maintenance Area | 0.15 NA | 13 204 | | | | | | | | NA | | NA | |
| 141) | | -264-E; 124-99013-E000A F | ROM F | RT 141- | | | | | | | | | | |
| North | From: | SR 141 RO ROUTE 26 | | | | | | | | | | | | |
| (141)Ramp | City of Portsmouth (Maint: 64) | 0.30 2700 | G | | | | | | | | 0.233 | | 2700 | G |
| | To: I-264 | 4-W FROM ROUTE 14100- | EFFIN | GHAM S | Т | | | | | | | | | |
| South | From: | SR 141 TO ROUTE 26 | 4 WES | Т | | | | | | | | | | |
| (₁₄₁)Ramp | City of Portsmouth (Maint: 64) | 0.14 2200 | G | | | | | | | | 0.132 | | 2200 | G |
| | To: I-20 | 64-W FROM ROUTE 141-E | EFFING | HAM ST | | | | | | | | | | |
| | From: | ECL Suffolk | | | | | | | | | | | | |
| 164 Western Freeway | City of Portsmouth (Maint: 64) | 0.88 51000 | Α | 95% | 0% | 0% | 1% | 3% | 0% | С | 0.112 | 0.587 | 57000 | Α |
| | To: From: | Towne Point Ro | | | | | | | | | | | | |
| (164)Western Freeway | City of Portsmouth (Maint: 64) | 1.35 55000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.089 | 0.635 | 61000 | G |
| <u> </u> | To: From: | Cedar Lane | | | | | | | | | | | | |
| (164)Western Freeway | City of Portsmouth (Maint: 64) | 1.73 46000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.089 | 0.635 | 56000 | G |
| <u> </u> | To: | West Norfolk R | d | | | | | | | | | | | |
| 164)Western Freeway | City of Portsmouth (Maint: 64) | 1.81 47000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.089 | 0.635 | 53000 | G |
| \smile | То: | US 58, SR 337 Martin Luth | ner King | Fwy | | | | | | | | | | |
| | From: | Bus US 17 George Washi | ington F | _ | | | | | | | | | | |
| (165)Moses Grandy Trail | City of Chesapeake | 2.70 13000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.099 | 0.519 | 14000 | F |
| | To: From: | US 17 Dominion E | Blvd | | | | | | | | | | | |
| 165)Cedar Rd | City of Chesapeake | 0.28 26000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.09 | 0.535 | 27000 | F |
| | To | Bells Mill Rd We | est | | | <u> </u> | | | | | | | | |
| (165)Cedar Rd | City of Chesapeake | 2.01 30000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.089 | 0.529 | 32000 | F |
| | To: | 131-8798 Bells Mill R | Rd East | | | | | | | | | | | |

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

| _ | | | | | | Tru | ıck | | | K | Dir Dir | | |
|----------------------------------|--------------------|--|---------------|---------|------|--------|------|------|----|--------|-----------|-------|----|
| Route | Jurisdiction | Length AADT | QA 4T | ire Bu | 3 | 3+Axle | | | QC | Factor | QK Factor | AAWDT | Q۱ |
| | From: | 131-8798 Bells Mill | Rd East | | | | | | | | | | |
| 165 Cedar Rd | City of Chesapeake | 1.73 27000 | F 98 | 3% 1% | 1% | 0% | 0% | 0% | F | 0.081 | 0.57 | 29000 | F |
| .55) | To | D CD 160 D | -1.1 D11 | | | | | | | | | | |
| Bus | From: | Bus SR 168 Battlefie | | | | | | | | | | | |
| 165) (168) Battlefield Blvd | City of Chesapeake | 0.26 32000 | G 99 | 9% 0% | 1% | 0% | 0% | 0% | С | 0.083 | 0.505 | 34000 | (|
| | To | BUS SR 168 Battlefi | ield Blvd | | | | | | | | | | |
| 165)Mt Pleasant Rd | City of Chesapeake | 0.75 19000 | F 97 | 7% 1% | 1% | 1% | 1% | 0% | F | 0.102 | 0.613 | 20000 | |
| | To | CD 100 C + D 11 | D | | | | | | | | | | |
| 165)Mt Pleasant Rd | City of Chesapeake | SR 168 Great Bridge 2.57 19000 | | 7% 1% | 1% | 1% | 1% | 0% | С | 0.097 | 0.511 | 20000 | |
| 165 IVIL Fleasaill Nu | City of Chesapeake | 2.57 19000 | F 9/ | 70 170 | 170 | 1 70 | 170 | 0% | C | 0.097 | 0.511 | 20000 | |
| | To: From: | 131-866 Centerville | | | | | | | | | | | |
| 165)Mt Pleasant Rd | City of Chesapeake | 4.53 10000 | F 97 | 7% 0% | 1% | 1% | 1% | 0% | С | 0.110 | 0.558 | 11000 | |
| <u> </u> | To: | 131-8667 Fentress Ai | irfield Rd | | | | | | | | | | |
| 165)Mt Pleasant Rd | City of Chesapeake | 0.91 11000 | F 97 | 7% 0% | 1% | 1% | 1% | 0% | F | 0.116 | 0.661 | 11000 | |
| 103) | To: | WCL Virginia Bo | | | | | | | | | | | |
| | From: | WCL Virginia Beach, SR 40 | | Rd | | | | | | | | | |
| 165)Kempsville Rd | City of Norfolk | 1.00 20000 | G 98 | 3% 1% | 1% | 0% | 0% | 0% | С | 0.093 | 0.628 | 22000 | |
| | To | US 58 Virginia Bead | ah Dhud | | | | | | | | | | |
| 165)Kempsville Rd | City of Norfolk | 1.57 12000 | | 3% 1% | 1% | 0% | 0% | 0% | F | 0.102 | 0.582 | 13000 | (|
| 165 / Kempsville Hu | City of Norion | US 13 Northampto | | 0/0 1/0 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | • | 0.102 | 0.502 | 13000 | |
| | From: | Kempsville R | | | | | | | | | | | |
| 165) (13) (166) Northampton Blvd | City of Norfolk | 0.26 30000 | | 7% 1% | 1% | 0% | 1% | 0% | F | 0.086 | 0.510 | 32000 | (|
| 100 (10) | To: | SR 166, US1 | | | | | | | | | | | |
| | From: US | 13 Northampton Blvd; SR 16 | 66 Princess A | nne Rd | | | | | | | | | |
| 165 Military Hwy North | City of Norfolk | 0.62 43000 | G 98 | 3% 1% | 1% | 0% | 0% | 0% | F | 0.106 | 0.674 | 46000 | |
| \mathcal{L} | To: | I-64 | | | | | | | | | | | |
| 165)Military Hwy North | City of Norfolk | 0.60 26000 | G 98 | 3% 1% | 1% | 0% | 0% | 0% | F | 0.088 | 0.59 | 28000 | (|
| 163 | ency of Horion | | | ,,, | | 0 70 | 070 | 070 | • | 0.000 | 0.00 | 20000 | |
| | From: | SR 192 Azalea Gar | | | | | | | | | | | |
| Military Hwy North | City of Norfolk | 0.39 23000 | G 98 | 3% 1% | 1% | 0% | 0% | 0% | С | 0.086 | 0.544 | 25000 | (|
| <u> </u> | To: From | SR 247 Norview | Ave | | | | | | | | | | |
| 165 Military Hwy North | City of Norfolk | 1.65 23000 | G 98 | 3% 1% | 1% | 0% | 0% | 0% | F | 0.089 | 0.51 | 25000 | (|
| | To | SR 170 Little Cree | alr D.d | | | | | | | | | | |
| 165)Little Creek Rd | City of Norfolk | 0.12 32000 | | 7% 1% | 1% | 1% | 1% | 0% | F | 0.085 | 0.536 | 35000 | |
| 165 Little Oreek Hu | City of Norion | 0.12 32000 | u 31 | 70 170 | 1 /0 | 1 /0 | 1 /0 | 0 /6 | • | 0.005 | 0.550 | 33000 | |
| | To: From: | SR 194 Chesapeak | | | | | | | | | | | |
| 65)Little Creek Rd | City of Norfolk | 0.58 22000 | G 97 | 7% 1% | 1% | 1% | 1% | 0% | F | 0.087 | 0.582 | 24000 | (|
| <u> </u> | To: From: | Tidewater & Sewells | Point Rd | | - | | | | | | | | |
| 165)Little Creek Rd | City of Norfolk | 0.86 21000 | | 7% 1% | 1% | 1% | 1% | 0% | F | 0.093 | 0.639 | 23000 | (|
| 100) | To | NHS Change | | | i i | | | | ٠ | | | | |
| | From: | I-64 | | | | | | | | | | | |
| 165)Little Creek Rd | City of Norfolk | 0.36 23000 | G 97 | 7% 1% | 1% | 1% | 1% | 0% | F | 0.077 | 0.516 | 25000 | (|
| | To: | US 460 Granby | | | | | | | | | | | |

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 | Q' |
| | From: | US 460 Granby | y St | | | | | | | | | | | |
| 65)Little Creek Rd | City of Norfolk | 1.19 20000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.080 | 0.71 | 21000 | |
| <u> </u> | To: From: | Diven St | | | | \neg | | | | | | | | |
| 65)Little Creek Rd | City of Norfolk | 0.78 12000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | 0.592 | 13000 | |
| | To: | SR 337 Hampton | Blvd | | | | | | | | | | | |
| | From: | SR 165 I-564-S000A FROM | M RT 56 | 4 SOU | | | | | | | | | | |
| 65)Ramp | City of Norfolk (Maint: 64) | 0.11 5700 | G | | | | | | | | 0.077 | | 5700 | |
| | To: | I-64-E FROM RT 165 NOF | RTH & S | OUTH | | | | | | | | | | |
| orth | From: | SR 165 TO I-64 V | WEST | | | | | | | | | | | |
| 65)Ramp | City of Norfolk (Maint: 64) | 0.11 NA | | | | | | | | | NA | | NA | |
| - who | To: From: | 122-99026- A RROM ROBI | N HOOL | ROAD | | - | | | | | | | | |
| orth 65)Ramp | City of Norfolk (Maint: 64) | 0.11 9300 | G | | | | | | | | 0.090 | | 9300 | |
| 65) rump | | -64-W FROM RT 16500- MIL | | HIGHWA | Y | | | | | | 0.000 | | 3000 | |
| | From: | US 17 Dominion | | | | | | | | | | | | |
| 166 Bainbridge Blvd | City of Chesapeake | 2.05 1900 | F | 89% | 1% | 2% | 4% | 4% | 0% | F | 0.093 | 0.682 | 2100 | |
| 00)ge =e | | | | | | | .,. | .,. | | - | | | | |
| 66)Bainbridge Blvd | City of Chesapeake | SR 190 Great Bridg 0.69 7400 | ge Blvd F | 89% | 1% | 2% | 4% | 4% | 0% | С | 0.101 | 0.578 | 8400 | |
| 66 Ballibridge Bivd | City of Offesapeake | | | 09 /6 | 1 /0 | | 4 /0 | 4 /0 | 0 /6 | C | 0.101 | 0.576 | 0400 | |
| | To: From: | US 13 Military I | | | | | | | | | | 0.50/ | | |
| 66 460 Bainbridge Blvd | City of Chesapeake | 0.74 11000 | F | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.103 | 0.561 | 11000 | |
| | To: From: | Freeman Ave | | | | | | | | | | | | |
| 66)(460)Bainbridge Blvd | City of Chesapeake | 1.25 9900 | F | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.086 | 0.534 | 10000 | |
| <u> </u> | To: From: | Chesapeake I | Or | | | | | | | | | | | |
| 166)(460)Bainbridge Blvd | City of Chesapeake | 0.81 8600 | F | 95% | 1% | 1% | 1% | 2% | 0% | С | 0.085 | 0.631 | 9100 | |
| | To: | SR 337 Poindext | | | | | | | | | | | | |
| 166 (460) Poindexter St | City of Chesapeake | Bainbridge Bl 0.56 7500 | rd F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.119 | 0.699 | 8000 | |
| 66 (460) Poindexter St | City of Chesapeake | 0.56 7500 | Г | 90% | 1 70 | 1 70 | 0% | 076 | 0% | C | 0.119 | 0.699 | 0000 | |
| | To: From: | Liberty St | | | | | | | | | | | | |
| 166 460 22nd St | City of Chesapeake | 0.39 5700 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.122 | 0.738 | 6000 | |
| | From: | SCL Norfolk NCL Chesapea | | | | | | | | | | | | |
| (66) (460) Wilson Rd | City of Norfolk | 0.65 9100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.109 | 0.604 | 9900 | |
| | To: | Campostella A | ve | | | | | | | | | | | |
| | From: | Wilson Rd | | | | | | | | | | | | |
| 66 460 168 Campostella Rd | City of Norfolk | 0.73 51000 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.113 | 0.783 | 55000 | |
| | To: From: | Kimball Terr | r | | | | | | | | | | | |
| 66)(460)(168)Brambleton Ave | City of Norfolk | 0.30 46000 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.082 | 0.614 | 50000 | |
| | To: Cross | US 460 Brambleto | on Ave | | | ⊒⊢ | | | | | | | | |
| 66)Park Ave | City of Norfolk | 0.45 14000 | G | 97% | 1% | 1% | 1% | 0% | 0% | С | 0.088 | 0.508 | 16000 | |
| \mathcal{L} | To: | US 58 Va Beach | Blvd | | | | | | | | | | | |
| Park Ave | City of Norfolk | 0.14 13000 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.09 | 0.515 | 15000 | |
| 100) | To: | Princess Anne | | | .,. | $\overline{}$ | | | | - | | | | |

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

| | | | | | | | | | Tru | ıok | | | K | Dir | | |
|---|-----------|--|----------------------|-----------------------|-------------|-------|------|-----------|-----------|----------|---------|--------|-------------|------------|--------|---|
| Route | | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | _ | | QC | Factor | QK Factor | AAWDT | C |
| | | From: | | Park Ave | | | | 27000 | OTTINIC | TTTGII | ZIIdii | | 1 40101 | 1 40101 | | |
| 166) Princess Anne Rd | | City of Norfolk | 0.65 | 16000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.083 | 0.524 | 17000 | |
| | | To: | | 1errimac Av | re. | | | | | | | | | | | |
| 166)Princess Anne Rd | | City of Norfolk | 0.30 | 17000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.083 | 0.51 | 19000 | |
| 100 | | To | D | allentine Bly | 2d | | | | | | | | | | | |
| 166)Princess Anne Rd | | City of Norfolk | 0.95 | 20000 | <u>А</u> | 97% | 1% | 1% | 1% | 1% | 0% | С | 0.097 | 0.559 | 22000 | |
| 100)*********************************** | | Tee | | | | | | | .,. | .,. | - , - | _ | | | | |
| 166)Princess Anne Rd | | City of Norfolk | 1.46 | alea Garden 19000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.087 | 0.518 | 21000 | |
| 166 I TITICC33 ATTITIC TIC | | Oity of Norioix | | | | 37 76 | 1 /0 | 1 70 | 1 /0 | 1 /0 | 0 70 | • | 0.007 | 0.510 | 21000 | |
| Northam | atan Dlud | City of Norfalls | | 13 Military I | | 070/ | 10/ | 10/ | 00/ | 10/ | 00/ | F | 0.006 | 0.510 | 22000 | |
| 166 (13) (165) Northam | DION BIVO | City of Norfolk | 0.26 | 30000 Princess A | G nno Dd | 97% | 1% | 1% | 0% | 1% | 0% | Г | 0.086 | 0.510 | 32000 | |
| | | From: | | 65 Military | | | | | | | | | | | | |
| 166) (13) Northampton B | lvd | City of Norfolk | 0.62 | 35000 | Ğ | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.093 | 0.606 | 36000 | |
| | | То | | I-64 | | | | — | | | | | | | | |
| 166) (13) Northampton B | lvd | City of Norfolk | 0.20 | 80000 | G | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.08 | 0.618 | 83000 | |
| 100) (13) ********** | | To: | | Virginia Be | | | | | | | - , - | - | | | | |
| | | From: | | Carolina Sta | | | | i | | | | | | | | |
| 168)Battlefield Blvd | | City of Chesapeake | 1.79 | 26000 | A | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.153 | 0.509 | 24000 | |
| 100) | | · | | 41. C -14 D1- | J. C-111 | | | | | | | | | | | |
| 168 Chesapeake Express | wav | City of Chesapeake (Maint: TOL) | us SR 168 Ba 2.92 | 10000 | G Gaile | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.086 | 0.744 | 9500 | |
| 166) Griodapodiko Express | ···ay | , , | | | | | | | 1 70 | 1 /0 | 0 70 | · | 0.000 | 0.7 1 1 | 0000 | |
| Channalia Evaran | | 11011. | R 168 Battlefi | | | | | 10/ | 10/ | 10/ | 00/ | F | 0.006 | 0.744 | 0500 | |
| 168 Chesapeake Express | way | City of Chesapeake (Maint: TOL) | 2.94 | 10000 | G | 97% | 0% | 1% | 1% | 1% | 0% | Г | 0.086 | 0.744 | 9500 | |
| | | To- From: | | fillcrest Pkw | • | | | | | | | | | | | |
| 168 Chesapeake Express | way | City of Chesapeake (Maint: TOL) | 0.25 | 37000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.086 | 0.744 | 34000 | |
| <u> </u> | | To: From: | Е | nd Toll Roa | d | | | | | | | | | | | |
| 168 Great Bridge Bypass | | City of Chesapeake | 1.76 | 37000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.09 | 0.673 | 34000 | |
| <u> </u> | | To: From: | Bus SR | 168 Battlefi | eld Blvd | | | | | | | | | | | |
| 168)Great Bridge Bypass | | City of Chesapeake | 0.20 | 32000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.079 | 0.609 | 31000 | |
| | | To: | | Hanbury Rd | | | | | | | | | | | | |
| 168 Great Bridge Bypass | | City of Chesapeake | 1.50 | 48000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.084 | 0.675 | 45000 | |
| 100) | | Tee | | | | | | | | | | | | | | |
| 168 Great Bridge Bypass | | City of Chesapeake | 2.49 | 65 Mt Pleasa 69000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.093 | 0.669 | 65000 | |
| 168 Great Bridge Bypass | | Oity of Officsapeard | | | | 37 76 | 0 70 | 1 70 | 1 /0 | 1 /0 | 0 70 | • | 0.000 | 0.003 | 03000 | |
| 0.1.0 | | To- From: | | 168 Battlefi | | 070/ | 00/ | 10/ | 40/ | 40/ | 00/ | _ | 0.000 | 0.01 | 05000 | |
| 168 Oak Grove Connecto | r | City of Chesapeake | 1.82 | 69000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.083 | 0.61 | 65000 | |
| | | To: From: | | I-64 | | | | | | | | | | | | |
| 168 64 Hampton Road | | City of Chesapeake (Maint: 64) | 0.50 | | | S | | for direc | tional tr | affic vo | lume es | timate | es for this | s segment. | | |
| \smile | Combined | Traffic Estimates for 2 Parallel Roadways on t | his Route: | 115000 | N | 97% | 0% | 1% | 1% | 1% | 0% | Ν | NA | | 123000 | |
| | | To | | I-64; US 17 | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | Dir Factor | AAWDT | QV |
|--|--|--|-------|------------|-------------|---------------|----------|---------|---------|---------------|---------------|-------|----|
| | From: | SR 168 CD Rd | | | | | | | | | | | |
| 168) 64) I-64 W Exit 290 | City of Chesapeake (Maint: 64) | 0.10 | S | See I-64 f | or direc | tional tr | affic vo | lume es | stimate | es for this s | egment. | | |
| | To: From: | Ramp to Bus SR 168 S | | | ⊒⊢ | | | | _ | | | | |
| 168 64 I-64 W Exit 290 | City of Chesapeake (Maint: 64) | 0.10 | S | See I-64 f | or direc | tional tr | affic vo | lume es | stimate | es for this s | egment. | | |
| | To: From: | Ramp From SR 168 S | | | | | | | | | | | |
| 168 64 I-64 W Exit 290 | City of Chesapeake (Maint: 64) | 0.20 | | See I-64 f | or direc | tional tr | affic vo | lume es | stimate | es for this s | egment. | | |
| | 10: From: | Ramp to SR 168, Bus SR 1 Ramp to Bus SR 168 | 68 | | | | | | | | | | |
| 168) (64) Ramp | City of Chesapeake (Maint: 64) | 0.18 | S | See I-64 f | or direc | tional tr | affic vo | lume es | stimate | es for this s | egment. | | |
| | To To | Bus SR 168 | | | | | | | | | | | |
| Bus | From: | | 000/ | 00/ | 10/ | 00/ | 00/ | 00/ | N.I | 0.00 | 0.500 | 75000 | |
| 168 Battlefield Blvd | City of Chesapeake | 0.35 71000 N End Bus SR 168 | 99% | 0% | 1% | 0% | 0% | 0% | N | 0.08 | 0.509 | 75000 | Ν |
| - | From: | I-64; US 17 | | | | | | | | | | | |
| 168)Battlefield Blvd | City of Chesapeake | 0.54 35000 F | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.086 | 0.548 | 38000 | F |
| \smile | Too | US 13 Military Hwy | | | | | | | | | | | |
| 168)Battlefield Blvd | City of Chesapeake | 0.47 22000 F | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.082 | 0.519 | 24000 | F |
| | To | Campostella Rd | | | | | | | | | | | |
| 168)Atlantic Ave | City of Chesapeake | 0.42 16000 F | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.093 | 0.542 | 17000 | F |
| 100) | To | Providence Rd | | | | | | | | | | | |
| 168)Atlantic Ave | From: City of Chesapeake | 1.16 17000 F | 96% | 1% | 1% | 1% | 2% | 0% | С | 0.109 | 0.542 | 19000 | F |
| 108) | To: | | | . , , | | . , , | _,, | 0,0 | Ū | 01.00 | 0.0.2 | .0000 | • |
| 168)Atlantic Ave | City of Chesapeake | Old Atlantic Avenue 0.39 9600 F | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.102 | 0.56 | 10000 | F |
| 168)/ ((((((((((((((((((((((((((((((((((((| The state of the s | | 0070 | 1 70 | | 1 70 | 270 | 0 /0 | • | 0.102 | 0.00 | 10000 | • |
| 168)Campostella Rd | City of Chesapeake | SR 246 Liberty Rd 0.35 16000 F | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.099 | 0.599 | 17000 | F |
| 168 Campostella nu | Oity of Offesapeake | | 90 /0 | 1 /0 | 1 /0 | 1 /0 | 2/0 | 0 /0 | ' | 0.033 | 0.555 | 17000 | ' |
| Compostello Dd | To: From: | SCL Norfolk | 000/ | 10/ | | 10/ | 00/ | 00/ | | 0.000 | 0.010 | 00000 | _ |
| 168 Campostella Rd | City of Norfolk | 0.52 20000 G | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.098 | 0.618 | 22000 | C |
| | To: From: | SR 407 Indian River Rd | | | | | | | | | | | |
| Campostella Rd | City of Norfolk | 0.26 26000 G | 96% | 1% | 1% | 1% | 2% | 0% | F | 0.098 | 0.657 | 28000 | (|
| | From: | US 460 Wilson Rd Wilson Rd | | | | | | | | | | | |
| 168)(460)(166)Campostella Rd | City of Norfolk | 0.73 51000 G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.113 | 0.783 | 55000 | C |
| | To | Kimball Terr | | | | | | | | | | | |
| 168)(460)(166)Brambleton Ave | City of Norfolk | 0.30 46000 G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.082 | 0.614 | 50000 | |
| 100) (400) (100) = 1 | To | | | | | | | • , • | | | | | |
| 168)(460)Brambleton Ave | City of Norfolk | Park Ave 0.40 36000 G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | 0.558 | 39000 | (|
| 168 460 Brambleton Ave | Oity of Norion | | 30 70 | 1 /0 | 1 /0 | 1 /0 | 1 /0 | 0 70 | | 0.002 | 0.550 | 33000 | |
| Tidowator Dr | City of Norfalk | Brambleton Ave | 000/ | 09/ | 10/ | n o/ | 10/ | 00/ | F | 0.083 | 0.500 | 20000 | |
| Tidewater Dr | City of Norfolk | 0.31 35000 G | 98% | 0% | 1% | 0% | 1% | 0% | г | 0.082 | 0.508 | 39000 | G |
| | From: | US 58 Va Beach Blvd | 0000 | 000 | | 061 | 461 | 001 | | 0.05: | 0.500 | 00000 | |
| 168 Tidewater Dr | City of Norfolk | 0.89 33000 G Lindenwood Ave | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.081 | 0.503 | 36000 | G |

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

| | | NOTION MAIN | | | | | Tru | ck | | | K | | Dir | | |
|-------------------|--------------------------------|---------------------|-----------------|----------|------|----------|---------------------------------------|------|------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AA | ADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| | From: | Lindenw | wood Ave | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 0.81 32 | 000 G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.080 | | 0.514 | 35000 | G |
| <u></u> | To: From: | Crom | well Dr | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 1.03 40 | 000 A | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.087 | | 0.503 | 43000 | Α |
| | To From: | Norvie | ew Ave | | | <u> </u> | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 1.11 40 | 000 G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.085 | | 0.517 | 44000 | G |
| | Too | Ĭ- | -64 | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | | 000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.618 | 31000 | G |
| | To- | SR 165 Lin | tle Creek Rd | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | | 000 G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.101 | | 0.657 | 17000 | G |
| 100) | Tac | | | | | | | | | | | | | | |
| 168 Tidewater Dr | From City of Norfolk | | iew Blvd | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.11 | | 0.540 | 13000 | G |
| 168) Hadmater 21 | only of Horion | | | | 0 70 | - 70 | 070 | 070 | 0 70 | • | 0.11 | | 0.010 | 10000 | ŭ |
| 168 Tidewater Dr | City of Norfolk | | Granby St 700 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.115 | | 0.567 | 9500 | G |
| 168 Hoewater Di | To: | | an View Ave | 33 /6 | 0 76 | 1 /8 | 0 /6 | 0 /6 | 0 /6 | • | 0.113 | | 0.507 | 9300 | ч |
| North | From: | SR 168; 1SR 168 | | 15D | | | | | | | | | | | |
| North 168 Ramp | City of Chesapeake (Maint: 64) | | NA | 13B | | | | | | | NA | | | NA | |
| 168) 1 161115 | To: | US 17-N017C 7 | | ST | | | | | | | 14/1 | | | 14/1 | |
| North | From: | SR 168; 1SR 168 | | | | i | | | | | | | | | |
| 168 Ramp | City of Chesapeake (Maint: 64) | | NA | 13/1 | | | | | | | NA | | | NA | |
| 1 | To | SR 168-N015C TO I | DT 17 COUT | (P- 100 | | | | | | | | | | | |
| North | From: | | | 1 & 190 | | | | | | | | | | | |
| 168 Ramp | City of Chesapeake (Maint: 64) | 0.05 67 | 700 G | | | | | | | | 0.142 | | | 7300 | G |
| North | From: U | S 17-N017B FROM RT | T 17 NORTH T | O 464 NC |)R | | | | | | | | | | |
| 168 Ramp | City of Chesapeake (Maint: 64) | 0.07 56 | 600 G | | | | | | | | 0.127 | | | 5900 | G |
| | To: | | US 17-N017 | | | | | | | | | | | | |
| North | From: | SR 168-N015B TO I | RT 17 SOUTH | l & 190 | | | | | | | | | | | |
| 168)Ramp | City of Chesapeake (Maint: 64) | 0.38 N | NΑ | | | | | | | | NA | | | NA | |
| \smile | To: | SR 168-S015A TO I | RT 17 SOUTH | & 190 | | | | | | | | | | | |
| North | From: | SR 168 TO | I-64 WEST | | | | | | | | | | | | |
| 168)Ramp | City of Norfolk (Maint: 64) | | 100 G | | | | | | | | 0.107 | | | 5100 | G |
| \smile | To: I-6 | 64-W FROM RT 168 N | ORTH-TIDEV | VATER D | RI | | | | | | | | | | |
| North | From: | SR 168; 122-8626 TO | | THOL | | | | | | | | | | | |
| 168 Ramp | City of Norfolk (Maint: 64) | | 200 G | | | | | | | | 0.105 | | | 5200 | G |
| <u> </u> | To: I-6 | 64-E FROMRT 168 NO | RTH-TIDEW. | ATER DR | IV | | | | | | | | | | |
| South | From: | | TO RT 190 | | | | · · · · · · · · · · · · · · · · · · · | | | | | | | | |
| 168 Ramp | City of Chesapeake (Maint: 64) | 0.13 15 | 000 G | | | | | | | | 0.084 | | | 16000 | G |
| South | To: From: | SR 168-N015C TO I | RT 17 SOUTH | & 190 | | | | | | | | | | | |
| 168)Ramp | City of Chesapeake (Maint: 64) | 0.29 N | NA. | | | | | | | | NA | | | NA | |
| , | To: | US 17 SR 190 FROM | | 64,64 & | | | | | | | | | | | |
| | • | | | | | • | | | | | | | | | |

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 Fac | AAWD | T QV |
|--|------------------------------|---------------------------------------|------------------|-----------|-----|-----------------|---------------|----|----|----|-------------|--------|----------|------|
| South 168 Ramp | City of Norfolk (Maint: 64) | SR 168 0.17 I-64-E FROM RT 16 | 3500 G | WATER D | ΡΊ | | | | | | 0.090 | | 3500 | G |
| South 168)Ramp | City of Norfolk (Maint: 64) | SR 168 0.13 | TO I-64 WEST | | | | | | | | 0.102 | | 3100 | G |
| | To: | I-64-W FROM RT 16 | | | | <u> </u> | | | | | | | | |
| Bus 168 Battlefield Blvd | City of Chesapeake | | 15000 F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.088 | 0.6 | 30 16000 | F |
| Bus 168)Battlefield Blvd | City of Chesapeake | | 18000 F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.088 | 0.5 | 99 19000 | F |
| | To: From: | Cen | terville Tpke | | | \neg \vdash | | | | | | | | |
| Bus 168)Battlefield Blvd | City of Chesapeake | 3.78 | 21000 F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.121 | 0.5 | 53 22000 | F |
| Bus | To: From: | SR 168 G | reat Bridge Byp | ass | | | | | | | | | | — |
| 168)Battlefield Blvd | City of Chesapeake | 0.28 | 11000 F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.103 | 0.6 | 87 12000 | F |
| Bus 168) Battlefield Blvd | City of Chesapeake | | 302 Hanbury Rd | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.103 | 0.6 | 87 13000 |) F |
| <u> </u> | To: | SR 165 S, Mount | | nstown Rd | | | | | | | | | | |
| Bus 168)(165)Battlefield Blvd | City of Chesapeake | · · · · · · · · · · · · · · · · · · · | 32000 G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.083 | 0.5 | 05 34000 |) (3 |
| Bus | To: From: | SR 165 N | North; Cedar Roa | ıd | | | | | | | | | | |
| 68) Battlefield Blvd | City of Chesapeake | 1.24 | 38000 F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | 0.6 | 64 40000 |) F |
| Bus | From: | SR 190 (| Great Bridge Bly | d | | | | | | | | | | |
| Battlefield Blvd | City of Chesapeake | 0.17 | 36000 F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.081 | 0.5 | 66 38000 | F |
| Bus | To: From: | SR 168 G | reat Bridge Bypa | ass | | | | | | | | | | |
| Battlefield Blvd | City of Chesapeake | | 41000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | 0.6 | 57 44000 |) (|
| Bus | From: | Hollywood | Rd; Oak Grove | Rd | | | | | | | | | | |
| Battlefield Blvd | City of Chesapeake | | 52000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.090 | 0.6 | 22 56000 |) (|
| Bus 68)Battlefield Blvd | City of Chesapeake | | 71000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.08 | 0.5 | 09 75000 |) (3 |
| Bus | To: From: | | I-64 | | | | | | | | | | | |
| 168 168 Battlefield Blvd | City of Chesapeake | | 71000 N | 99% | 0% | 1% | 0% | 0% | 0% | N | 0.08 | 0.5 | 09 75000 |) N |
| Bus | From: | | SR 168 NB | | | | | | | | | | | _ |
| 168 Ramp From Bus SR 168 NB to I-64 WB | City of Chesapeake (Maint: 6 | 4) 0.28 | 11000 G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.081 | | 11000 | G |

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

| | | | | | | | Truc | ck | | | K | Dir Dir | | |
|------------------------------------|--|------------------------------------|--------------|-------|------|---------|--------|--------|--------|----|--------|----------|------------|----|
| Route | Jurisdiction | Length AA | DT QA | 4Tire | Bus | 2Axle 3 | 3+Axle | 1Trail | 2Trail | QC | Factor | QK Facto | AAWDT r | Q۷ |
| Bus | From: | Bus SR | | 2==/ | | | | | | | | | | |
| Ramp From Bus SR 168 NB to I-64 EB | City of Chesapeake (Maint: 64 | 4) 0.18 95 I-64- | | 97% | 0% | 1% | 0% | 1% | 0% | С | 0.08 | | 9500 | G |
| | Tourist Control of the Control of th | | | | | 1 | | | | | | | | |
| Bus 168)Ramp | City of Chesapeake (Maint: 64 | SR 168 Battle 1) 0.17 36 | | 94% | 0% | 2% | 1% | 3% | 0% | С | 0.076 | | 3600 | |
| 168/11411119 | To: | I-64 | | 34 /6 | 0 /6 | 2/6 | 1 /0 | J /6 | 0 /6 | O | 0.070 | | 3000 | |
| Bus | From: | Bus SR 168 Ba | | c | | | | | | | | | | |
| 168)Ramp | City of Chesapeake (Maint: 64 | | | 86% | 1% | 1% | 2% | 9% | 1% | С | 0.094 | | 3300 | (|
| 100) | To: | I-64 | | | | | | | | | | | - | |
| | From: | SR 165 N M | Ailitary Hwy | | | | | | | | | | | |
| 170 Little Creek Rd | City of Norfolk | 1.08 250 | | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.084 | 0.528 | 27000 | (|
| | To | Halprir | n Drive | | | | | | | | | | | |
| 170)Little Creek Rd | City of Norfolk | 0.48 240 | | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.086 | 0.508 | 26000 | (|
| | To | SR 192 Azale | | | | | | | | | | | | |
| 170)Little Creek Rd | City of Norfolk | 1.09 22 0 | | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.088 | 0.52 | 24000 | (|
| 170) | To: | US 60 Sh | | | | | • , • | | | | | | | |
| | From: | SR 166 Bain | nbridge Blvd | | | | | | | | | | | |
| 190 Great Bridge Blvd | City of Chesapeake | 0.83 39 | | 89% | 3% | 1% | 3% | 3% | 0% | С | 0.110 | 0.705 | 4200 | |
| | Tos | 131-8763 Ca | mnostella Rd | | | | | | | | | | | |
| 190)Great Bridge Blvd | City of Chesapeake | 0.30 79 | • | 89% | 3% | 1% | 3% | 3% | 0% | F | 0.110 | 0.705 | 8400 | ı |
| <u> </u> | To | Ι-ć | | | | | | | | | | | | |
| 190)Great Bridge Blvd | City of Chesapeake | 0.26 120 | | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.096 | 0.694 | 13000 | |
| 190) areat 2.10go 2.10 | To- | | | 0070 | | | 0,0 | 0 70 | 0,0 | • | 0.000 | 0.00 | | |
| 190)Great Bridge Blvd | City of Chesapeake | US 17 Don 2.34 13 0 | | 96% | 2% | 1% | 0% | 0% | 0% | С | 0.095 | 0.665 | 14000 | |
| 190) Great Bridge Bivd | Oity of Offesapeake | | | | 2/0 | 1 /6 | 0 /6 | 0 /6 | 0 /6 | O | 0.033 | 0.000 | 14000 | |
| Karana illa Dd | City of Chesapeake | Bus SR 168 B | | | 0% | | 10/ | 1% | 0% | F | 0.007 | 0.570 | 00000 | |
| 190 Kempsville Rd | City of Chesapeake | 0.48 310 | | 98% | 0% | 0% | 1% | 170 | 0% | Г | 0.087 | 0.578 | 32000 | |
| | From: | | eld Ave | 000/ | 00/ | | 40/ | 40/ | 201 | | 0.000 | 0.54 | | |
| 190 Kempsville Rd | City of Chesapeake | 0.81 310 | 000 F | 98% | 0% | 0% | 1% | 1% | 0% | С | 0.088 | 0.512 | 33000 | F |
| | To: From: | Greenbri | | | | | | | | | | | | |
| 190) Kempsville Rd | City of Chesapeake | 1.81 210 | 000 F | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.096 | 0.562 | 22000 | I |
| <u> </u> | To- From: | Volvo | Pkwy | | | | | | | | | | | |
| 190 Kempsville Rd | City of Chesapeake | 0.49 190 | | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.097 | 0.54 | 21000 | F |
| <u> </u> | To: | WCL Virg | ginia Beach | | | | | | | | | | | |
| | From: | SR 191, S M | | | | | | | | | | | | |
| 191) (13) (460) | City of Chesapeake | 0.18 77 | | 90% | 1% | 2% | 3% | 4% | 0% | F | 0.113 | 0.576 | 8100 | F |
| <u> </u> | To: From: | AIRLINI US 58 Air | | | | | | | | | | | | |
| 191)Jolliff Rd | City of Chesapeake | 2.22 35 | | 96% | 1% | 1% | 1% | 0% | 0% | С | 0.122 | 0.676 | 3700 | F |
| 131/33 | To: | Dock Lai | | 0070 | . /0 | | . 75 | J /U | 0 /0 | 9 | V | 0.07 | 3,00 | |

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

| | | Nortolk Maintenance Are | | | | Tru | ıck | | | K | Dir Dir | | |
|----------------------------------|-----------------------------|-----------------------------|----------|-------|---------|---------|-------|--------|----|---------|-----------|--------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK Factor | AAWDT | Q۷ |
| | From: | Dock Landing Rd | | | 27 (XIC | OTTIALO | TTTUI | ZIIdii | | 1 40101 | 1 40101 | | |
| 191)Jolliff Rd | City of Chesapeake | 0.91 4000 F | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.111 | 0.527 | 4200 | F |
| | To: | SR 337 Portsmouth Blvd | | | | | | | | | | | |
| | From: | SR 165 Military Hwy | | | | | | | | | | | |
| ₁₉₂)Azalea Garden Rd | City of Norfolk | 2.02 12000 G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.107 | 0.564 | 13000 | C |
| 102) | То: | SR 170 Little Creek | | | | | | | | | | | |
| | From: | SR 166 Princess Anne Rd | | | | | | | | | | | |
| 194)Sewells Point Rd | City of Norfolk | 1.63 12000 G | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.092 | 0.689 | 13000 | (|
| 104) | To: | Chesapeake Blvd | | | | | | | | | | | |
| | From: | Norview Ave | | | | | | | | | | | |
| 194)Chesapeake Blvd | City of Norfolk | 0.87 17000 G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.084 | 0.504 | 19000 | (|
| <u> </u> | To: | I-64 | | | | | | | | | | | |
| Chesapeake Blvd | City of Norfolk | 0.85 25000 G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.081 | 0.607 | 28000 | (|
| | To: | SR 165 Little Creek Rd | | | | | | | | | | | |
| 194)Chesapeake Blvd | City of Norfolk | 1.31 24000 G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.082 | 0.598 | 26000 | (|
| 194) 6.100 apo a.10 | | | | . , , | | . , , | 0,0 | 0,70 | • | 0.002 | 0.000 | | |
| Change also Divid | City of Novfolls | Bay View Blvd | 070/ | 10/ | 10/ | 10/ | 00/ | 00/ | F | 0.005 | 0.500 | 1.4000 | |
| Chesapeake Blvd | City of Norfolk | 0.61 12000 G | 97% | 1% | 1% | 1% | 0% | 0% | г | 0.085 | 0.582 | 14000 | C |
| | To: From: | Chesapeake St | | | | | | | | | | | |
| Chesapeake Blvd | City of Norfolk | 0.48 6500 G | 97% | 1% | 1% | 1% | 0% | 0% | С | 0.087 | 0.565 | 7100 | C |
| | To: | US 60 Ocean View Ave | | | | | | | | | | | |
| North_ | From: | SR 194 TO I-64 WEST | | | | | | | | | | | |
| 194)Ramp | City of Norfolk (Maint: 64) | 0.18 1600 G | | | | | | | | 0.103 | | 1600 | C |
| <u> </u> | To: I-64 | 1-W FROM RT 194 NORTH-CHESA | APEAKE 1 | BL | | | | | | | | | |
| outh | From: | SR 194 TO I-64 EAST | | | | | | | | | | | |
| 194)Ramp | City of Norfolk (Maint: 64) | 0.13 8700 G | | | | | | | | 0.112 | | 8700 | C |
| <u> </u> | To: I-6 | 4-E FROM RT 194 SOUTH-CHESA | PEAKE E | BL . | | | | | | | | | |
| | From: | US 13 Military Hwy | | | | | | | | | | | |
| 196)Canal Dr | City of Chesapeake | 0.96 19000 F | 98% | 0% | 0% | 1% | 0% | 0% | С | 0.081 | 0.508 | 20000 | F |
| <u> </u> | To: | US 17 George Washington Hy | vy | | | | | | | | | | |
| | From: | SR 337 Portsmouth Blvd | | | | | | | | | | | |
| 239)Victory Blvd | City of Portsmouth | 0.22 7800 G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.087 | 0.612 | 8300 | (|
| <u> </u> | To: | US 58 Airline Blvd | | | | | | | | | | | |
| Victory Blvd | City of Portsmouth | 0.33 21000 G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.084 | 0.514 | 22000 | C |
| | To: | I-264 | | | | | | | | | | | |
| 239 Victory Blvd | City of Portsmouth | 0.59 22000 G | 96% | 0% | 1% | 1% | 2% | 0% | С | 0.081 | 0.506 | 23000 | G |
| 209 1.0001, 2.10 | - I | | 0070 | 0 /0 | . /0 | . 70 | _ /0 | 0 /0 | J | 0.001 | 0.000 | _5555 | |
| Vistory Divid | Tol. From: | Greenwood Dr | 000/ | 00/ | | 10/ | 00/ | 00/ | - | 0.000 | 0.540 | 10000 | |
| Victory Blvd | City of Portsmouth | 1.08 17000 G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.083 | 0.549 | 18000 | C |
| | To: From | Deep Creek Blvd | | | | | | | | | | | |
| Victory Blvd | City of Portsmouth | 0.44 18000 G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.079 | 0.606 | 19000 | C |
| \smile | То: | US 17 George Washington Hy | vy | | | | | | | | | | |

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

| | | | | | | | | T | -l. | | | 1/ | | D:- | | |
|--------------------|--|--------------------|-------------------|--------------------|-------|------|-----------------|---------------|------|------|----|-------------|----|---------------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | Q۷ |
| | From: | | orge Washin | | _ | | <u> </u> | | | | | | | | | |
| Victory Blvd | City of Portsmouth | 0.42 | 10000 | F | 93% | 0% | 1% | 1% | 4% | 0% | С | 0.102 | | 0.772 | 11000 | F |
| | To: From: | | Frailey Pl | | | | | | | | | | | | | |
| Victory Blvd | City of Portsmouth | 0.83 | 6200 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.102 | | 0.772 | 6600 | (|
| | Tac From: | | Afton Pkwy | | | | | 10/ | 40/ | 00/ | | 0.400 | | 0.700 | 7000 | |
| Victory Blvd | City of Portsmouth | 0.55 | 6700 337 Elm A | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.106 | | 0.796 | 7200 | (|
| | From: | SR 239 I-264-W | | | OM RT | | \dashv | | | | | | | | | _ |
| Ramp | City of Portsmouth (Maint: | | NA | II (D I I | OMINI | | | | | | | NA | | | NA | |
| <u> </u> | Too | BELN | MONT AVE | ENUE | | | \neg \vdash | | | | | | | | | |
| Ramp | City of Portsmouth (Maint: | | 5900 | G | | | | | | | | 0.091 | | | 5900 | (|
| <u> </u> | To: | I-264- | W FROM R | tT 239 | | | | | | | | | | | | |
| | From: | CAVALIER | | | AST | | | | | | | | | - | | |
| Ramp | City of Portsmouth (Maint: | | 5700 | G | | | | | | | | 0.075 | | | 5700 | |
| | 10. | | E FROM R | | | | | | | | | | | | | |
| Liberty St | City of Chesapeake | 0.39 | 60 Poindexto | ter St F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.091 | | 0.533 | 7300 | |
| 46 Liberty St | Oity of Offesapeake | | | | 37 /6 | 1 /0 | | 0 /6 | 0 /6 | 0 /6 | O | 0.031 | | 0.555 | 7300 | |
| 46)Liberty St | City of Chesapeake | L 0.37 | atham Stree 4400 | et F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.090 | | 0.539 | 4600 | |
| 246) Liberty Ot | To: | | 8 Campostel | | 01 70 | 170 | | 0 70 | 0 70 | 0 70 | • | 0.000 | | 0.000 | 4000 | |
| | From: | SR 33 | 37 Hampton | ı Blvd | | | | | | | | | | | | |
| 247)26th St | City of Norfolk | 0.63 | 4500 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.101 | | | 4900 | |
| | Combined Traffic Estimates for 2 Parallel Roadwa | ays on this Route: | 14000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.566 | 15000 | |
| | To: From: | (| Colonial Ave | e | | | \Box \vdash | | | | | | | | | |
| 247)26th St | City of Norfolk | 0.10 | 10000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.116 | | | 11000 | |
| | Combined Traffic Estimates for 2 Parallel Roadwa | ays on this Route: | 20000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.093 | F | 0.682 | 21000 | • |
| | To: From: | L | lewellyn Av | ve . | | | | | | | | | | | | _ |
| 247)26th St | City of Norfolk | 0.17 | 10000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.111 | | | 11000 | (|
| | Combined Traffic Estimates for 2 Parallel Roadwa | ays on this Route: | 21000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.093 | F | 0.606 | 22000 | • |
| | To: From: | | Ionticello Av | | | | | | | | | | | | | |
| 247)26th St | City of Norfolk | 0.23 | 10000 | G | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.103 | _ | | 11000 | |
| | Combined Traffic Estimates for 2 Parallel Roadwa | ays on this Route: | 21000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.587 | 22000 | |
| | From: | | Church St | | | | \Box | | | | | | | | | |
| 47)26th St | City of Norfolk | 0.21 | 8700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.105 | _ | 0.500 | 9400 | |
| _ | Combined Traffic Estimates for 2 Parallel Roadw | ays on this Houte: | | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.09 | F | 0.533 | 20000 | • |
| | To From: | | 27th St | | 070/ | | | 001 | 461 | 061 | | 0.004 | | 0.570 | 10000 | _ |
| Lafayette Blvd | City of Norfolk | 1.07 | 16000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.084 | | 0.576 | 18000 | • |
| | To From | | 68 Tidewate | | 070/ | | | 001 | 001 | 061 | | 0.000 | | 0.550 | 10000 | _ |
| 247)Lafayette Blvd | City of Norfolk | 0.66 | 18000 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.088 | | 0.556 | 19000 | (|

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

| | | | | | | | | Tru | ck | | | K | | Dir | | |
|-------------------------|---|-------------------------|-------------------------------|---------|------------|------|------|--------|----------|----------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | n Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q' |
| | From: | I | afayette Blvd | | | | | | | | | | | | | |
| 247)Chesapeake Blvd | City of Norfo | olk 1.34 | 18000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | | 0.561 | 19000 | (|
| <u> </u> | To: | | 4 Sewells Point | | | | | | | | | | | | | |
| 247)Norview Ave | City of Norfo | | nesapeake Blvd 20000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.086 | | 0.522 | 22000 | |
| 247 Norview Ave | only of North | JIK 0.29 | | u | 31 /6 | 1 /0 | 1 /0 | 0 /6 | 0 /6 | 0 76 | ' | 0.000 | | 0.522 | 22000 | |
| Namiau Aus | To: From: | -II. 0.01 | I-64 | | 000/ | 00/ | 10/ | 00/ | 00/ | 00/ | | 0.074 | | 0.540 | 05000 | |
| Norview Ave | City of Norfo ™- | | 23000 165 Military Hv | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.074 | | 0.543 | 25000 | |
| | | | | | | | | | | | | | | | | |
| East Pamp | City of Norfolk (Ma | | 47 TO I-64 EA 12000 | G G | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.081 | | | 12000 | |
| Ramp | To: | I-64-E FROM RT 2 | | | | | | 0 /6 | 0 /0 | 0 /6 | C | 0.001 | | | 12000 | |
| 11 | From | | | | VIVEIVE | | | | | | | | | | | |
| <u>Vest</u> 247)Ramp | City of Norfolk (Ma | | 47 TO I-64 EA 6900 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.077 | | | 6900 | |
| 247) 1 101119 | To: | I-64-E FROM RT 2 | | | | | | 0,0 | 0 70 | 0 70 | Ü | 0.077 | | | 0000 | |
| Vest | From | | S STREET TO | | | | | | | | | | | | | |
| 247)Ramp | City of Norfolk (Ma | | 4100 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.071 | | | 4100 | |
| | To: | I-64-W FROM RT 2 | | | | UE | | | | | | | | | | |
| | From: | SR 3 | 37 Hampton Bl | lvd | | | | | | | | | | | | |
| 247)27th St | City of Norfo | | | G | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.092 | | | 11000 | |
| <u>P</u> . | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 14000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.567 | 15000 | |
| | To: | | Llewellyn Ave | | | | | | | | | | | | | |
| 247)27th St | City of Norfo | | | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.079 | | | 11000 | |
| - B' | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.093 | F | 0.606 | 22000 | |
| | To: | • | R 247 26Th St | | | | | | | | | | | | | |
| | From: | IS-00264-E008A(L)/I | S-00264-W008 | 8A(U)/ | TO BERI | KLE | | | | | | | | | | |
| 264) (337) Ramp | City of Norfolk (Ma | aint: 64) 0.18 | NA | | | | | | | | | NA | | | NA | |
| | To: | 1SR-00337-P(L)/12 | 2-08592- 000A | A(U)/T | O RT 464 | S | | | | | | | | | | |
| | From: | | A I-264-W014 | A TO l | I-64 | | | | | | | | | | | |
| Ramp | City of Norfolk (Ma | · | NA | | | | | | | | | NA | | | NA | |
| <u> </u> | To: | | M I-264 EAST | | | | | | | | | | | | | |
| | From: | | C I-264-W0140 | C TO I | I-64 | | | | | | | | | | | |
| Ramp | City of Norfolk (Ma | | NA 11264EASE | 0. 3377 | CCTD 4.4 | | | | | | | NA | | | NA | |
| | | 1-04-W FRO | M I-264 EAST | & WE | 25144 | | | | | | | | | | | |
| East | City of Chesapeake (| (Maint: 64) 1.10 | I-64; I-664 | G | 94% | 1% | 1% | 1% | 4% | 0% | E | 0.129 | | | 33000 | |
| 264 | Combined Traffic Estimates for 2 Parallel F | • | | G | 94% 94% | 0% | 1% | 1% | 4% 4% | 0% 0% | r | 0.129 | F | 0.682 | 64000 | |
| | Combined Trainic Estimates for 2 Parallel F | | | | J4 70 | U 70 | I 70 | I 70 | 470 | U 7/0 | Г | 0.092 | Г | 0.002 | 04000 | |
| East | To- From: | W | CL Portsmouth | h | | | | | | | | | | | | |
| 264) | City of Portsmouth (| (Maint: 64) 0.23 | 31000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.129 | | | 33000 | |
| \smile | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 60000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.092 | F | 0.682 | 64000 | |
| | To: | | eenwood Drive | e | | | | | | | | | | | | |

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

| | | | | | | | | Tru | ıck | | | K | | Dir | | |
|---------------------------------------|---|-------------------------|---------------|--------|-------|----------|-----|--------|----------|----------|----|----------------|----|---------|--------|----|
| Route | Jurisdiction | on Length | AADT | QA | 4Tire | Bus | | 3+Axle | _ | | QC | Factor | QK | Factor | AAWDT | Q۷ |
| East | From | Gr | eenwood Dr | ive | | | | 017.00 | | | | . 45151 | | . 40101 | | |
| 264) | City of Portsmouth | (Maint: 64) 1.29 | 27000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.246 | | | 31000 | G |
| \bigcirc | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 53000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.1 | F | 0.643 | 59000 | G |
| East | To From | SR 2 | 239 Victory | Blvd | | | | | | | | | | | | |
| <u>264</u> | City of Portsmouth | (Maint: 64) 1.16 | 28000 | Α | 94% | 1% | 1% | 1% | 4% | 0% | С | 0.128 | | | 30000 | Α |
| 204) | Combined Traffic Estimates for 2 Parallel | | | Α | 94% | 0% | 1% | 1% | 4% | 0% | С | 0.099 | Α | 0.626 | 60000 | Α |
| | Ta | SR 33 | 7 Portsmout | h Blvd | | | | | | | | | | | | |
| East ALT | City of Portsmouth | | 21000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.136 | | | 27000 | G |
| 264 460 | Combined Traffic Estimates for 2 Parallel | • • | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.08 | F | 0.679 | 59000 | (|
| | To Take Traine Estimates for 2 1 drainer | | | | 0470 | 0 70 | | 1 /0 | 470 | 0 70 | • | 0.00 | • | 0.070 | 00000 | |
| ast ALT | From | | 7 Frederick | | 0.40/ | 40/ | 40/ | 10/ | 40/ | 00/ | | | | | 07000 | |
| 264 (460) | City of Portsmouth | • • | 35000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.099 | _ | 0.501 | 37000 | |
| | Combined Traffic Estimates for 2 Parallel | | | G | 94% | 0% | 1% | 1% | 4% | 0% | г | 0.090 | F | 0.591 | 72000 | C |
| East ALT | To- From | | es Moines A | ve | | | | | | | | | | | | |
| 264)(460) | City of Portsmouth | • | 32000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.099 | | | 35000 | (|
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 63000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.577 | 67000 | (|
| East ALT | To From | SR | 141 Effingha | m St | | | | | | | | | | | | |
| Elizabeth River D | Downtown Tunnel City of Portsmouth | (Maint: 64) 0.87 | 43000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.093 | | | 47000 | (|
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 82000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | Α | 0.502 | 90000 | (|
| East ALT | To From | , | WCL Norfoll | k | | | | | | | | | | | | |
| East ALT 264 460 Elizabeth River D | Downtown Tunnel City of Norfolk (N | Maint: 64) 0.55 | 43000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.093 | | | 47000 | |
| 2047 (400) | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 82000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | Α | 0.502 | 90000 | |
| | To | · · | -464, SR 33 | 7 | | | | | | | | | | | | |
| East ALT 264 460 (337) Berkley Bri | idge City of Norfolk (N | | 50000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.096 | | | 54000 | (|
| 264 460 337 Berkley Bri | Combined Traffic Estimates for 2 Parallel | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.036 | Α | 0.667 | 102000 | (|
| | Ta | | ALT US 460 | | 0.70 | 0,0 | | . , • | .,, | 0,70 | • | 0.000 | | 0.007 | .02000 | |
| ast | From | | | | 0.40/ | 40/ | 40/ | 40/ | 40/ | 00/ | | 0.000 | | | E4000 | |
| 264 337 | City of Norfolk (M | , | 47000 | N | 94% | 1% 0% | 1% | 1% | 4% 4% | 0% 0% | N | 0.096 0.085 | F | 0.500 | 51000 | 1 |
| | Combined Traffic Estimates for 2 Parallel | - | | N | 94% | 0% | 1% | 1% | 4% | 0% | N | 0.085 | Г | 0.508 | 99000 | 1 |
| ast ALT | To From: | | 337 Tidewate | | | | | | | | | | | | | |
| 264 (460) (337) | City of Norfolk (N | , | 47000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.096 | | | 51000 | (|
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 92000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.085 | F | 0.508 | 100000 | (|
| East | | US 46 | 0 Brambleto | on Ave | | | | | | | | | | | | |
| 264) | City of Norfolk (M | Maint: 64) 0.81 | 52000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.108 | | | 61000 | C |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 109000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.088 | F | 0.601 | 125000 | C |
| | To | | 05 Ballentine | e Blvd | | | | | | | | | | | | |

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 | | 3+Axle | - | | QC | Factor | QK | Factor | AAWDT | QW |
| East | From | r | | 5 Ballentine | | | | | | | | | | | | | |
| 264 | City of Norfolk (N | , | 2.34 | 51000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.11 | | | 59000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on | this Route: | 108000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | F | 0.575 | 123000 | G |
| East | Te From | r. | US | 13 Military I | Hwy | | | | | | | | | | | | |
| 264 | City of Norfolk (M | Maint: 64) | 1.05 | 34000 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.116 | | | 40000 | G |
| | Combined Traffic Estimates for Parallel | Roadways on | this Route: | NA | | | | | | | | | 0.086 | F | 0.575 | NA | |
| East | To From | r. | I-64 Han | npton Roads | Beltway | 7 | | | | | | | | | | | |
| East Virginia Beach Norfolk Ex | xpwy City of Norfolk (N | Maint: 75) | 0.74 | 104000 | G | 97% | 0% | 0% | 2% | 1% | 0% | F | 0.085 | | | 112000 | G |
| 204) 3 | Combined Traffic Estimates for 2 Parallel | , | | | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.076 | F | 0.529 | 223000 | G |
| | To | | SR 403 Newtov | | . Virginia | Beach | | | | | | | | | | | |
| East | Fron | r | | I-264 East | | | | | | | | | | | | | |
| (264) Ramp | City of Portsmouth | (Maint: 64) | 0.32 | 2600 | G | | | | | | | | 0.109 | | | 2600 | G |
| <u> </u> | To | 00 | | 0 E, Greenv | | | | | | | | | | | | | |
| East | City of Portsmouth | (Moint: 64) | | O GREENW | | R | | | | | | | 0.093 | | | 2200 | G |
| Ramp | City of Fortsmouth | (Wall II. 64) | 0.10 | 3200 40 FROM F | G PT 264 | | | | | | | | 0.093 | | | 3200 | G |
| East | Fron | r. | 124-00 | I-264 East | X1 204 | | | | | | | | | | | | |
| 264 Ramp | City of Portsmouth | (Maint: 64) | 0.14 | 5700 | G | | | | | | | | 0.083 | | | 5700 | G |
| 204) | To |): | 124-8 | 599 Cavalie | r Blvd | | | | | | | | | | | | |
| East | From | r. | I-26 | 4-E TO RT | 337 | | | | | | | | | | | | |
| (264)Ramp | City of Portsmouth | (Maint: 64) | 0.14 | 2100 | G | | | | | | | | 0.085 | | | 2100 | G |
| <u> </u> | To | 0: | SR 33 | 7 FROM R | T 264 | | | | | | | | | | | | |
| East | From | | 64-E TO ROUT | | | CK BLVD |) | | | | | | 0.000 | | | 222 | |
| Ramp | City of Portsmouth | <u> </u> | 0.25 -E005B TO RC | 140 | G | DEDEDIC | 717 | | | | | | 0.690 | | | 220 | G |
| | From | 1-204 | | | | | K | | | | | | | | | | |
| East (264) Ramp | City of Portsmouth | (Maint: 64) | 0.14 | O DES MOI 3000 | G RES AV | Е | | | | | | | 0.11 | | | 3000 | G |
| 204) (1011) | To T | (Mant. 04) | | 59 FROM F | | | | | | | | | 0.11 | | | 0000 | u |
| East | From | ı I | -264-E TO RO | UTE 141-EI | FFINGH | AM ST | | | | | | | | | | | |
| (264)Ramp | City of Portsmouth | | 0.20 | 2100 | G | | | | | | | | 0.158 | | | 2100 | G |
| $\overline{}$ | To | 00 | SR 141 FR | OM ROUTE | E 264 EA | ST | | | | | | | | | | | |
| East | Fron | | -E TO ROUTE | | H-EFFI | NGHAM S | ST | | | | | | | | | | |
| 264 Ramp | City of Portsmouth | (Maint: 64) | 0.10 | NA | | | | | | | | | NA | | | NA | |
| East | To From | <u> </u> | -264-E007C T | O CRAWFO | ORD STI | REET S | | | | | | | | | | | |
| (264)Ramp | City of Portsmouth | (Maint: 64) | 0.13 | 1500 | G | | | | | | | | 0.092 | | | 1500 | G |
| | Tr. | r | | 41 Effingha | m St | | | | | | | | | | | | |
| East | From | | -264-E007B T | O CRAWFO | ORD STI | REET S | | | | | | | | | | | |
| Ramp | City of Portsmouth | (Maint: 64) | 0.21 | 2700 | G | | | | | | | | 0.140 | | | 2700 | G |
| \sim | To | 0: | CRAW | FORD STR | REET S | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length AADT | QA 4Tire Bus | Truck 2Axle 3+Axle 1 | | QC K QK | Dir AAWDT Factor | ΓQW |
|-----------------------------|-----------------------------|-------------------------------|-------------------|-------------------------|-------|---------|------------------------|-----|
| East | From: | IS-00264-E(L)/TO ROUTE | E 464 SOUTH | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.42 NA | | | | NA | NA | |
| | To: I | S-00264-W008A(R)/IS-00264- 00 | 08A(L)/TO BERKLE | | | | | |
| East | From: | I-264 East | | | | | | |
| 264) Ramp | City of Norfolk (Maint: 64) | | G | | | 0.206 | 1400 | G |
| 204) | To: | US 460 Brambleton | | | | | | |
| Cont | From: | I-264-E TO ROUTE 405 MERR | | <u>'</u> | | | | |
| East 264)Ramp | City of Norfolk (Maint: 64) | 0.10 6400 | G G | | | 0.102 | 6400 | G |
| 264 / (411) | To: | SR 405; 122-8637 | | | | 0.102 | 0400 | a |
| | | | | | | | | |
| East | From: | I-264-E013X TO RT 13 SOUTH | | | | 0.470 | 2000 | _ |
| Ramp | City of Norfolk (Maint: 64) | 0.14 3300 | G | | | 0.172 | 3300 | G |
| \smile | To: | US 13 FROM ROUTE 264 E | AST COLL RD | | | | | |
| East | From: | I-264-E013X TO RT 13 NORTH | H-MILITARY HIG | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.14 6100 | G | | | 0.115 | 6100 | G |
| \smile | To: | US 13 FROM ROUTE 364 E | AST COLL RD | | | | | |
| East | From: | I-264-E BEGIN COLL RD TO R | RTS 13, 64 & 403 | | | | | |
| 264)Ramp | City of Norfolk (Maint: 64) | 0.11 NA | | | | NA | NA | |
| 204) | · , | | | | | | | |
| East | From: | I-264-E013A TO RT 13 SOUTH- | -MILITARY HWY | | | | | |
| 264) Ramp | City of Norfolk (Maint: 64) | 0.07 18000 | G | | | 0.088 | 18000 | G |
| \smile | To: Ti | S 13-S047A FROM RT 13 SOUT | TH-MILITARY HWY | | | | | |
| East | 11011. | | II-WILITAKI IIW I | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.11 NA | | | | NA | NA | |
| | To: From: | I-264-E013B TO RT 13 NORTH- | -MILITARY HWY | | | | | |
| East 264)Ramp | City of Norfolk (Maint: 64) | 0.09 20000 | G | | | 0.09 | 20000 | G |
| 264) (1411) | | S 13-N047A FROM RT 13 NORT | | | | 0.03 | 20000 | u |
| East | From: | US 13 Military H | | | | | | |
| 264) Collector Road at I-64 | City of Norfolk (Maint: 64) | 0.42 26000 | G 98% 0% | 1% 1% | 1% 0% | F 0.091 | 27000 | G |
| 204) | To: | I-64 Hampton Roads I | Beltway | | | | | |
| East | From: | I-264-E014A TO RT 6 | | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.18 NA | | | | NA | NA | |
| | To | I-64-E284B FROM RT | CARACT | | | | | |
| East | From: | | 04 EA31 | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.21 NA | | | | NA | NA | |
| <u> </u> | To: From: | I-264-E014B TO RT 64 | 4 WEST | | | | | |
| East | | | | | | | | _ |
| Ramp | City of Norfolk (Maint: 64) | 0.09 24000 | G | | | 0.096 | 24000 | G |
| <u> </u> | To: From: | I-64-W284B FROM RT | 64 WEST | | | | | |
| East | City of Norfolk (Maint: 64) | | G | | | 0.082 | 51000 | G |
| Ramp | City of Noriok (Maint. 64) | | | | | 0.002 | 51000 | G |
| East | To: From: | I-264-E015A TO RT 403 SOUTH | H-NEWTOWN RD | | | | | |
| 264)Ramp | City of Norfolk (Maint: 64) | 0.15 NA | | | | NA | NA | |
| (204) | | R 403-S000A FROM RT 403 SOU | | | | 1 47 1 | . 47 (| |

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

| Route | Jurisdictio | n I.o. | nath | AADT | ΟΛ | 4Tire | Bus | | Tru | ıck | | QC | K | QK | Dir | AAWDT | . OM |
|------------------|---|---------------------------------------|---------------------|-------------------------|----------------|---------|------|------|----------|--------|--------|----|--------|-----|--------|-------|------|
| | ourisate to | | | | | | | 2Axl | e 3+Axle | 1Trail | 2Trail | QU | Factor | QIV | Factor | AAWDI | QV |
| East 264 Ramp | City of Norfolk (M | SR 403-S000A F | <u>ком і</u> .21 | NA NA | OUTH-N | EWTOW | N RD | | | | | | NA | | | NA | |
| 204) | Tol | I-264-E015B 7 | | | rh_NEV | /TOWN I | SD | | | | | | | | | | |
| East 264)Ramp | From: City of Norfolk (M | | .17 | 39000 | G | 97% | 0% | 0% | 2% | 1% | 0% | F | 0.078 | | | 38000 | G |
| 264 Hamp | City of Norion (ivi | I-264-E END | | | - | | | | 2/0 | 1 /0 | 0 /0 | • | 0.076 | | | 30000 | G |
| East | From: | | | 13X TO I-0 | | | | | | | | | | | | | |
| Ramp | City of Norfolk (M | aint: 64) 0 | .16 | 8300 | G | | | | | | | | 0.137 | | | 8300 | G |
| <u> </u> | To: | I-264 | -W014 | A I-264- 1 | 4A TO l | -64 | | | | | | | | | | | |
| ast | From: | | | 13X TO I-6 | | Γ | | | | | | | 0.00 | | | 0700 | _ |
| Ramp | City of Norfolk (M | | .12 | 3700 FROM I-26 | G | , | | | | | | | 0.09 | | | 3700 | C |
| ant | From: | | | E TO I-64 | | | | | | | | | | | | | |
| east Ramp | L City of Norfolk (M | | .25 | NA | WEST | | | | | | | | NA | | | NA | |
| | To: | | -W014 | C I-264- 1 | 4C TO I | -64 | | | | | | | | | | | |
| Rev | From: | | I-264-V | W013C RA | MPS TO |) & FR | | | | | | | | | | | |
| Ramp | City of Norfolk (M | · · · · · · · · · · · · · · · · · · · | .01 | NA | | | | | | | | | NA | | | NA | |
| | To: | I-264-E FR | | | | IN MED | | | | | | | | | | | |
| est Ramp | City of Chesapeake | (Maint: 64) 0 | I-64 .46 | WB I-664 5800 | EB G | | | | | | | | 0.102 | | | 5900 | (|
| 64 Ramp | To: | (Mant. 04) | _ | WB; I-664 | - | | | | | | | | 0.102 | | | 3300 | |
| est | From: | | | I-64; I-664 | | | | | | | | | | | | | |
| 64) | City of Chesapeake | , | .71 | 29000 | G | 94% | 0% | 1% | | 4% | 0% | F | 0.122 | _ | 0.000 | 31000 | |
| | Combined Traffic Estimates for 2 Parallel | Hoadways on this Ho | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.092 | F | 0.682 | 64000 | (|
| est | From: | | | CL Portsmo | | | | | | | | | | | | | |
| 64 | City of Portsmouth (| • | .61 | 29000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.122 | | | 31000 | C |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Ro | oute: | 60000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.092 | F | 0.682 | 64000 | C |
| est | Ta: From: | | Gre | enwood Di | rive | | | | | | | | | | | | |
| 264) | City of Portsmouth (| • | .34 | 26000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.127 | | | 29000 | C |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Ro | oute: | 53000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.1 | F | 0.643 | 59000 | C |
| est | To. From: | | SR 23 | 39 Victory | Blvd | | | | | | | | | | | | |
| 64) | City of Portsmouth (| (Maint: 64) 0 | .75 | 27000 | Α | 94% | 0% | 1% | 1% | 4% | 0% | С | 0.129 | | | 29000 | A |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Ro | oute: | 54000 | Α | 94% | 0% | 1% | 1% | 4% | 0% | С | 0.099 | Α | 0.626 | 60000 | A |
| loot ALT | To- Front | | SR 337 | Portsmout | th Blvd | | | | | | | | | | | | |
| /est ALT | City of Portsmouth (| (Maint: 64) 0 | .84 | 29000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.118 | | | 31000 | |
| 104/00 | Combined Traffic Estimates for 2 Parallel | , | | 50000 | G | 94% | 0% | 1% | | 4% | 0% | F | 0.08 | F | 0.679 | 59000 | Ċ |
| | To: | • | | 7 Frederick | Blvd | | | | | | | | | | | | |

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

| 5 . | | | | | | _ | | Tru | ck | | | K | 017 | Dir | | 014 |
|-------------------------|---|-------------------------|---------------|---------|-------------------|----------|----------|----------|----------|----------|--------|----------------|-----|--------|-----------------|--------|
| Route | Jurisdiction | on Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| Vest ALT | From | | 7 Frederick | | 2.12/ | | | | | 221 | _ | | | | | _ |
| 264 460 | City of Portsmouth | • | 31000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.118 | _ | | 34000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 66000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | F | 0.591 | 72000 | G |
| Vest ALT | To From | : | South St | | | | | | | | | | | | | |
| 264)(460) | City of Portsmouth | (Maint: 64) 1.17 | 31000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.107 | | | 32000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 63000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.577 | 67000 | G |
| Vest ALT | To From | SR | 141 Effingha | m St | | | | | | | | | | | | |
| 264) 460 Elizabeth Rive | er Downtown Tunnel City of Portsmouth | (Maint: 64) 0.45 | 39000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | | | 42000 | G |
| 104) (400) | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 82000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | Α | 0.502 | 90000 | G |
| | To | • | WCL Norfoll | k | | | | | | | | | | | | |
| /est ALT | er Downtown Tunnel City of Norfolk (N | - | 39000 | G | 94% | 0% | 1% | 1% | 4% | 0% | _ | 0.099 | | | 42000 | G |
| 264 460 Elizabeth Rive | Combined Traffic Estimates for 2 Parallel | | | G | 94% | 0% | 1% | 1% | 4% 4% | 0% | , E | 0.099 | Α | 0.502 | 90000 | G |
| | Combined Traine Estimates for 21 drailer | | | | J 4 /0 | 0 76 | 1 /6 | 1 /0 | 4 /0 | 0 /6 | ' | 0.033 | ^ | 0.502 | 30000 | u |
| /est_ALT | From | - | -464, SR 33 | | | | | | | | | | | | | |
| 64 (460) (337) Berkley | | , | 45000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.081 | | | 48000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 95000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | Α | 0.667 | 102000 | G |
| /est | To From | Т | idewater Dri | ve | | | | | | | | | | | | |
| (337) | City of Norfolk (N | Maint: 64) 0.84 | 41000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.111 | | | 47000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 88000 | N | 94% | 0% | 1% | 1% | 4% | 0% | Ν | NA | | | 99000 | Ν |
| | To From | US 460, SR 16 | 8, SR 166 B | ramblet | on Ave | | | | | | | | | | | |
| /est (64) | City of Norfolk (N | Maint: 64) 0.87 | 57000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.103 | | | 64000 | G |
| 204) | Combined Traffic Estimates for 2 Parallel | , | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.088 | F | 0.601 | 125000 | G |
| | To | - | 05 Ballentine | | | | | | | | | | | | | |
| Vest | From | | | | 0.40/ | 00/ | 10/ | 10/ | 40/ | 00/ | _ | 0.007 | | | 0.4000 | 0 |
| 264 | City of Norfolk (N Combined Traffic Estimates for 2 Parallel | · · | 57000 | G G | 94% 94% | 0% 0% | 1% 1% | 1% 1% | 4% 4% | 0% 0% | Г | 0.097 0.086 | F | 0.575 | 64000 123000 | G G |
| | Combined Trainic Estimates for 2 Parallel | | | | 94 70 | 076 | 1 70 | 1 70 | 4 70 | 0% | Г | 0.000 | Г | 0.575 | 123000 | G |
| Vest | From | | 13 Military I | Hwy | | | | | | | | | | | | |
| 264) | City of Norfolk (N | | 25000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.11 | | | 29000 | G |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | | 0.086 | F | 0.575 | NA | |
| /est | | I-64 Har | npton Roads | Beltwa | y | | | | | | | | | | | |
| Virginia Beach Norfo | olk Expwy City of Norfolk (N | Maint: 75) 0.30 | 104000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.082 | | | 112000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 209000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.076 | F | 0.529 | 223000 | G |
| | To | SR 403 Newtov | vn Rd; WCL | Virgini | a Beach | | | | | | | | | | | |
| Vest | From | | W TO I-664 | | | | | | | | | | | | | |
| Ramp | City of Chesapeake | | 18000 | G | | | | | | | | 0.129 | | | 21000 | G |
| <u> </u> | To | I-664-W | FROM I-26 | 4 WES | Γ | | | | | | | | | | | |

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

| | | | | Truck | K [| Dir | |
|---|--------------------------|------------------------------|---------------------|------------------------|-------|------------|----|
| Route | Jurisdiction | Length AADT | QA 4Tire Bus | 2Axle 3+Axle 1Trail 2T | | ctor AAWDT | QW |
| West | From: | I-264-W TO GREENW | | | | | |
| (264) Ramp | City of Portsmouth (Main | | G | | 0.087 | 2300 | G |
| $\overline{}$ | To: | 124-8540 FROM | RT 264 | | | | |
| West | From: | I-264 Wes | t | | | | |
| (264) Ramp | City of Portsmouth (Mair | | G | _ | 0.103 | 2900 | G |
| | To: | 124-8540 Greenv | vood Dr | | | | |
| West | From: | I-264-W TO R | Т 230 | Ī | | | |
| (264)Ramp | City of Portsmouth (Mair | | G | | 0.084 | 8600 | G |
| 204) (1011) | To: | SR 239 SR 239- A TO A | | | 0.001 | 0000 | ~ |
| | F | | | | | | |
| West ALT | City of Portsmouth (Mair | I-264-W TO R | | | 0.1 | 0000 | 0 |
| 264 (460) Ramp | City of Portsmouth (Mair | | G | | 0.1 | 3900 | G |
| <u> </u> | 10. | SR 337 FROM I | | | | | |
| West | From: | I-264-W TO ROUTE 1700- F | REDERICK BLVD | | | | |
| (264)Ramp | City of Portsmouth (Mair | t: 64) 0.25 11000 | G | | 0.096 | 11000 | G |
| | To: | US 17 FROM ROUTI | E 264 WEST | | | | |
| West | From: | I-264-W TO RT 141-EFFING | HAM ST VIA CRAW | | | | |
| (264)Ramp | City of Portsmouth (Mair | | G | | 0.098 | 21000 | G |
| | To | , | OVER OF | | | | |
| West | From: | I-264-W007B TO C | OURTST | | | | |
| (264)Ramp | City of Portsmouth (Mair | t: 64) 0.07 NA | | | NA | NA | |
| \smile | To: | CRAWFORD ST | REET N | | | | |
| West | From: | I-264-W007A TO C | OURT ST | | | | |
| (264)Ramp | City of Portsmouth (Mair | | 00111 51 | | NA | NA | |
| 204) | To: | 124-8761 Cou | urt St | | | | |
| \M+ | From: | I-264-W I-464-S; 464-V | | | | | |
| West | City of Norfolk (Maint: | | IN MEDIAN | | NA | NA | |
| 264 337 Ramp | City of Noriok (Maint. | I-264-E008A TO | DEDVIE | | NA | INA | |
| | | | | | | | |
| West | From: | IS-00264-W(B)/INSPECTION ST. | A ROAD (RESTRICTED | | | | |
| 264 Ramp | City of Norfolk (Maint: | | | | NA | NA | |
| <u> </u> | To: | IS-00464-S(B)/FROM INSPI | ECTION STATION | | | | |
| West | From: | I-264 WE | | | | | |
| (264) Ramp From I-264 WB to City Hall Ave | City of Norfolk (Maint: | 64) 0.19 NA | | | NA | NA | |
| \bigcirc | To: | City Hall Ave | WB | | | | |
| West | From: | IS-00264-W(B)/TO WAT | ERSIDE DRIVE | | | | |
| (264)Ramp | City of Norfolk (Maint: | | | | NA | NA | |
| | To: | A1SR-00337(U)/A1SR-00337-S | 003A(L)/Gap Terminu | | | | |
| West | From | I-264 Wes | • | 1 | | | |
| West | City of Norfolk (Maint: | | G G | | 0.136 | 6200 | G |
| 264 Ramp | City of Norion (Maint. | , | - | | 0.130 | 0200 | G |
| West | To: From: | I-264 West Exit 11C Ramp | to Claiborne Ave | | | | |
| (264) Ramp | City of Norfolk (Maint: | 64) 0.09 NA | | | NA | NA | |
| 204) | To: | US 460 Bramble | ton Ave | | | 1471 | |
| | I | OS 400 Brailible | 1011 1 1 1 1 0 | | | | |

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

| Route | Jurisdiction | Length AADT Q | A 4Tire Bus | Truck2Axle 3+Axle 1Trail 2T | | Dir AAWDī Factor | ΓQW |
|--------------------|-----------------------------|---|--------------------|-----------------------------|-----------|---------------------|-----|
| West 264 Ramp | City of Norfolk (Maint: 64) | I-264 West 0.12 11000 G US 460 Brambleton Av | | <u> </u> | 0.086 | 11000 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | -264-W011A TO CLAIBORNE 0.07 NA CLAIBORNE AVENU | | | NA | NA | |
| West 264 Ramp | City of Norfolk (Maint: 64) | 4-W TO ROUTE 405-MERRIM 0.15 5600 G SR 405 TO & FROM RO | ì | | 0.076 | 5600 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | 0.12 6500 GS 13 FROM ROUTE 264 WES | ì | | 0.102 | 6500 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | W013X O ROUTE 13 NORTH 0.15 9200 G S 13 FROM ROUTE 264 WES | ì | | 0.078 | 9200 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | 4-W RAMPS TO & FROM 64 0.06 2000 G I-264-R I-264-R000A RAMPS | ì | | 0.266 | 2600 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | I-264 West 0.09 46000 G SR 403 N000B | | 0% 0% 0% 0° | % F 0.076 | 49000 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | I-64-W284A FROM RT 64 0.27 NA -S000B FROM RT 403 SOUTH | | <u> </u> | NA | NA | |
| West 264 Ramp | City of Norfolk (Maint: 64) | 0.45 67000 G I-264-W014C TO RT 64 W | ì | | 0.079 | 67000 | G |
| West 264 Ramp West | City of Norfolk (Maint: 64) | 0.14 NA I-64-W284A FROM RT 64 | WEST | | NA | NA | |
| 264 Ramp | City of Norfolk (Maint: 64) | 0.17 37000 G I-264-W014B TO RT 64 E | | | 0.092 | 37000 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | 0.13 NA I-64-E284A FROM RT 64 | EAST | _ | NA | NA | |
| West 264 Ramp | City of Norfolk (Maint: 64) | 0.42 40000 G | ì | | 0.083 | 40000 | G |
| West 264 Ramp | City of Norfolk (Maint: 64) | 0.08 NA -N047B FROM ROUTE 13 NO | | | NA | NA | |
| West 264 Ramp | City of Norfolk (Maint: 64) | 0.11 33000 G -W013A TO RT 13 SOUTH-M | ì | | 0.089 | 33000 | G |

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

| Route | Jurisdiction | Length AAD1 | | 4Tire | | | Tru 3+Axle | | | QC | K Factor | QK Dir Factor | AAWDT | QW |
|--------------------------|-----------------------------|--------------------------------------|-------------|-------------|-------|----------|-------------------|------|------|----|-------------|------------------|--------|----|
| West 264 Ramp | City of Norfolk (Maint: 64) | 0.09 NA | JTH-MIL | ITARY HI | IG | | | | | | NA | | NA | |
| West | To US 1 | 13-S047B FROM ROUTE | 13 SOU | ΓH00- MII | IT | | | | | | | | | |
| 264 Ramp | City of Norfolk (Maint: 64) | 0.16 3200 0 | | | | | | | | | 0.079 | | 32000 | G |
| <u> </u> | 10: I-2 | 264-W END COLL RD F | | 8 403, 64 & | ζ | | | | | | | | | |
| West 264 Ramp | City of Norfolk (Maint: 64) | I-264-W TO I-0 | G | | | <u> </u> | | | | | 0.096 | | 18000 | G |
| | 10: | I-264-E014A I-264- | | | | | | | | | | | | |
| West 264 Ramp | City of Norfolk (Maint: 64) | I-264-W013X TO 0.18 1000 0 | | Т | | | | | | | 0.148 | | 10000 | G |
| \bigcup | To: | I-64-E FROM I-26 | 4 WEST | 14 | | | | | | | | | | |
| West | From: | I-264 W CD Road | l at Exit 1 | 4 | | | | | | | | | | |
| 264) Ramp | City of Norfolk (Maint: 64) | 0.08 NA | | | | | | | | | NA | | NA | |
| | To: | Ramp to I-6 | 64 W | | | | | | | | | | | |
| | From: | ECL Suff | | | | | | | | | | | | |
| Portsmouth Blvd | City of Chesapeake | 0.72 1300 0 | | 96% | 0% | 1% | 1% | 2% | 0% | С | 0.095 | 0.537 | 14000 | G |
| 337)Portsmouth Blvd | City of Chesapeake | SR 191 Joli 0.68 2100 0 | | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | 0.563 | 22000 | G |
| | To- From: | I-664 | | | | | | | | | | | | |
| 9337 Portsmouth Blvd | City of Chesapeake | 0.60 2800 0 | | 98% | 0% | 0% | 0% | 0% | 0% | F | 0.083 | 0.508 | 30000 | F |
| | To: From: | Capri Circle | | | | | | | | | | | | |
| Portsmouth Blvd | City of Chesapeake | 0.67 2200 0 |) F | 98% | 0% | 0% | 0% | 0% | 0% | С | 0.084 | 0.515 | 24000 | F |
| | To: From: | Taylor F | | | | | | | | | | | | |
| Portsmouth Blvd | City of Chesapeake | 0.24 26000 | | 98% | 0% | 0% | 0% | 0% | 0% | F | 0.089 | 0.5 | 27000 | F |
| 337)Portsmouth Blvd | City of Chesapeake | Dock Landii 0.49 26000 | | 98% | 0% | 0% | 0% | 0% | 0% | F | 0.091 | 0.504 | 28000 | F |
| 337) I Orismouth Biva | To: | WCL Portsr | | 30 /6 | 0 76 | | 0 /6 | 0 /6 | 0 /6 | ' | 0.031 | 0.304 | 20000 | ' |
| | From: | ECL Chesa | | | | | | | | | | | | |
| Portsmouth Blvd | City of Portsmouth | 0.34 26000 |) G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | 0.537 | 27000 | G |
| | To: From: | Hodges Fer | | | | | | | | | | | | |
| Portsmouth Blvd | City of Portsmouth | 0.60 2100 0 | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | 0.559 | 23000 | G |
| 337)Portsmouth Blvd | City of Portsmouth | Elmhurst I 1.17 1900 0 | | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.087 | 0.617 | 21000 | G |
| 337) I OITSIIIOUTII DIVU | | | | JJ 70 | U 7/0 | 1 70 | U ⁻ /0 | U 70 | U 70 | C | 0.007 | 0.017 | 21000 | G |
| Doubouro ocubb Dhud | City of Double 2014 | SR 239 Victo | | 000/ | 00/ | | 00/ | 00/ | 00/ | | 0.000 | 0.000 | 1.4000 | |
| Portsmouth Blvd | City of Portsmouth | 0.23 1300 0 | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | 0.622 | 14000 | G |
| ALT | From: | US 58, ALT US 460 | | | | | | | | | | | | _ |
| 337)(460)Portsmouth Blvd | City of Portsmouth | 0.10 1400 0 | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | 0.582 | 15000 | G |
| | То: | ALT SR 337 Tu | rnpike Rd | | | | | | | | | | | |

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

| | | | | | | | Tru | ıck | | | K | Dir | | |
|---------------------------|---------------------------------|---------------------------|------------|-------|------|----------|--------|------|------|----|--------|-----------|-------|----|
| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK Factor | AAWDT | QW |
| ALT | From: | ALT SR 337 Tur | npike Rd | | | | | | | | | | | |
| 337)(460) Portsmouth Blvd | City of Portsmouth | 0.16 11000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | 0.646 | 12000 | G |
| | To: | Ramp to I-2 | | | | | | | | | | | | |
| ALT | | Ramp to I-264 E; Function | | | | | | | | | | | | |
| 337 (460) Portsmouth Blvd | City of Portsmouth | 0.29 11000 | N | 99% | 0% | 1% | 0% | 0% | 0% | N | 0.086 | 0.646 | 12000 | N |
| | To: From: | Ramp From I-264 | | | | | | | | | | | | |
| Portsmouth Blvd | City of Portsmouth | 0.98 13000 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.101 | 0.597 | 14000 | G |
| <u> </u> | To: From | Deep Creek | Blvd | | | | | | | | | | | |
| 337)Portsmouth Blvd | City of Portsmouth | 0.17 7700 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.117 | 0.658 | 8200 | G |
| \smile | To | ALT US 17 Frede | erick Blvd | | | | | | | | | | | |
| 337)Portsmouth Blvd | City of Portsmouth | 0.79 9100 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.09 | 0.693 | 9700 | G |
| 30.7 | То: | US 17 Elm | Ave | | | | | | | | | | | |
| | From: | US 17 Portsmou | ıth Blvd | | | | | | | | | | | |
| 337 Elm Ave | City of Portsmouth | 0.32 6800 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.098 | 0.559 | 7200 | G |
| \smile | To: | US 17 George Washingt | | | | | | | | | | | | |
| | From: | US 17 George Washingto | | | | | | | | | | | | |
| Elm Ave | City of Portsmouth | 0.72 5500 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.116 | 0.624 | 5800 | G |
| _ | To: From: | SR 239 Victor | y Blvd | | | | | | | | | | | |
| 337 Elm Ave | City of Portsmouth | 0.23 8300 | G | 93% | 1% | 1% | 2% | 4% | 0% | F | 0.129 | 0.754 | 8800 | G |
| \smile | To- From: | Burtons Poir | nt Rd | | | <u> </u> | | | | | | | | |
| 337)Elm Ave | City of Portsmouth | 0.32 8000 | G | 93% | 1% | 1% | 2% | 4% | 0% | С | 0.137 | 0.755 | 8500 | G |
| | То: | WCL Chesap | eake | | | | | | | | | | | |
| | From: | ECL Portsm | outh | | | | | | | | | | | |
| 337)Jordan Bridge | City of Chesapeake (Maint: TOL) | 0.39 8000 | N | 93% | 1% | 1% | 2% | 4% | 0% | Ν | 0.137 | 0.755 | 8500 | Ν |
| <u> </u> | To | Toll Authority B | oundary | | | | | | | | | | | |
| 337)Poindexter St | City of Chesapeake | 0.11 8000 | Ğ | 93% | 1% | 1% | 2% | 4% | 0% | С | 0.137 | 0.755 | 8500 | G |
| | To | I-464 | | | | | | | | | | | | |
| 337)Poindexter St | City of Chesapeake | 0.56 12000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | 0.671 | 12000 | F |
| 337) I dilidexter di | To: | US 460 Bainbrio | | 30 /6 | 1 /0 | 170 | 1 /0 | 1 /0 | 0 70 | | 0.054 | 0.07 1 | 12000 | |
| | From: | US 460; Poinde | | | | | | | | | | | | |
| 337)Bainbridge Blvd | City of Chesapeake | 0.74 1700 | F | 90% | 1% | 1% | 2% | 5% | 0% | С | 0.127 | 0.827 | 1800 | F |
| 3 | To: | SCL Norfo | olk | | | | | | | | | | | |
| | From: | NCL Chesap | | | | | | | | | | | | |
| 337)Bainbridge Blvd | City of Norfolk | 0.28 1500 | G | 93% | 1% | 2% | 2% | 2% | 0% | С | 0.087 | 0.616 | 1700 | G |
| \mathcal{L} | To: | Main St | | | | | | | | | | | | |
| | From: | Bainbridge l | | | | | | | | | | | | |
| 337)Main St | City of Norfolk | 0.21 6100 | G | 93% | 1% | 2% | 2% | 2% | 0% | F | 0.098 | 0.51 | 6600 | G |
| \smile | То: | Liberty S | | | | | | | | | | | | |
| | From: | Main St | | | | | | | | _ | | | | _ |
| 337)Liberty St | City of Norfolk | 0.11 5100 | G | 93% | 1% | 2% | 2% | 2% | 0% | F | 0.096 | 0.719 | 5500 | G |
| \smile | Το· | State St | | | | | | | | | | | | |

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

| | 1 - 1 - 1 - 1 | | | | 4 | | | Tru | ıck | | | K | Dir | A A \ A \ A \ C T | . 01 |
|--------------------------|--|----------------------|------------------------------|----------|--------|---------|----------|------------|-----------|---------|--------|-------------|------------|-------------------|------|
| Route | Jurisdiction | Length | | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK Facto | r AAWDT | QV |
| 337)State St | City of Norfolk | 0.05 | Liberty St 5100 | N | 93% | 1% | 2% | 2% | 2% | 0% | N | 0.096 | 0.719 | 5500 | Ν |
| 337 State St | Combined Traffic Estimates for Parallel Roads | | NA | 14 | 30 /6 | 1 /0 | 2.70 | 2/0 | 2 /0 | 0 /6 | IN | NA | 0.713 | , 5500 NA | ' |
| | Combined Trainic Estimates for Faraner Hoads | | | | | | | | | | | INA | | INA | |
| 337)State St | City of Norfolk | 0.07 | Berkley Ave | G | | | | | | | | 0.113 | 0.683 | 15000 | (|
| 337 State St | City of Norioik | 0.07 | I-464 | G | | | _ | | | | | 0.113 | 0.000 | 15000 | (|
| | From: | SF | R 337 State 3 | St | | | \dashv | | | | | | | | |
| 337)(337)Ramp | City of Norfolk (Maint: 6 | 64) 0.12 | 7800 | G | | | | | | | | 0.121 | | 7800 | (|
| | To: | | I-464 NB | | | | | | | | | | | | |
| | From: | 0.1) | State St | | | 1.404 | | | " | | | | | | |
| 337 (464) | City of Norfolk (Maint: 6 | , | | | | | | | | | | | s segment. | | |
| | Combined Traffic Estimates for 2 Parallel Road | lways on this Route: | | N | 95% | 0% | 1% | 1% | 2% | 0% | Ν | 0.080 | F 0.779 | 58000 | ١ |
| ALT | From: | | I-264 I-464 | | | | + | | | | | | | | |
| 337 264 460 Berkley Brid | dge City of Norfolk (Maint: 6 | 64) 0.41 | 1-404 | | Se | e I-264 | for dire | ectional t | raffic vo | olume e | stimat | tes for thi | s segment. | | |
| 337 (204) (400) = 3 | Combined Traffic Estimates for 2 Parallel Road | • | 95000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | A 0.667 | 102000 | (|
| | To: | mayo on the riodio. | EndLabel | | 0 1 70 | 070 | Ť | 1 /0 | 170 | 0 70 | • | 0.000 | 7. 0.007 | 102000 | • |
| ALT | From: | | State St | | | | | | | | | | | | |
| 337)(264)(460) | City of Norfolk (Maint: 6 | , | | | Se | e I-264 | for dire | ectional t | raffic vo | olume e | stimat | tes for thi | s segment. | | |
| | Combined Traffic Estimates for 2 Parallel Road | lways on this Route: | 92000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.085 | F 0.508 | 100000 | (|
| | To: | ALT US | S 460 St Pau | ıls Blvd | | | | | | | | | | | |
| ALT | From: | 0.4) | I-264 | | 000/ | 10/ | 10/ | 00/ | 00/ | 00/ | N.I | 0.004 | 0.700 | 00000 | |
| 337 (460) | City of Norfolk (Maint: 6 | , | 27000 | N | 98% | 1% | 1% | 0% | 0% | 0% | Ν | 0.084 | 0.782 | 30000 | ı |
| | From: | | Fidewater Dr S 460 St Pau | | | | - | | | | | | | | |
| 337)(264) | City of Norfolk (Maint: 6 | | 3 100 51 1 40 | als Divu | Se | e I-264 | for dire | ectional t | raffic vo | olume e | stimat | tes for thi | s segment. | | |
| 307/204/ | Combined Traffic Estimates for 2 Parallel Road | • | 88000 | N | 94% | 0% | 1% | 1% | 4% | 0% | Ν | 0.085 | F 0.508 | 99000 | ı |
| | To: | | Tidewater Di | | | | | | | | | | | | |
| | From: | ALT US | S 460 St Pau | ıls Blvd | | | | | | | | | | | |
| 337)Tidewater Dr | City of Norfolk | 0.81 | 22000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.085 | 0.524 | 26000 | (|
| <u> </u> | To: | US 460 Bran | | | | | | | | | | | | | |
| Prombleton Ave | City of Norfolk | | Brambleton | | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.077 | 0.595 | 37000 | (|
| Brambleton Ave | City of Norioik | 0.10 | 34000 | G | 90% | 1 70 | 1 70 | 1 70 | 1 70 | 0% | Г | 0.077 | 0.590 | 37000 | , |
| | To: From: | | Church St | | | | | | | | | | | | |
| Brambleton Ave | City of Norfolk | 0.31 | 22000 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.079 | 0.573 | 24000 | (|
| <u> </u> | To: | | S 460 St Pau | | | | _ | | | | | | | | |
| Brambleton Ave | City of Norfolk | 0.20 | 0 Saint Paul: 27000 | G BIVG | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.077 | 0.628 | 32000 | (|
| 337 Brainbloton Ave | Oity of Nortolik | 0.20 | | <u> </u> | 00 /0 | 0 /0 | - 70 | 1 /0 | J /0 | 0 /0 | ' | 0.077 | 0.020 | , 52000 | ` |
| Duran India A | To: From: | 2.5= | Boush St | | 050/ | 001 | | 401 | 00′ | 00′ | | 0.075 | 2.000 | 00000 | |
| Brambleton Ave | City of Norfolk | 0.07 | 33000 | N | 95% | 0% | 0% | 1% | 3% | 0% | Ν | 0.075 | 0.639 | 38000 | 1 |
| <u>~</u> | To: From: | SR 3 | 337 Par Duk | e St | | | | | | | | | | | |
| 337) (58) Brambleton Ave | City of Norfolk | 0.83 | 33000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.075 | 0.639 | 38000 | (|
| \sim | To: | | Colley Ave | | | | | | | | | | | | |

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

| | | TTOTION | viairiteriai | 100 711 | <u> </u> | | | | | | | 1.4 | | 5. | | |
|--|---|-------------------------|----------------|------------|----------|-------|--------------|--------|--------|--------|----|--------|----|--------|-------|----|
| Route | Jurisdictio | n Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | _ K | QK | Dir | AAWDT | QW |
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Factor | | Factor | | |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | From: | | Colley Ave | | | | | | | | _ | | | | | _ |
| (337) (58) Brambleton Ave | City of Norf | olk 0.26 | 26000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.08 | | 0.561 | 30000 | G |
| | To: | | US 58 | | | | | | | | | | | | | |
| | From: | | US 58 . | | | | | | | | | | | | | |
| 337 Brambleton Ave | City of Norfe | olk 0.22 | 26000 | N | 95% | 0% | 0% | 1% | 3% | 0% | Ν | 0.08 | | 0.561 | 30000 | N |
| \bigcirc | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 26000 | N | | | | | | | | NA | | | NA | |
| | To: | Н | Hampton Blv | d | | | | | | | | | | | | |
| | From: | | Brambleton | n Ave | | | | | | | | | | | | |
| (337) Hampton Blvd | City of Norfe | olk 0.90 | 31000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.079 | | 0.639 | 36000 | G |
| | To | | 21 . 0 | | | | | | | | | | | | | |
| Llamatan Blud | From: | all: 0.00 | 21st Street | | 050/ | 00/ | | 10/ | 00/ | 00/ | | 0.075 | | 0.500 | 00000 | |
| (337) Hampton Blvd | City of Norfo | olk 0.22 | 31000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.075 | | 0.560 | 36000 | G |
| | To | SI | R 247, 26th | St | | | | | | | | | | | | |
| (337) Hampton Blvd | City of Norfo | olk 0.71 | 27000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.078 | | 0.603 | 31000 | G |
| 007) | , | | | | | | | | | | | | | | | |
| | From: | | d Dominion | | | | | | | | | | | | | |
| (337) Hampton Blvd | City of Norfe | olk 2.07 | 32000 | Α | 95% | 0% | 0% | 1% | 3% | 0% | С | 0.096 | | 0.604 | 37000 | Α |
| $\underline{\hspace{1cm}}$ | To: | SR 16 | 55 Little Cree | ek Rd | | | \neg | | | | | | | | | |
| (337) Hampton Blvd | From: City of Norfo | | 30000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.078 | | 0.609 | 35000 | G |
| 337) Hampton Biva | City of Horis | 0.10 | 30000 | <u> </u> | 0070 | 0 70 | 0 /0 | 1 /0 | 0 70 | 0 /0 | • | 0.070 | | 0.000 | 00000 | ď |
| | To: From: | SR 4 | 06 Terminal | Blvd | | | | | | | | | | | | |
| (337) Hampton Blvd | City of Norfe | olk 1.94 | 22000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.098 | | 0.516 | 25000 | G |
| \bigcirc | To: | Adm | iral Taussig | Blvd | | | | | | | | | | | | |
| | From: | | Blvd; Mary | land Av | e | | | | | | | | | | | |
| (337) Admiral Taussig Blvd | City of Norfe | olk 0.91 | 22000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.104 | | 0.838 | 25000 | G |
| | To: | | I-564 | | | | | | | | | | | | | |
| | From: | 91 | R 337 State | Ct . | | | | | | | | | | | | |
| Pamp | City of Norfolk (M | | 7800 | G G | | | | | | | | 0.121 | | | 7800 | G |
| Ramp | City of Norioik (ivi | 0.12 | | G | | | | | | | | 0.121 | | | 7000 | G |
| | 100 | | I-464 NB | | | | | | | | | | | | | |
| East | From: | SR | 337 TO I-6 | 64 | | | | | | | | | | | | |
| (₃₃₇)Ramp | City of Chesapeake | (Maint: 64) 0.29 | 3500 | G | | | | | | | | 0.118 | | | 3500 | G |
| | To: | I-664- | E FROM R | T 337 | | | | | | | | | | | | |
| East | From: | SR 337 I-664-V | V011A TO | I 664 A1 | NID ED | | | | | | | | | | | |
| Pamp | City of Chesapeake | | 2400 | G | NDTK | | | | | | | 0.081 | | | 2400 | G |
| Ramp | City of Chesapeake | | | | | | | | | | | 0.001 | | | 2400 | G |
| | 10. | 1-664- | W FROM R | 1 33/ | | | | | | | | | | | | |
| East ALT | From: | | 337 TO RT | 264 | | | | | | | | | | | | |
| (337)(460)(Ramp | City of Portsmouth | (Maint: 64) 0.57 | 3600 | G | | | | | | | | 0.077 | | | 3600 | G |
| | To: | I-264- | E FROM R | Т 337 | | | | | | | | | | | | |
| Foot | From: | SR 337 TRUXTON | | | TE 161 0 | 1 | <u> </u> | | | | | | | | | |
| East | City of Chesapeake | | 800 | G G | 1E 404 S | , | | | | | | 0.17 | | | 800 | G |
| (337) Ramp | City of Chesapeake | | | | non | · · · | i | | | | | 0.17 | | | 000 | G |
| | To | I-464-S004X FROM | 1 RT 337 EA | AST00-] | POINDEX | I. | | | | | | | | | | |
| East | From: | SR | 337 TO RT | 464 | | | | | | | | | | | | |
| (337)Ramp | City of Chesapeake | (Maint: 64) 0.17 | 610 | G | | | | | | | | 0.142 | | | 610 | G |
| , | To: | , | N FROM R | | | | | | | | | | | | | |
| | | 1-404 | | - 551 | | | | | | | | | | | | |

| Route | Jurisdiction | | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--|------------------------|-------------|---------------------|--------------------------|----------|----------|-----|-------------|---------------|-----------|--------|--------|-------------|-------|---------------|-------|----|
| West (337)Ramp | City of Chesapeake (Ma | | 37 I-664-E0 0.24 | 011B TO A | ND FRO | OM I-6 | | | | | | | 0.086 | | | 6800 | G |
| | То: | | I-664-E | E FROM R | T 337 | | | | | | | | | | | | |
| West | From: | | SR 3 | 337 TO I-6 | 64 | | | | | | | | | | | | |
| (337)Ramp | City of Chesapeake (Ma | aint: 64) | 0.24 | 5600 | G | | | | | | | | 0.078 | | | 5600 | G |
| | To: | | I-664-W | V FROM R | T 337 | | | | | | | | | | | | |
| West | From: | | SR 3: | 37 TO RT | 264 | | | | | | | | | | | | |
| (337)Ramp | City of Portsmouth (Ma | int: 64) | 0.17 | 1400 | G | | | | | | | | 0.099 | | | 1400 | G |
| | То: | I-264-W | RAMP FR | ROM RT 33 | 37 FRON | 4 RT 337 | | | | | | | | | | | |
| West | From: | | SR 337 T | O RT 464 S | SOUTH | | | | | | | | | | | | |
| (337)Ramp | City of Chesapeake (Ma | aint: 64) | 0.18 | 1800 | G | | | | | | | | 0.112 | | | 1800 | G |
| | To: | I-464-S004 | 4X FROM I | ROUTE 33 | 7 WEST | 00- POIN | D | | | | | | | | | | |
| West | From: | S | SR 337 TO | ROUTE 46 | 64 NORT | TH. | | | | | | | | | | | |
| (337) Ramp | City of Chesapeake (Ma | | 0.12 | 3100 | G | | | | | | | | 0.082 | | | 3100 | G |
| | To: | I-464-N FR | ROM ROUT | TE 337 WE | EST00- P | OINDEXT | E | | | | | | | | | | |
| West | From: | 1SR-0 | 00337-P(B)/ | TO WATE | ERSIDE | DRIVE | | | | | | | | | | | |
| (337)Ramp | City of Norfolk (Maint | t: 64) | 0.08 | NA | | | | | | | | | NA | | | NA | |
| \bigcirc | To: | IS-00264- | W010B(B)/ | FROM TII | DEWAT | ER DRIVI | E | | | | | | | | | | |
| | From: | IS-00264-E0 | 008A(L)/IS- | -00264-W0 | 08A(U)/ | TO BERK | LE | | | | | | | | | | |
| (337)(264) Ramp | City of Norfolk (Maint | t: 64) | 0.18 | NA | | | | | | | | | NA | | | NA | |
| | To: | | 7-P(L)/122- | | | | | | | | | | | | | | |
| | From: | | W(B)/IS-00 |)464-S(L)/4 | 164-W IN | | | | | | | | | | | | |
| 337) 264) Ramp | City of Norfolk (Maint | | 0.22 | | | | | for dire | ectional ti | rattic vo | lume e | stimat | es for thi | s seg | ment. | | |
| | From: | IS-00264-E | | I-264 W |)8A(U)/1 | O BERKI | LE | | | | | | | | | | |
| 337) Ramp From Tidewater Dr to I-264 W | City of Norfolk | | 0.13 | NA | | | | | | | | | NA | | | NA | |
| (397) Hamp 1 10111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | To: | | | dewater Dr | r | | | | | | | | | | | | |
| | From: | | | np to I-264 | | | | | | | | | | | | | |
| (337) Tidewater Dr | City of Norfolk | | 0.12 | NA | | | | | | | | | NA | | | NA | |
| <u> </u> | To | | Fast | City Hall A | Ave | | | | | | | | | | | | |
| 337 Tidewater Dr | City of Norfolk | | 0.15 | NA | 110 | | | | | | | | NA | | | NA | |
| (Sp.) | To: | | | harlotte St | | | | | | | | | | | | | |
| ALT | From: | | SR 337 | Portsmouth | h Blvd | | | | | | | | | | | | |
| Turnpike Rd | City of Portsmout | h | 1.05 | 3200 | G | 85% | 1% | 1% | 3% | 10% | 0% | F | 0.09 | | 0.503 | 3500 | G |
| (337) | | | | | | | | | -,- | | • , • | | | | | | - |
| ALT | From: | | US 17 | Frederick | Blvd | | | | | | | | | | | | |
| (337)Turnpike Rd | City of Portsmout | h | 0.30 | 12000 | G | 85% | 1% | 1% | 3% | 10% | 0% | F | 0.083 | | 0.623 | 12000 | G |
| | To: | | I | Howard St | | | | \neg | | | | | | | | | |
| ALT | City of Portsmout | -h | | | G | OE0/ | 10/ | 10/ | 20/ | 100/ | 00/ | С | 0.000 | | 0.600 | 10000 | C |
| 337 Turnpike Rd | City of Portsmout | .11 | 0.54 | 9600 | G | 85% | 1% | 1% | 3% | 10% | 0% | C | 0.083 | | 0.603 | 10000 | G |
| ALT | From: | | | Harbor Dr Cassell Ave | : | | | | | | | | | | | | |
| (337) Harbor Dr | City of Portsmout | :h | 0.05 | 4700 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.097 | | 0.552 | 5000 | G |
| 001) | To: | | | County St | | , - | | Ti. | ,- | | | • | | | | | - |

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

| | | | | | | | | Tru | ck | | | K | | Dir | | |
|-----------------------|---|-------------------------|--------------|----------------|-----------|-----|-----|--------|-----|-----|----|--------|----|--------|---------|----|
| Route | Jurisdiction | n Length | AADT | QA | 4Tire | Bus | | 3+Axle | - | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| ALT | From: | | County St | | | | | | | | | | | | | |
| Harbor Dr | City of Portsmo | outh 0.11 | 6000 | G | 95% | 0% | 0% | 1% | 3% | 0% | F | 0.086 | | 0.583 | 6400 | G |
| ALT | To: From: | | High St | | | | | | | | | | | | | |
| 337 Harbor Dr | City of Portsmo | outh 0.24 | 14000 | G | 85% | 1% | 1% | 3% | 10% | 0% | F | 0.087 | | 0.587 | 15000 | C |
| \smile | To: | | US 58 | | | | | | | | | | | | | |
| ALT | From: | ALT US 460 | | | | 40/ | 10/ | 00/ | 00/ | 00/ | _ | 0.000 | | 0.700 | 0.4000 | _ |
| Waterside Dr/Boush St | City of Norfo | | 22000 | G | 97% | 1% | 1% | 0% | 0% | 0% | - | 0.096 | _ | 0.732 | 24000 | (|
| | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 24000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.598 | 26000 | (|
| ALT | To: From: | (| City Hall Av | re | | | | | | | | | | | | |
| Waterside Dr/Boush St | City of Norfo | olk 0.44 | 20000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | | 0.505 | 22000 | (|
| 30.7 | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 22000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.517 | 24000 | (|
| | To: | | 37 Bramble | ton Ave | | | | | | | | | | | | |
| ALT | From: | A1SR | 337 Waters | side Dr | | | | | | | | | | | | |
| Ramp | City of Norfolk (Ma | | 14000 | G | | | | | | | | 0.166 | | | 14000 | (|
| | To: | | I-264 East | | | | | | | | | | | | | |
| | From: | SR 16 | 5 Kempsvi | lle Rd | | | | | | | | | | | | |
| Newtown Rd | City of Norfo | olk 0.31 | 28000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.078 | | 0.549 | 30000 | (|
| | To | I-264 Va I | Beach Norfo | olk Expy | VV | | | | | | | | | | | |
| Newtown Rd | From:L City of Norfo | | 35000 | G G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.077 | | 0.563 | 38000 | (|
| 100) | То: | US 5 | 8 Va Beach | Blvd | | | | | | | | | | | | |
| | From: | SR 10 | 58; Tidewat | ter Dr | | | | | | | | | | | | |
| 404)Princess Anne Rd | City of Norfo | | 16000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | | 0.566 | 17000 | (|
| 101) | To: | SR | 166 Park A | Ave | | | | | | | | | | | | |
| | From: | | I-264 | | | | | | | | | | | | | |
| Ballentine Blvd | City of Norfo | olk 0.64 | 23000 | G | 92% | 1% | 2% | 3% | 2% | 0% | С | 0.086 | | 0.582 | 25000 | (|
| | To: | US | 58; 122-85 | 573 | | | | | | | | | | | | |
| | From: | SR 4 | 05; 122-863 | 37 Ga | | | | | | | | | | | | |
| 105)Ramp | City of Norfolk (Ma | aint: 64) 0.14 | 4800 | G | | | | | | | | 0.089 | | | 4800 | (|
| | To: | I-264-E FROM ROU | TE 405-ME | ERRIM <i>A</i> | C AVEN | JE | | | | | | | | | | |
| | From: | SR 405 T | O & FROM | 1 ROUT | E | | | | | | | | | | | |
| 105)Ramp | City of Norfolk (Ma | aint: 64) 0.12 | 7600 | G | | | | | | | | 0.082 | | | 7600 | (|
| | To: | I-264-W FROM ROU | TE 405-MI | ERRIMA | AC AVEN | UE | | | | | | | | | | |
| | From: | SR 33 | 37 Hampton | Blvd | | | | | | | | | | | | |
| International Blvd | City of Norfo | olk 1.33 | 22000 | Α | 95% | 0% | 0% | 1% | 4% | 0% | С | 0.089 | | 0.601 | 25000 | |
| | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 40000 | G | | | | | | | | NA | | | 42000 | (|
| | To: | | Ruthven Rd | I | | | | | | | | | | | | |
| 406)Terminal Blvd | From:L City of Norfolk (Ma | | 22000 | N | 95% | 0% | 0% | 1% | 4% | 0% | Ν | 0.089 | | 0.601 | 25000 | 1 |
| 100) | To: | , | I-564 | | | | | | | | | | | | | _ |
| East | From: | Ramp from SR 406 | | to I-564 | Easthoun | 1 | | | | | | | | | | |
| Ramp | L City of Norfolk (Ma | | 7200 | G | Lastocull | .a | | | | | | 0.119 | | | 7200 | (|
| +00) | To: | Ramps to I-64 Wes | | | 0 1 0 | | | | | | | 55 | | | . = 0 0 | ` |

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

| Davida | Leader Mentage | 1 | 4457 | | 4 | D | | Tru | ıck | | 00 | K | Dir | A A \A/DT | . 01 |
|--|--|-------------------|-----------------------|-------------------|-------|------|---------------|--------|--------|--------|----|--------|-----------|-----------|------|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK Factor | AAWDT | Q۱ |
| | From: | | 64 Northbour | | | | | | | | | 0.400 | | 17000 | _ |
| A ₀₆ Ramp | City of Norfolk (Maint: 64) | | 17000 | G | | | | | | | | 0.102 | | 17000 | (|
| Co | mbined Traffic Estimates for 2 Parallel Roadwa | • | 40000 | G | | | | | | | | NA | | 42000 | (|
| | 10: | | minal Blvd V | | ınd | | | | | | | | | | |
| 407)Indian River Rd | City of Norfolk | SR 168 0.71 | 8 Campostell | la Rd G | 96% | 1% | 1% | 1% | 2% | 0% | С | 0.094 | 0.611 | 20000 | (|
| 407 Indian River Rd | City of Norioik | | 18000 L Chesapeal | | 96% | 170 | 1% | 170 | 2% | 0% | C | 0.094 | 0.611 | 20000 | ' |
| | From: | | CL Norfolk | ке | | | | | | | | | | | |
| Indian River Rd | City of Chesapeake | 0.71 | 20000 | F | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.097 | 0.523 | 21000 | |
| | то: | | Daklette Ave | | | | | | | | | | | | |
| Indian River Rd | City of Chesapeake | 0.90 | 25000 | F | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.093 | 0.539 | 27000 | |
| 107) | To: | | Virginia Be | | 0070 | 0 70 | $\overline{}$ | . , 0 | 0 70 | 0 / 0 | Ū | 0.000 | 0.000 | | |
| | From: | | ECL Suffolk | | | | | | | | | | | | |
| 60 (58) (13) Military Highway | City of Chesapeake (Maint: 6 | | 76000 | Α | 92% | 0% | 1% | 1% | 6% | 0% | С | 0.095 | 0.585 | 80000 | |
| 100 (30) (13) | | - , | | | | | | | | | | | | | |
| | City of Chesapeake (Maint: 6 | 64) 0.11 | I-664 11000 | G | 92% | 0% | 1% | 10/ | 6% | 0% | F | 0.091 | 0.569 | 12000 | |
| 160 (58) (13) | City of Chesapeake (Maint. 6 | 0.11 | 11000 | G | 92% | 0% | 1 70 | 1% | 070 | 0% | Г | 0.091 | 0.569 | 12000 | |
| ~~~ | To: From: | | S 58; SR 191 | | | | | | | | | | | | |
| 60 } { 13 } (191) | City of Chesapeake | 0.18 | 7700 | F | 90% | 1% | 2% | 3% | 4% | 0% | F | 0.113 | 0.576 | 8100 | |
| | To: From: | SR 19: | 1, S Military | Hwy | | | | | | | | | | | |
| 160 (13) Military Highway | City of Chesapeake | 0.45 | 6400 | F | 90% | 1% | 2% | 3% | 4% | 0% | F | 0.113 | 0.576 | 6800 | |
| | mbined Traffic Estimates for 2 Parallel Roadwa | ys on this Route: | 6400 | F | | | | | | | | NA | | NA | |
| | Too | S | Military Hwy | v | | | | | | | | | | | |
| 160 (13) Military Highway | City of Chesapeake | 2.44 | 10000 | F | 90% | 1% | 2% | 3% | 4% | 0% | С | 0.148 | 0.813 | 11000 | |
| | Too | | 1.64 | | | | | | | | | | | | |
| 460 13 Military Highway | City of Chesapeake | 1.37 | I-64 19000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.101 | 0.607 | 20000 | |
| Military Highway | Oity of Official Care | | | - | | 0 70 | 1 70 | 1 /0 | 1 /0 | 0 /0 | | 0.101 | 0.007 | 20000 | |
| ~~~ | To: From: | | orge Washing | | • | | | | | | _ | | | | |
| Military Highway | City of Chesapeake | 1.01 | 18000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.101 | 0.514 | 20000 | |
| ~ ~ | To: From: | | 196 Canal D |)r | | | | | | | | | | | |
| 160 13 Military Highway | City of Chesapeake | 2.20 | 35000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.113 | 0.567 | 38000 | |
| \longrightarrow | To: | | Ailitary Hwy | , | | | | | | | | | | | |
| 460 (166) Bainbridge Blvd | City of Chesapeake | 0.74 | 3 Military H 11000 | F F | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.103 | 0.561 | 11000 | |
| 160 166 Bainbridge Blvd | City of Chesapeake | 0.74 | 11000 | Г | 90 /6 | 1 /0 | 1 /0 | 1 /0 | ∠ /0 | 0 /6 | ' | 0.103 | 0.501 | 11000 | |
| ≈ | To: From: | | reeman Ave | | | | | | | | | | | | |
| 160 (166) Bainbridge Blvd | City of Chesapeake | 1.25 | 9900 | F | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.086 | 0.534 | 10000 | |
| ~ | To: From | Ch | esapeake Av | 'e | | | ⊒⊢ | | | | | | | | |
| 160 (166) Bainbridge Blvd | City of Chesapeake | 0.81 | 8600 | F | 95% | 1% | 1% | 1% | 2% | 0% | С | 0.085 | 0.631 | 9100 | |
| \sim | To | | 37 Poindexte | | | | | | | | | | | | |
| ~~~ | From | | inbridge Blv | | | | | | • | | _ | | | | _ |
| 160 166 Poindexter St | City of Chesapeake | 0.56 | 7500 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.119 | 0.699 | 8000 | |
| ~ ~ | Tor | | Liberty St | | | | | | | | | | | | |

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

| | | | | | _ | | Tru | ck | | | K | Dir | | |
|--|--------------------|--|------------|-------|------|-----------------|--------|--------|--------|----|--------|-----------|-------|----|
| Route | Jurisdiction | Length AAD1 | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK Factor | AAWDT | Q۱ |
| ~~ | From: | Liberty | | | | | | | | | | | | |
| 160 166 22nd St | City of Chesapeake | 0.39 5700 | | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.122 | 0.738 | 6000 | F |
| ~ | To: | SCL Norf | | | | | | | | | | | | |
| Wilson Dd | City of Norfolk | NCL Chesa | | 000/ | 1% | 10/ | 00/ | 00/ | 00/ | F | 0.100 | 0.604 | 0000 | , |
| 166 Wilson Rd | City of Norfolk | 0.65 9100 | | 98% | 170 | 1% | 0% | 0% | 0% | Г | 0.109 | 0.604 | 9900 | (|
| ~ ~ | From: | Campostella Wilson F | | | | | | | | | | | | |
| (166) (168) Campostella Rd | City of Norfolk | 0.73 5100 0 | | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.113 | 0.783 | 55000 | (|
| 100 100 1 | To | Kimball T | | | | | | | | | | | | |
| 160 (166) (168) Brambleton Ave | City of Norfolk | 0.30 46000 | | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.082 | 0.614 | 50000 | (|
| 160 (166) (168) Brambleton Ave | Oity of Norion | | | 30 78 | 1 /0 | 1 /0 | 1 /0 | 1 /0 | 0 70 | O | 0.002 | 0.014 | 30000 | |
| ~ | To: From: | Park Av | | | | | | | | | | | | |
| 60) 168 Brambleton Ave | City of Norfolk | 0.40 36000 |) G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | 0.558 | 39000 | (|
| ~ ~ | To: From: | Tidewater | | | | | | | | | | | | |
| Rrambleton Ave | City of Norfolk | 0.10 3400 0 |) G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.077 | 0.595 | 37000 | |
| ~ | To- From: | Church | St | | | | | | | | | | | |
| 60 337 Brambleton Ave | City of Norfolk | 0.31 22000 |) G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.079 | 0.573 | 24000 | |
| | To: | ALT US 460 St | Pauls Blvc | | | | | | | | | | | |
| ALT | From: | ALT US 460, Bran | nbleton A | ve | | | | | | | | | | |
| 60 (460 St Pauls Blvd | City of Norfolk | 0.24 2200 0 |) G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.08 | 0.535 | 24000 | |
| | To | ALT US 460 Par; M | [ontice]]o | Ave. | | | | | | | | | | |
| St Pauls Blvd | City of Norfolk | 0.07 2600 0 | | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.078 | 0.506 | 28000 | |
| 30) | Ter | | 1 D1 | | | | | | | | | | | |
| Manticella Ava | City of Norfolk | US 58 Virginia E 0.66 2100 0 | | 96% | 2% | 1% | 0% | 1% | 0% | С | 0.073 | 0.528 | 23000 | |
| Monticello Ave | City of Norion | 0.00 21000 | , G | 90 /6 | 2 /0 | 1 /0 | 0 /6 | 1 /0 | 0 /6 | C | 0.073 | 0.526 | 23000 | |
| ~~ | To: From: | 21st St | | | | | | | | | | | | |
| Monticello Ave | City of Norfolk | 0.49 1700 0 |) G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.082 | 0.527 | 18000 | • |
| ~ | To | Church | St | | | \neg \vdash | | | | | | | | |
| Granby St | City of Norfolk | 0.81 2500 0 |) G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.091 | 0.543 | 28000 | |
| | To | Llewellyn | Avo | | | | | | | | | | | |
| 60 Granby St | City of Norfolk | 0.45 3000 | | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.095 | 0.649 | 33000 | |
| GO Granby St | City of Noriolk | | | 90 /6 | 2 /0 | 1 /0 | 0 /6 | 1 /0 | 0 /6 | ' | 0.095 | 0.049 | 33000 | |
| ~~ | To: From: | Willow Wo | | | | | | | | | | | | |
| Granby St | City of Norfolk | 1.30 3300 0 |) G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.082 | 0.537 | 36000 | |
| ~ | To | Thole S | St | | | <u> </u> | | | | | | | | |
| Granby St | City of Norfolk | 0.37 30000 | | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.090 | 0.511 | 32000 | |
| , | Tol | | | | | i | | | | | | | | |
| ~ Carachar Ct | From: | SR 165 Little (| | 000/ | 00/ | 10/ | 00/ | 10/ | 00/ | | 0.005 | 0.500 | 00000 | |
| Granby St | City of Norfolk | 0.44 25000 |) G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.095 | 0.569 | 28000 | • |
| | To- From: | I-64; I-50 | 64 | | | | | | | | | | | |
| Granby St | City of Norfolk | 0.69 24000 |) G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.095 | 0.769 | 26000 | (|
| ~ | To: | I-64 Eas | st | | | | | | | | | | | |
| Granby St | City of Norfolk | 0.30 2200 0 | | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.098 | 0.689 | 23000 | (|
| +00) = = = = = = = = = = = = = = = = = = | To: | Bay View | | 0070 | . ,0 | | 5 / 0 | 3 / 0 | 5 / 0 | • | 0.000 | 3.000 | _5555 | ` |

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

| Route | Jurisdiction | Length AADT (| QA 4Tire | Ruc | | Truc | k | | QC | K | QK _ Dir | AAWDT | . OW |
|------------------------------|--|---|--------------------|----------|------------|------------|---------|------------|--------|-------------|-----------------|-------|------|
| noute | Junsuiction | | GA 41116 | Dus | 2Axle 3 | 8+Axle 1 | Trail | 2Trail | QU | Factor | Factor | AAWDI | |
| 460 Granby St | City of Norfolk | 8ay View Blvd 0.89 12000 | G 98% | 1% | 1% | 0% | 0% | 0% | С | 0.113 | 0.675 | 13000 | G |
| 460 Granby St | City of Norfolk | SR 168 Tidewater I 0.71 12000 | Or G 98% | 1% | 1% | 0% | 0% | 0% | F | 0.104 | 0.659 | 13000 | G |
| <i></i> | To: | US 60 Ocean View A | Ave | | | | | | | | | | |
| 460 Ramp | City of Norfolk (Maint: 64) | US 460 TO I-64 WE 0.07 4300 | ST G | | | | | | | 0.100 | | 4300 | G |
| <u> </u> | To: | I-64-W FROM US 460-GRAN | BY STREET | | | | | | | | | | |
| East 460 Ramp | City of Norfolk (Maint: 64) | US 460 TO ROUTE 264 0.14 4400 | EAST G | | | | | | | 0.103 | | 4400 | G |
| 400) | The state of the s | 264-E FROM ROUTE 460 EAST | | ON | | | | | | | | | |
| East | From: | US 460 Granby St | | | | | | | | | | | |
| 460 Ramp | City of Norfolk (Maint: 64) | 0.13 4300 I-564 Northbound | G | | \neg | | | | | 0.141 | | 4300 | G |
| West | From: | US 460 TO ROUTE 264 | | | | | | | | | | | |
| 460 Ramp | City of Norfolk (Maint: 64) | 0.19 8000 | G | | <u></u> | | | | | 0.099 | | 8000 | G |
| ~ | To: I-2 | 64-E FROM ROUTE 460 WEST | 00- BRAMBL | ETO | | | | | | | | | |
| ALT 460 (58) Airline Blvd | City of Chesapeake | Joliff Rd 1.72 7000 | F 96% | 2% | 1% | 0% | 2% | 0% | С | 0.091 | 0.569 | 7500 | F |
| 460 58 Airline Blvd | To: | WCL Portsmouth | | 270 | 70 | 0 70 | 2 /0 | 0 70 | O | 0.001 | 0.505 | 7500 | ' |
| ALT SI I | From: | ECL Chesapeake | | 00/ | | 00/ | 00/ | 00/ | _ | 0.007 | 0.504 | 10000 | |
| 460 58 Airline Blvd | City of Portsmouth | | G 96% | 2% | 1% | 0% | 2% | 0% | F | 0.087 | 0.584 | 13000 | G |
| ALT | Tro- From: | Greenwood Dr | | | | | | | | | | | |
| 460 58 Airline Blvd | City of Portsmouth | 0.20 12000 | G 96% | 2% | 1% | 0% | 2% | 0% | F | 0.084 | 0.52 | 13000 | G |
| ALT | Too From: | Elmhurst Lane | | | | | | | | | | | |
| 460 (58) Airline Blvd | City of Portsmouth | 1.30 10000 | G 96% | 2% | 1% | 0% | 2% | 0% | F | 0.086 | 0.543 | 11000 | G |
| ALT | To: From: | VICTORY BLVD |) | | | | | | | | | | |
| 460 58 Airline Blvd | City of Portsmouth | 0.28 13000 | G 96% | 2% | 1% | 0% | 2% | 0% | F | 0.082 | 0.545 | 14000 | G |
| ALT | To From: | US 58, SR 337 | | | <u> </u> | | | | | | | | |
| 460 (337) Portsmouth Blvd | City of Portsmouth | 0.10 14000 | G 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | 0.582 | 15000 | G |
| ALT | To- From: | ALT SR 337 Turnpike | e Rd | | | | | | | | | | |
| 460 (337) Portsmouth Blvd | City of Portsmouth | 0.16 11000 | G 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | 0.646 | 12000 | G |
| ALT | To: From: | I-264 | | | | | | | | | | | |
| 460 (337) Portsmouth Blvd | City of Portsmouth | 0.29 11000 | N 99% | 0% | 1% | 0% | 0% | 0% | Ν | 0.086 | 0.646 | 12000 | N |
| \smile | To: | RT 337 & I-264 | | | | | | | | | | | |
| ALT | City of Portsmouth (Maint: 64) | SR 337 TO RT 264 0.57 | | o /// 23 | 7 for dire | otional tr | offic v | olumo 1 | octime | atoc for th | is segment. | | |
| 460 337 Ramp | Gity of Fortsmouth (Maint: 64) | U.57 I-264-E FROM RT 3 | | e vA 33 | | uonan tr | anic \ | volutile (| SUIIIG | ales IOI [[| iis segillelli. | | |

| Route | Jurisdictio | on | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | - | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------------------------|---|------------------|---------------------|--------------|---------|----------|---------|----------|---------------|-----------|----------|--------|-------------|-------|---------------|--------|----|
| ALT | City of Portsmouth | (Maint: 64) | RT 0.50 | 337 & I-20 | 64 | 90 | 0 264 | for dire | otional t | roffic v | olumo or | etimot | es for thi | c coa | mont | | |
| 460 264 | Combined Traffic Estimates for 2 Parallel | ' | | 50000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.08 | _ | 0.679 | 59000 | G |
| ALT | To: From: | : | US 17 | 7 Frederick | Blvd | | | | | | | | | | | | |
| (460)(264) | City of Portsmouth | , | 0.99 | | | Se | e I-264 | for dire | ectional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| \hookrightarrow | Combined Traffic Estimates for 2 Parallel | Roadways on this | s Route: | 66000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | F | 0.591 | 72000 | G |
| ALT | To: From: | | Dee | ep Creek Bl | lvd | | | | | | | | | | | | |
| (460)(264) | City of Portsmouth | (Maint: 64) | 0.67 | | | Se | e I-264 | for dire | ectional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| \smile | Combined Traffic Estimates for 2 Parallel | Roadways on this | s Route: | 63000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.577 | 67000 | G |
| ALT | | : | SR 14 | 41 Effingha | ım St | | | | | | | | | | | | |
| 460 264 Elizabeth River D | Oowntown Tunnel City of Portsmouth | (Maint: 64) | 0.87 | | | Se | e I-264 | for dire | ectional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this | s Route: | 82000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | Α | 0.502 | 90000 | G |
| ALT | To: From: | | W | CL Norfol | k | | | | | | | | | | | | |
| 460 264 Elizabeth River D | Downtown Tunnel City of Norfolk (M | Maint: 64) | 0.55 | | | Se | e I-264 | for dire | ectional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this | s Route: | 82000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | | 0.502 | 90000 | G |
| ALT | To: From: | | | I-464 | | | | | | | | | | | | | |
| 460 (264) (337) Berkley Bri | idge City of Norfolk (N | Maint: 64) | 0.41 | | | Se | e I-264 | for dire | ectional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this | s Route: | 95000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | | 0.667 | 102000 | G |
| ALT | To: From: | | SR 3 | 37 Main St | treet | | | | | | | | | | | | |
| ALT (460)(264)(337) | City of Norfolk (N | Maint: 64) | 0.65 | | | Se | e I-264 | for dire | ectional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| 400 (201) (001) | Combined Traffic Estimates for 2 Parallel | • | s Route: | 92000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.085 | F | 0.508 | 100000 | G |
| - N - T | To | - | | I-264 | | | | | | | | | | | | | |
| ALT (460)(337) | City of Norfolk (N | Maint: 64) | 0.22 | 27000 | N | 98% | 1% | 1% | 0% | 0% | 0% | N | 0.084 | | 0.782 | 30000 | N |
| $\stackrel{\smile}{\smile}$ | To | , | | 7 Tidewater | r Drive | | | | | | | | | | | | |
| ALT | City of Norfolk (M | Agint: 64) | 0.24 | 27000 | G | 98% | 1% | 1% | 0% | 0% | 0% | _ | 0.084 | | 0.782 | 30000 | G |
| (460) | Combined Traffic Estimates for 3 Parallel | , | | | G | 30 /6 | 1 /0 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | • | 0.004 NA | | 0.762 | 40000 | G |
| | To: | : | | t Pauls Blve | | | | | | | | | | | | 10000 | |
| ALT Ot Parda Blad | From: | 1 - into (2.4) | | enchurch S | | 000/ | 40/ | 10/ | 00/ | 00/ | 00/ | _ | 0.004 | | 0.500 | 40000 | |
| St Pauls Blvd | City of Norfolk (M | nami: 64) | 0.45 | 45000 | G | 98% | 1% | 1% | 0% | 0% | 0% | Г | 0.081 | | 0.596 | 48000 | G |
| ALT | To: From: | | |) Brambleto | | | | | | | | | | | | | |
| 460 460 St Pauls Blvd | City of Norf | | 0.24 | 22000 | G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.08 | | 0.535 | 24000 | G |
| ALT | 10: | • | ALT US 46 | , | | | | | | | | | | | | | |
| ALT (460) Ramp | City of Norfolk (N | | S-00460(B)/ 0.17 | TO CITY I | HALL A | VENUE | | | | | | | NA | | | NA | |
| 400) | To: | IS-00264-W | | | 264 EAS | ST VIA A | LT 4 | | | | | | | | | | |

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

| Route | Jurisdiction | n Leng | h AADT | QA | 4Tire | Bus | | Truc | _ | | QC | K | QK | Dir | AAWDT | Q۷ |
|---------------------------------|---|-----------------------|-----------------|---------|-------|---------|----------|--------------|-----------|---------|--------|-----------|--------|--------|-------|----|
| ALT | From: | Ĭ- | 264-W TO R | Г 337 | | | 2AXIE | 3+Axle | 1 I raii | 21raii | | Factor | | Factor | | |
| 460 264 Ramp | City of Portsmouth (| | | 1 331 | Se | e I-264 | for dir | ectional tra | affic vo | lume es | stimat | es for th | is sec | ment. | | |
| 1,00,000 | To: | , | 337 FROM F | RT 264 | | | | | | | | | | , | | |
| ALT | From: | | 337 Portsmou | th Blvd | | | | | | | | | | | | |
| 460 (264) | City of Portsmouth (| • | | | Se | e I-264 | for dir | ectional tra | affic vo | lume es | stimat | es for th | is seg | gment. | | |
| ÷ | Combined Traffic Estimates for 2 Parallel F | Roadways on this Rout | e: 50000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.08 | F | 0.679 | 59000 | C |
| N.T. | To From: | U | S 17 Frederick | k Blvd | | | | | | | | | | | | |
| ALT 460 (264) | City of Portsmouth (| Maint: 64) 0.55 | ; | | Se | e I-264 | for dire | ectional tra | affic vo | lume es | stimat | es for th | is sec | ment. | | |
| +90 (204) | Combined Traffic Estimates for 2 Parallel F | • | | G | 94% | 0% | 1% | 1% | 4% | 0% | | 0.090 | F | 0.591 | 72000 | (|
| | Tallo Zolimatoo for Z T aranor i | | | | 0170 | 0 70 | | 1 70 | 170 | 070 | • | 0.000 | • | 0.001 | 72000 | Ì |
| LT | From: | | Deep Creek E | Blvd | | | | | | | | | | | | |
| 160 (264) | City of Portsmouth (| • | | | Se | e I-264 | for dir | ectional tra | affic vo | lume es | stimat | es for th | is seg | gment. | | |
| \Rightarrow \bigcirc | Combined Traffic Estimates for 2 Parallel F | Roadways on this Rout | e: 63000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.577 | 67000 | (|
| 1.7 | To: From: | Si | R 141 Effingh | am St | | | - | | | | | | | | | |
| ALT 160 (264) Elizabeth Rive | er Downtown Tunnel City of Portsmouth (| Maint: 64) 0.45 | | | Se | e I-264 | for dir | ectional tra | affic vol | lume es | stimat | es for th | is sec | ment | | |
| 190 264 2 12 200 11 1 11 10 | Combined Traffic Estimates for 2 Parallel F | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | Α | 0.502 | 90000 | (|
| | - F | Todaways on this Hout | | | 0470 | 0 70 | | 1 /0 | 470 | 0 /0 | • | 0.000 | ,, | 0.002 | 00000 | • |
| LT | From: | | WCL Norfo | lk | | | | | | | | | | | | |
| Elizabeth Rive | er Downtown Tunnel City of Norfolk (Ma | • | | | Se | e I-264 | for dir | ectional tra | affic vo | lume es | stimat | es for th | is seg | gment. | | |
| \rightarrow \bigcirc | Combined Traffic Estimates for 2 Parallel | Roadways on this Rout | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | Α | 0.502 | 90000 | (|
| | To: | | I-464, SR 33 | 37 | | | | | | | | | | | | |
| orth | From: | | I-64 | | | | | | | | | | | | | |
| 164 | City of Chesapeake | , | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.122 | | | 34000 | (|
| | Combined Traffic Estimates for 2 Parallel F | Roadways on this Rout | e: 60000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.089 | F | 0.642 | 69000 | (|
| orth | To- From: | U | S 13 Military | Hwy | | | | | | | | | | | | |
| 164) | City of Chesapeake | (Maint: 64) 1.06 | 28000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.126 | | | 31000 | (|
| 104) | Combined Traffic Estimates for 2 Parallel F | , | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.085 | F | 0.775 | 64000 | (|
| | тоГ | | | | | | | | | | | | | | | |
| lorth | From: | | Freeman Av | ve | | | | | | | | | | | | |
| 164) | City of Chesapeake | , | | Α | 95% | 0% | 1% | 1% | 2% | 0% | С | 0.153 | | | 30000 | 1 |
| | Combined Traffic Estimates for 2 Parallel F | Roadways on this Rout | e: 52000 | Α | 95% | 0% | 1% | 1% | 2% | 0% | С | 0.115 | Α | 0.644 | 60000 | , |
| - 41- | To: From: | SI | R 337 Poindex | ter St | | | - | | | | | | | | | |
| orth | City of Chesapeake | (Maint: 64) 0.76 | 28000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.111 | | | 32000 | (|
| 04) | Combined Traffic Estimates for 2 Parallel F | , | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | F | 0.662 | 63000 | (|
| | _ F | Todawayo on tino Hout | | | 0070 | 0 /0 | 1 /0 | 1 /0 | L /0 | 0 /0 | ' | 0.000 | ' | 0.002 | 55000 | , |
| lorth | To: From: | | SCL Norfol | lk | | | | | | | | | | | | |
| 164) | City of Norfolk (Ma | • | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.111 | | | 32000 | (|
| \smile | Combined Traffic Estimates for 2 Parallel F | Roadways on this Rout | e: 55000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | F | 0.662 | 63000 | (|
| | To: | | Main Stree | t | | | | | | | | | | | | |

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

| 5 . | | | | | | | | Tru | ıck | | | K | 017 | Dir | | |
|-----------------|--|--------------------|------------------------|--------|------------|----------|----------|--------|----------|----------|----|--------|-----|--------|-------|----|
| Route | Jurisdiction | Le | ngth AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q۷ |
| lorth | From: | (-t- 04) 0 | Main Stree | | 050/ | 00/ | 10/ | 40/ | 00/ | 00/ | _ | 0.440 | | | 00000 | _ |
| 164 | City of Norfolk (Mai | , | 60 26000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.112 | _ | 0.770 | 30000 | G |
| | Combined Traffic Estimates for 2 Parallel Ro | oadways on this Ro | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.080 | F | 0.779 | 58000 | G |
| orth | To: From: | | SR 337 | | | | | | | | | | | | | |
| 64 (337) | City of Norfolk (Mai | int: 64) 0 | 16 26000 | N | 95% | 0% | 1% | 1% | 2% | 0% | Ν | 0.112 | | | 30000 | ١ |
| | Combined Traffic Estimates for 2 Parallel Ro | oadways on this Ro | ute: 51000 | N | 95% | 0% | 1% | 1% | 2% | 0% | Ν | 0.080 | F | 0.779 | 58000 | ١ |
| | To: | | I-264 | | | | | | | | | | | | | |
| orth | From: | | I-464 North | | | | | | | | | | | | | |
| 64) (17) Ramp | City of Virginia Beach (| (Maint: 64) 0 | 20 9500 | G | | | | | | | | 0.120 | | | 9500 | (|
| <i></i> | 10: | | I-64 East | | | | | | | | | | | | | |
| orth Pomp | City of Chesapeake (N | Maint: 64) 0 | I-464 North | G | | | | | | | | 0.09 | | | 7100 | (|
| Ramp | Oity of Chesapeake (N | | JS 13 Military H | | | | 1 | | | | | 0.09 | | | 7100 | • |
| auth | From | | I-464 North | | | | <u>!</u> | | | | | | | | | |
| orth 64)Ramp | City of Chesapeake (N | Maint: 64) 0 | 10 4300 | G | | | | | | | | 0.082 | | | 4300 | (|
| 64) | To: | | Freeman Av | | | | | | | | | 0.002 | | | .000 | |
| orth | From: | | I-464 North |) | | | | | | | | | | | | |
| Ramp | City of Chesapeake (N | Maint: 64) 0 | 23 2100 | G | | | | | | | | 0.111 | | | 2100 | |
| <u> </u> | To: | | SR 337 Poindex | ter St | | | | | | | | | | | | |
| orth | From: | | I-464 North | 1 | | | | | | | | | | | | |
| Ramp | City of Chesapeake (N | Maint: 64) 0 | 10 720 | G | | | | | | | | 0.184 | | | 720 | (|
| <i></i> | To: | | SR 337 Poindex | ter St | | | | | | | | | | | | |
| orth | From: | | I-464 North | | | | | | | | | | | | | |
| Ramp | City of Norfolk (Mai | int: 64) 0 | 12 2100 | G | 93% | 1% | 1% | 2% | 4% | 0% | F | 0.143 | | | 2200 | (|
| | 100 | | SR 337 | | | | | | | | | | | | | |
| orth | From: | | OUTE 264 WES | T & BE | RKLEY S | T | | | | | | | | | NIA | |
| Ramp | City of Norfolk (Mai | | 13 NA 025A STATE ST | @ POI | TE 227 | | i | | | | | NA | | | NA | |
| | From | | | | | | | | | | | | | | | |
| orth 64)Ramp | City of Norfolk (Mai | | 07 NA | STATIO | N KUAD | | | | | | | NA | | | NA | |
| 64) Hamp | To: | 01) | STATE STRE | ET | | | 1 | | | | | | | | 107 | |
| outh | From: | | I-64 | | | | i | | | | | | | | | |
| 64) | City of Chesapeake (N | Maint: 64) 1 | 32 31000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.118 | | | 35000 | (|
| <i>-</i> | Combined Traffic Estimates for 2 Parallel Ro | , | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.089 | F | 0.642 | 69000 | (|
| | Too | - | US 13 Military | Hwv | | | | | | | | | | | | |
| outh | City of Chesapeake (N | Maint: 64) 0 | 84 28000 | G | 95% | 0% | 1% | 1% | 2% | 0% | _ | 0.129 | | | 33000 | (|
| 64) | Combined Traffic Estimates for 2 Parallel Ro | • | | G | 95% 95% | 0% 0% | 1% | 1% | 2% 2% | 0% 0% | F | 0.129 | F | 0.775 | 64000 | |
| | Combined Trainic Estimates for 2 Parallel Ro | oauways on this AC | Freeman Aver | | 90% | U% | 170 | 1 70 | ∠70 | 0% | ٦ | 0.065 | | 0.775 | 04000 | (|

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

| | 1 | | | | | 4.77 | _ | | Tru | ıck | | 00 | K | 01/ | Dir | A A14/DT | - 0144 |
|---------------------|---|------------------|-----------|----------------------|----------|----------|-----|----------|--------|--------|--------|----|--------|-----|--------|----------|--------|
| Route | Jurisdictio | n | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| South | From: | | | reeman Ave | | | | | | | | | | | | | |
| 464) | City of Chesapeake | | 2.01 | 26000 | Α | 95% | 0% | 1% | 1% | 2% | 0% | С | 0.158 | | | 30000 | Α |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this | s Route: | 52000 | Α | 95% | 0% | 1% | 1% | 2% | 0% | С | 0.115 | Α | 0.644 | 60000 | Α |
| South | To: From: | | (| Collector Ro | ad | | | | | | | | | | | | |
| 464) | City of Chesapeake | (Maint: 64) | 0.43 | 27000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.127 | | | 31000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this | s Route: | 55000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | F | 0.662 | 63000 | G |
| Oth- | Too: | | | SCL Norfol | k | | | <u> </u> | | | | | | | | | |
| South (464) | City of Norfolk (M | laint: 64) | 0.36 | 27000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.127 | | | 31000 | G |
| 404) | Combined Traffic Estimates for 2 Parallel | , | | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | F | 0.662 | 63000 | G |
| | Tao | | | Main Stree | | | | | .,, | _,, | * / * | | | | | | |
| South | From: | Indicate O.A. | 0.07 | | | 050/ | 00/ | 40/ | 40/ | 00/ | 00/ | _ | 0.405 | | | 00000 | _ |
| 464 | City of Norfolk (M | , | 0.87 | 25000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.105 | _ | 0.770 | 28000 | G |
| | Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle \mathrm{To}}$ | Roadways on this | s Houle. | I-264 | G | 95% | 0% | 1% | 1% | 2% | 0% | Г | 0.080 | F | 0.779 | 58000 | G |
| South | From: | | SD 10 | 04 TO I-64 | WEST | | | | | | | | | | | | |
| A64 Ramp | City of Chesapeake | (Maint: 64) | 0.22 | 8200 | G | | | | | | | | 0.095 | | | 8200 | G |
| 1 | To: | | 54-W291X | FROM RT | | UTH | | | | | | | | | | | |
| South | From: | | I-464 | -S TO I-64 | EAST | | | | | | | | | | | | |
| (464)Ramp | City of Chesapeake | (Maint: 64) | 0.36 | 4300 | G | | | | | | | | 0.177 | | | 4300 | G |
| $\overline{}$ | To: | | I-64-E FI | ROM RT 46 | 4 SOUT | Н | | | | | | | | | | | |
| South | From: | (14.1 + 6.0) | | I-464 South | | | | | | | | | | | | | |
| 464 Ramp | City of Chesapeake | (Maint: 64) | 0.14 | 5400 3 Military H | G | | | | | | | | 0.113 | | | 5400 | G |
| | Front | | | | | | | 1 | | | | | | | | | |
| South (464) Ramp | City of Chesapeake | (Maint: 64) | 0.13 | TO FREEM 3000 | IAN Ave |) | | | | | | | 0.117 | | | 3000 | G |
| 464) 1 1011119 | To: | | | -8598- A TO | | ROM I | | | | | | | 0.117 | | | 0000 | ŭ |
| South | From: | I-464-S00 | 04X TO R | T 337 EAS | Г00- РО | NDEXTE | R | | | | | | | | | | |
| (464)Ramp | City of Chesapeake | | 0.11 | NA | | | | | | | | | NA | | | NA | |
| \bigcirc | To: | SI | R 337 FRC | M ROUTE | 464 SO | UTH | | | | | | | | | | | |
| South | From: | | | I-464 South | | | | | | | | | | | | | |
| (464)Ramp | City of Chesapeake | (Maint: 64) | 0.16 | 4900 | G | | | | | | | | 0.088 | | | 4900 | G |
| South | To: From: | SR 337-W0 | 23A FRO | M ROUTE | 337 WE | ST00- PO | IND | | | | | | | | | | |
| 464)Ramp | City of Chesapeake | (Maint: 64) | 0.14 | NA | | | | | | | | | NA | | | NA | |
| $\overline{}$ | Tal | | | T 337 EAS | ΓΩΩ- PΩΙ | NDEXTE | R. | | | | | | | | | | |
| South | From: | | | | 100-10 | TOEATE | А | | | | | | NIA | | | N I A | |
| Ramp | City of Chesapeake | | 0.09 | NA | | | | | | | | | NA | | | NA | |
| South | To: From: | SR 337-E0 |)23A FRO | M RT 337 I | EAST00- | POINDE | XT | | | | | | | | | | |
| (464)Ramp | City of Chesapeake | (Maint: 64) | 0.14 | NA | | | | | | | | | NA | | | NA | |
| \smile | To: | I-464-S E | ND COLI | ECTOR RI | 000- RT | 337 POIN | ND | | | | | | | | | | |

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

| Route | Jurisdictic | 20 | Longth | AADT | ΟΛ | 4Tire | Bus | | Trı | ıck | | QC | K | QK | Dir | AAWDT | OW |
|-----------------------|---|---------------------------|---------------------------------|----------------------------|-----------|-------------|------|-------|----------|--------|----------|----|--------|-----|--------|-------------|------------|
| | Julisuidie | JII | | | | 41116 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Factor | QIN | Factor | AAWDI | QVV |
| North 564 Ramp | City of Norfolk (N | " <u>L</u> ∕laint: 64) | 0.29 | 4-Westbou | and | | | | | | | | NA | | | NA | |
| 364) | To | | Ramps from | | A I 564 | Day | | | | | | | | | | | |
| North | From | 1 - look 0.4) | | | 10 1-304 | Kev | | | | | | | NIA | | | NIA | |
| 564 Ramp | City of Norfolk (N | viaint: 64) | 0.16 | NA om I-64 Ea | acthound | | | | | | | | NA | | | NA | |
| North | From | n: | | JS 460 Gra | | | | | | | | | | | | | |
| 564) | City of Norfolk (N | Maint: 64) | 0.51 | 32000 | G | 98% | 0% | 0% | 2% | 0% | 0% | F | 0.127 | | | 38000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways | | | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.091 | F | 0.87 | 62000 | G |
| N. d | To From | o: | SR 406 Inter | | | | | | | | | | | | | | |
| North 564 | City of Norfolk (N | //aint: 64) | SR 406 Inte 1.81 | 12000 | G G | 98% | 0% | 0% | 2% | 0% | 0% | С | 0.216 | | | NA | |
| 504 | Combined Traffic Estimates for 2 Parallel | , | | | G | 98% | 0% | 0% | 1% | 1% | 0% | C | 0.13 | В | 0.865 | NA | |
| | To | : Toughtayo | | Admiral Tau | | | 0 70 | | 170 | 1 70 | 070 | Ū | 0.10 | | 0.000 | 100 | |
| Rev | From | n: | | I-64 Rev | | | | | | | | | | | | | |
| (564) Reversible Ramp | City of Norfolk (N | Maint: 64) | 0.31 | NA | | | | | | | | | NA | | | NA | |
| | To | o: | Ramps to I-56 | 4 NB and I | From I-50 | 64 SB | | | | | | | | | | | |
| Rev | From | n: | | I-564 Rev | | | | | | | | | | | | | |
| (564)Ramp | City of Norfolk (N | Maint: 64) | 0.08 | 4500 | G | | | | | | | | 0.292 | | | 4500 | G |
| | То | o: | I-50 | 64 Northbo | ound | | | | | | | | | | | | |
| South | From | n: | | 64 Eastbou | | | | | | | | | | | | | |
| 564 Ramp | City of Norfolk (N | Maint: 64) | 0.16 | 23000 | G | 2.1 | | | | | | | 0.140 | | | 23000 | G |
| South | From | n: | | R 165 Little JS 460 Gra | | Rd | | | | | | | | | | | |
| 564) | City of Norfolk (N | Maint: 64) | 0.64 | 20000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.153 | | | 25000 | G |
| | Combined Traffic Estimates for 2 Parallel | | on this Route: | 52000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.091 | F | 0.87 | 62000 | G |
| | То | o: | | 6 Terminia | | | | | | | | | | | | | |
| South | City of Norfolk (N | Moint: 64) | SR 406 Inter 1.84 | national Te | | Blvd 98% | 0% | 0% | 0% | 1% | 0% | С | 0.212 | | | 23000 | G |
| 564 | Combined Traffic Estimates for 2 Parallel | , | | | G G | 98% 98% | 0% | 0% | 0% 1% | 1% | 0% 0% | С | 0.212 | В | 0.865 | 23000 NA | G |
| | Combined Trainic Estimates for 2 Parallel | : Hoadways | | Admiral Tau | | | 0% | 0% | 170 | 170 | 0% | C | 0.13 | Ь | 0.865 | INA | |
| Courth | From | n: | | 54 Southbo | | u . | | | | | | | | | | | |
| South (564) Ramp | City of Norfolk (N | Maint: 64) | 0.16 | 2300 | G | | | | | | | | 0.136 | | | 2300 | G |
| 364) | To | : | | East Little | | 1 | | | | | | | 000 | | | | O . |
| South | From | n: | | 64 Southbo | | | | | | | | | | | | | |
| (564)Ramp | City of Norfolk (N | Maint: 64) | 0.35 | NA | · | | | | | | | | NA | | | NA | |
| 1 | To | | nps from SR 406 a | nd to I-64 V | Westbour | nd and US | 460 | | | | | | | | | | |
| South | From | 1 - 1 - 1 - 0 4) | | 001A FRO | M RT 40 |)6 | | | | | | | N. A | | | NIA | |
| 564 Ramp | City of Norfolk (N | viaint: 64) | 0.12 | NA 0C TO RT | CA WITT | т | | | | | | | NA | | | NA | |
| South | From | n: Ran | 1-564-S00 np from I-564 Sout | | | | Blvd | | | | | | | | | | |
| (564)Ramp | City of Norfolk (N | | 0.25 | NA | | | | | | | | | NA | | | NA | |
| \smile | To |): | US | 460 Granb | y St | | | | | | | | | | | | |

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

| | | | | | | | _ | | Tru | ck | | | K | | Dir | | |
|------------------------------------|---|------------------|------------|--------------|------------|--------|----------|-------|--------|--------|--------|----|--------|----|--------|--------|----|
| Route | Jurisdictio | on | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| South | From: | | | m I-564 Soı | | | | | | | | | | | | | |
| Ramp | City of Norfolk (M | laint: 64) | 0.45 | 6800 | G | | | | | | | | 0.107 | | | 6800 | G |
| <u> </u> | To: | | I-6 | 4 Westbour | nd | | | | | | | | | | | | |
| South | From: | | | 64 Southbou | | | | | | | | | | | | | |
| Ramp | City of Norfolk (M | laint: 64) | 80.0 | 7400 | G | | | | | | | | 0.294 | | | 7400 | G |
| <u> </u> | To: | | | I-564 Rev | | | | | | | | | | | | | |
| East | From: | | | VCL Suffolk | | | | | | | | | | | | | |
| Hampton Roads Beltway | | , | 0.16 | 41000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.098 | | | 44000 | F |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this | Route: | 81000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.091 | F | 0.591 | 88000 | F |
| | | East | I-664 is | signed as | South | I-664 | | | | | | | | | | | |
| | To: | | 64-65 | 59 Pughsvill | e Rd | | | | | | | | | | | | |
| East 664) Hampton Roads Beltway | City of Chesapeake | (Maint: 64) | 2.02 | 44000 | G | 94% | 0% | 1% | 1% | 4% | 0% | _ | 0.107 | | | 43000 | G |
| | | , | | | | | 0% 0% | | | | | F | | F | 0.540 | | G |
| | Combined Traffic Estimates for 2 Parallel | • | | | G | 94% | 0% | 1% | 1% | 4% | 0% | г | 0.085 | г | 0.542 | 92000 | G |
| | | East | 1-664 IS | signed as | South | 1-664 | | | | | | | | | | | |
| East | To: From: | | SR 337 | 7 Portsmoutl | h Blvd | | | | | | | | | | | | |
| Hampton Roads Beltway | City of Chesapeake | (Maint: 64) | 1.10 | 50000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.103 | | | 50000 | G |
| | Combined Traffic Estimates for 2 Parallel | , | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | F | 0.511 | 102000 | G |
| | | - | | signed as | | | 0,0 | . , 0 | . , , | .,0 | 0,0 | • | 0.000 | • | 0.0 | .02000 | • |
| | Tec | | | | | | | | | | | | | | | | |
| East | From: | | 64-663 1 | Oock Landir | ng Koad | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Chesapeake | (Maint: 64) | 1.18 | 43000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.084 | | | 47000 | F |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this | Route: | 86000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.078 | F | 0.507 | 94000 | F |
| | | East | I-664 is | signed as | South | I-664 | | | | | | | | | | | |
| | To: | US 1 | 13, US 58, | US 460 Mil | liatry Hig | hway | | | | | | | | | | | |
| East 664 Hampton Roads Beltway | City of Channals | (Maint: C4) | 1 10 | C0000 | G | 94% | 0% | 1% | 1% | 4% | 0% | _ | 0.09 | | | 65000 | _ |
| / | | ` , | 1.13 | 60000 | - | | - / - | | | | | | | _ | 0.554 | | G |
| | Combined Traffic Estimates for 2 Parallel | • | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.078 | F | 0.551 | 130000 | G |
| | | East | 1-664 IS | signed as | South | 1-664 | | | | | | | | | | | |
| East | To: From: | US | 13, US 460 |) Military H | lighway S | South | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Chesapeake | (Maint: 64) | 0.27 | 61000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.099 | | | 64000 | G |
| | Combined Traffic Estimates for 2 Parallel | , | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 130000 | G |
| | | | | signed as | | | - / - | .,5 | . , • | . , • | - / 0 | , | | | | | _ |
| | To: | 2431 | | I-64; I-264 | . 500111 | . 00 / | | | | | | | | | | | |
| East | From: | | | ; Ramp to I | -264 EB | | | | | | | | | | | | |
| Ramp | City of Chesapeake | (Maint: 64) | 0.46 | 31000 | G | | | | | | | | 0.088 | | | 32000 | G |
| \smile | To: | | | I-64 WB | | | | | | | | | | | | | |
| East | From: | | | I-664 East | | | | | | | | | | | | | |
| 664)Ramp | City of Chesapeake | (Maint: 64) | 0.35 | 6200 | G | | | | | | | | 0.282 | | | 6200 | G |
| \smile | To: | | P | ughsville Ro | dt | | | | | | | | | | | | |

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

| | | 110. | TOIR Mainton | 21100 711 | <u> </u> | | | | | | | | | | | |
|--------------------------------|---|---------------------------------------|-------------------|-----------|-----------|------|-------|-----------------|----------|--------|--------|-------------|----|---------------|-------|----|
| Route | Jurisdictio | n Le | ngth AADT | QA | 4Tire | Bus | | Tri e 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
| East | From: | I-664-E010F | TO PUGHSVII | LE ROA | D NORTH | | ZAXIO | 5 OTANIC | IIIaii | ZIIali | | i actor | | 1 actor | | |
| Ramp | City of Chesapeake | | .08 NA | | | | | | | | | NA | | | NA | |
| | To: | | FROM ROUTE | 664 EAS | TSOUTH | | | | | | | | | | | |
| East | From: | I-664-E010A | TO PUGHSVII | LE ROA | D NORTH | | | | | | | | | | | |
| Ramp | City of Chesapeake | | .03 NA | | | | | | | | | NA | | | NA | |
| | To: | | 1-8529 TO & FF | ROM ROU | U | | | | | | | | | | | |
| East | From: | | I-664 Eas | it . | | | | | | | | | | | | |
| 664)Ramp | City of Chesapeake | (Maint: 64) 0 | .36 2700 | G | | | | | | | | 0.093 | | | 2700 | G |
| | To: | | SR 337 Portsmo | uth Blvd | | | | | | | | | | | | |
| East | From: | | I-664-E TO R | T 337 | | | | | | | | | | | | |
| Ramp | City of Chesapeake | (Maint: 64) 0 | .22 5400 | G | | | | | | | | 0.101 | | | 5400 | G |
| | To: | SR 337 SF | R 337-W014A T0 | O AND F | ROM I-6 | | | | | | | | | | | |
| East | From: | | I-664 Eas | t | | | | | | | | | | | | |
| 664)Ramp | City of Chesapeake | (Maint: 64) 0 | .06 NA | | | | | | | | | NA | | | NA | |
| \smile | To: | I | -664 East Exit 1: | 2B Ramp | | | | | | | | | | | | |
| East | From: | I-664-E012A T | O DOCK LAND | ING RO | AD00- NOR | RT | | | | | | | | | | |
| 664)Ramp | City of Chesapeake | (Maint: 64) 0 | .08 NA | | | | | | | | | NA | | | NA | |
| \smile | То: | 13 | 1-8527 TO & FF | ROM ROU | U | | | | | | | | | | | |
| East | From: | | I-664 Eas | t | | | | | | | | | | | | |
| Ramp | City of Chesapeake | (Maint: 64) 0 | .47 11000 | G | | | | | | | | 0.086 | | | 11000 | G |
| <u> </u> | To: | | US 58 Military I | Highway | | | | | | | | | | | | |
| East | From: | | TO ROUTE 58 | | EAST | | | | | | | | | | | |
| 664 Ramp | City of Chesapeake | · · · · · · · · · · · · · · · · · · · | .25 1900 | G | | | | | | | | 0.110 | | | 1900 | G |
| | To: | US 58 FI | ROM ROUTE 6 | 64 EASTS | SOUTH | | | | | | | | | | | |
| East | From: | | I-664 Eas | | | | | | | | | | | | | |
| Ramp | City of Chesapeake | (Maint: 64) 0 | .12 2700 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.122 | | | 2800 | G |
| | To: | | US 13; 1US 13- | P FRO | | | | | | | | | | | | |
| East | From: | | 664-EB; Ramp to | | 3 | | | | | | | | | | | |
| Ramp | City of Chesapeake | (Maint: 64) 0 | .56 19000 | | | | | | | | | 0.077 | | | 24000 | G |
| | To: | | I-264-EF | 3 | | | | | | | | | | | | |
| West | From: | | WCL Suffe | | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Chesapeake | , | .62 41000 | | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.091 | | | 44000 | F |
| \smile | Combined Traffic Estimates for 2 Parallel | | | | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.089 | F | 0.589 | 88000 | F |
| | | West I-6 | 664 is signed | as Nort | h I-664 | | | | | | | | | | | |
| M | To: | | 64-659 Pughsvil | le Road | | | | | | | | | | | | |
| West 664 Hampton Roads Beltway | City of Chesapeake | (Maint: 64) 2 | .10 48000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.089 | | | 49000 | G |
| | Combined Traffic Estimates for 2 Parallel | , | | - | 94% | 0% | 1% | | 4% 4% | 0% | , E | 0.085 | F | 0.542 | 92000 | G |
| | Combined Traine Estimates for 2 Falallet | • | 664 is signed | | | U /0 | 1 /0 | 1 /0 | 7 /0 | U /0 | ' | 0.003 | ' | 0.542 | 32000 | G |
| | Tor | | SR 337 Portsmo | | 11 1-004 | | | | | | | | | | | |
| | | | SIX 33/ FUITSIIIO | uui Divü | | | | | | | | | | | | |

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

| | | | | | | | | Tru | ck | | | K | | Dir | | |
|--|---|------------------|------------------|-----------|----------|------|----------|--------|--------|--------|----|---------|----|---------|--------|----|
| Route | Jurisdictio | n Leng | th AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| West | From: | SR | 337 Portsmou | th Blvd | | | ZAXIC | JTAXIC | IIIaii | ZIIali | | i actor | | 1 actor | | |
| Hampton Roads Beltway | City of Chesapeake | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.083 | | | 52000 | G |
| , | Combined Traffic Estimates for 2 Parallel | , | e: 101000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | F | 0.511 | 102000 | G |
| | | West I-664 | | | | | | | | | | | | | | |
| | To: | | ock Landing | | | | | | | | | | | | | |
| West | From: | | | | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | | | | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.076 | | | 47000 | F |
| | Combined Traffic Estimates for 2 Parallel | - | | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.078 | F | 0.507 | 94000 | F |
| | | West I-664 | is signed a | as Nort | h I-664 | | | | | | | | | | | |
| West | To: From: | US 13, US | 58, US 460 M | ilitary H | ighway | | \Box | | | | | | | | | |
| Hampton Roads Beltway | City of Chesapeake | (Maint: 64) 1.2 | 60000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.088 | | | 65000 | G |
| 004) | Combined Traffic Estimates for 2 Parallel | | | | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.078 | F | 0.551 | 130000 | G |
| | Combined Traine Edimates for ET araner | West I-664 | | | | 0 70 | 170 | 1 70 | 170 | 0 70 | • | 0.070 | | 0.001 | 100000 | ŭ |
| | To: | 77031700 | I-64; I-264 | | 11 1 00+ | | | | | | | | | | | |
| West | From | | I-664 Wes | t | | | 1 | | | | | | | | | |
| Ramp | City of Chesapeake | (Maint: 64) 0.19 | | G | | | | | | | | 0.097 | | | 8200 | G |
| 004) | To: | | West Exit 10 | | | | | | | | | | | | | |
| West | From: | I-664-W010 | A TO PUGHS | VILLE ! | SOUTH | | | | | | | | | | | |
| Ramp | City of Chesapeake | | | , ILLL , | 700111 | | | | | | | NA | | | NA | |
| | To: | 131-8529 FRO | | 64 WES | ΓNORTΗ | | | | | | | | | | | |
| West | From: | I. | 664-W TO R | Г 337 | | | | | | | | | | | | |
| Ramp | City of Chesapeake | | | G | | | | | | | | 0.096 | | | 3600 | G |
| | To: | SR 337 SR 3 | 37-E014B TC |) I-664 A | ND FR | | | | | | | | | | | |
| West | From: | | I-664 Wes | t | | | | | | | | | | | | |
| (664)Ramp | City of Chesapeake | (Maint: 64) 0.36 | 6600 | G | | | <u>_</u> | | | | | 0.094 | | | 6600 | G |
| | To: | SR | 337 Portsmou | th Blvd | | | | | | | | | | | | |
| West | From: | | I-664 Wes | t | | | | | | | | | | | | |
| (664)Ramp | City of Chesapeake | (Maint: 64) 0.14 | 3000 | G | | | | | | | | 0.108 | | | 3000 | G |
| $\underline{\hspace{1cm}}$ | To: | I-66 | West Exit 12 | 2B Ramp | | | | | | | | | | | | |
| West | From: | I-664-W012A TO | DOCK LANI | OING RO | DAD-SOU | TH | | | | | | | | | | |
| (664) Ramp | City of Chesapeake | | | | | | | | | | | NA | | | NA | |
| | To: | 131-8 | 527 TO & FR | OM DO | <u> </u> | | | | | | | | | | | |
| West | From: | | I-664 Wes | | | | | | | | | | | | | |
| Ramp | City of Chesapeake | (Maint: 64) 0.00 | 25000 | G | | | | | | | | 0.100 | | | 25000 | G |
| West | To: From: | I-664-W(| 13B TO 58,13 | 3&460 E | AST | | | | | | | | | | | |
| (664) Ramp | City of Chesapeake | (Maint: 64) 0.53 | 23000 | G | | | - | | | | | 0.108 | | | 23000 | G |
| 004) | To: | | 8 TO ROUTE | | | | | | | | | 5.100 | | | _5555 | ~ |
| West | From | | I-664 Wes | | | | | | | | | | | | | |
| (664) Ramp | City of Chesapeake | (Maint: 64) 0.10 | | G G | | | | | | | | 0.174 | | | 2200 | G |
| 004) · · · · · · · · · · · · · · · · · · · | To: | | 58 Military H | | | | | | | | | | | | | |
| | | | , | | | | | | | | | | | | | |

| | | | | | No | rtoik Ma | intenanc | e Area | | | | | | | | |
|--------------------------------------|--------|-----------------|-----|-------|-----|------------|------------------------------|-----------|----|----|------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Facto | QK | Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | | | | | | | | | | . 4516 | • | . 40.0. | | | |
| 460 (7) Monticello Ave | 0.25 | 4800 To | G | 98% | 1% | 1% | A1US 460 0% St Pauls B | 0% | 0% | F | 0.09 | 1 | 0.579 | 5200 | G | 2017 |
| City of Virginia Beach | | | | | | | | | | | • | | | | | |
| (F143) Midtown Way | 0.55 | 370 | R | | 134 | | ead End gent Unive | ersity Dr | | | 0.144 | 1 | 0.520 | NA | | 04/16/201 |
| City of Chesapeake | | | | | | 1 0001 110 | gent ourve | JUNY DI | | | I | | | | | |
| F144) | 0.10 | 2000 To | R | | | | s SR 168 | | | | NA | | | NA | | 04/16/201 |
| (F145) Bulldog Rd | 0.06 | From 890 | R | | | | ntern St | | | | 0.148 | 3 | 0.598 | NA | | 04/16/201 |
| (F143) = 550 g 1.15 | | To | = | | | De | ead End | | | | | | | | | |
| (F148) Tennyson St | 0.10 | 46 | R | | | | ead End | DI I | | | 0.16 | I | 0.5 | NA | | 04/14/201 |
| (F ₁₅₀) Libertyville Rd | 0.34 | From 1200 | | | | | eat Bridge ullen Rd | Blvd | | | 0.112 |) | 0.608 | NA | | 04/16/201 |
| (F150) Libertyville Rd | 0.34 | 1200 To | R | | | SR 166 B | ainbridge | Blvd | | | 0.112 | | 0.008 | INA | | 04/10/2013 |
| (F151) Firman St | 0.17 | 49 | R | | | | thway St | | | | 0.233 | 3 | 0.511 | NA | | 04/14/201 |
| | | Te | 1 | | | | ead End | | | | | | | | | |
| Rotunda Ave | 1.67 | 580 | G | 92% | 2% | 2% | 0% | 4% | 0% | С | 0.106 | 6 | 0.548 | 630 | G | 2017 |
| (F153) Rotunda Ave | 0.69 | 580 From | N | 92% | 2% | 2% | Portsmout 0% Greenwoo | 4% | 0% | N | 0.106 | 3 | 0.548 | 630 | N | 2017 |
| City of Portsmouth | | | | | | | | | | | • | | | | | |
| F154 Liberty St | 0.40 | 20 To | R | | | | ead End | | | | 0.22 | | 0.556 | NA | | 04/16/201 |
| City of Chesapeake | | | I | | | 1 42 | ecwell St | | | | | | | | | |
| (F156) Burns St | 0.12 | 70 | R | | | | orcas Rd | | | | 0.246 | 6 | 0.516 | NA | | 04/14/201 |
| Ct. CN CN | | | 1 | | | De | ead End | | | | | | | | | |
| City of Norfolk | 0.29 | 2600 | G | | | | ead End | | | | 0.10 | 7 | 0.522 | 2600 | G | 2017 |
| Cite of Channel | | To | 1 | | | US 13 l | Military H | wy | | | | | | | | |
| City of Chesaneake (F336) Jolliff Rd | 0.19 | From | R | | | | 1 Jolliff R | d | | | 0.222 | 2 | 0.583 | NA | | 04/14/201 |
| | | From | 1 | | | | ead End | | | | | | | | | |
| F337 Branchview Way | 0.47 | 70 | R | | | | ead End | d | | | 0.128 | 3 | 0.5 | NA | | 04/14/201 |
| (F683) Blake St | 0.32 | 950 | R | | | | eat Bridge | | | | 0.092 | 2 | 0.614 | NA | | 04/14/201 |
| | | Te | 1 | | | De | ead End | | | | | | | | | |
| (F684) Finck Lane | 0.13 | 710 | R | | 1 | | reat Bridge | Blvd | | | 0.250 | 3 | 0.563 | NA | | 04/14/201 |
| F808) W Military Hwy | 0.06 | From 420 | E R | | | | ead End | | | | 0.24 | 7 | 0.524 | NA | | 04/22/201 |
| (F808) VV IVIIIILATY FIWY | 0.06 | 42U | | | | US 5 | 8; FR-923 | | | | 0.24 | | 0.024 | INA | | 04/22/201 |
| | | | | | | | | | | | | | | | | |

| | | | | | No | rfolk Maint | enance A | rea | | | | | | | |
|----------------------|-------------|--------------|----------|-------|---------|------------------|---------------------|------------|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | | ail 2Trail | CC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Chesapeake | | | | | | | | | | | | | | | |
| F200 | 0.65 | 930 | L R | | | Dead | End | | | 0.168 | | 0.571 | NA | | 04/22/2015 |
| (F809) | 0.00 | To | Ë | | | US 58 Mil | itary Hwy | | | -0.100 | | 0.571 | INA | | 04/22/2013 |
| | | From | | | | US 13 Mil | | | | | | | | | |
| (F812) Ridgeway Ave | 0.46 | 80 | R | | | | | | | 0.179 | | 0.519 | NA | | 04/22/2015 |
| \bigcirc | | To | | | | Dead | End | | | | | | | | |
| <u> </u> | | From | | | | US 58 Mil | itary Hwy | | | | | | | | |
| (F923) Snowden St | 0.58 | 600 | R | | | | P 1 | | | 0.381 | | 0.625 | NA | | 04/22/2015 |
| | | 10. | | | | Dead | End | | | | | | | | |
| City of Norfolk | | From | | | | Curle | w Dr | | | <u> </u> | | | | | |
| 1 Corporate Blvd | 0.47 | 2500 | G | 99% | 0% | | 0% 09 | % 0% | F | 0.144 | | 0.577 | 2700 | G | 2017 |
| 1 Corporate Bivd | | To | | | | US 13 Mil | itary Hwy | | | | | | | | |
| | | From | | | | SR 247 No | rview Ave | | | | | | | | |
| 3 Sewells Point Rd | 1.96 | 7600 | G | 97% | 1% | 2% | 0% 09 | % 0% | С | 0.088 | | 0.533 | 8300 | G | 2017 |
| | | To | | | | SR 165 Littl | e Creek Rd | | | | | | | | |
| O | | From | | | | Duk | e St | | | | | | | _ | |
| (4) Tazewell St | 0.06 | 1900 | G | | | | | | | 0.158 | | 0.64 | 1900 | G | 2017 |
| | | 10 | | | | Alt SR 337 | | | | | | | | | |
| 5 Duke St | 0.29 | 1900 | <u> </u> | 97% | 1% | Tazew | | % 0% | С | 0.11 | | 0.622 | 2100 | G | 2017 |
| \ 150 / | | | G G | 97% | 1% | | 0% 0° | | F | NA | | 0.022 | 48000 | G | 2017 |
| Combi | ieu mailic. | 44000 | | 91 /0 | 1 /0 | Bramble | | /6 0 /6 | | | | | 40000 | G | |
| | | From | | | SR 337 | 7 State St; 122 | | ev Ave | | i | | | | | |
| 6 State St | 0.40 | 850 | G | 92% | 2% | | 1% 19 | | С | 0.137 | | 0.872 | 900 | G | 2017 |
| State St | | To | | | | End State M | | | | | | | | | |
| | | From | | | I-464-N | 006A STATI | E ST @ ROU | JTE 337 | | | | | | | |
| Ramp | 0.07 | 3500 | G | | | | | | | 0.127 | | | 3500 | G | 2017 |
| | | To | | | I-46 | 64-N006B FR | OM STATE | ST | | | | | | | |
| | | From | | | | City Ha | | | | | | | | | |
| Monticello Ave | 0.47 | 2800 | G | 98% | 1% | 1% | 0% 09 | % 0% | С | 0.09 | | 0.576 | 3000 | G | 2017 |
| | | From | | | | SR 337 Bran | nbleton Ave | | | | | | | | |
| (7) Monticello Ave | 0.25 | 4800 | G | 98% | 1% | 1% | 0% 09 | % 0% | F | 0.091 | | 0.579 | 5200 | G | 2017 |
| | | To | | | | US 460 St | Pauls Blvd | | | | | | | | |
| O'the Hell Acce M/D | 0.40 | From | | | | Alt US 460 | Overpass | | | | | | NIA | | |
| (8) City Hall Ave WB | 0.13 | NA | | | | Down Fron | a I 64 WD | | | NA | | | NA | | |
| | | From | <u> </u> | | | Ramp From | | | | <u> </u> | | | | | |
| (8023) Ramp | 0.14 | 5800 | G | | | 122-8623 TC |) 1-04 EAST | | | 0.205 | | | 5800 | G | 2017 |
| (8023) Ramp | 0.17 | To | <u> </u> | | I-6 | 64-E FROM E | BAY AVEN | UE | | 7.203 | | | 3000 | J | 2017 |
| | | From | | | | Powhat | | | | Ī | | | | | |
| 8560 49th St | 0.56 | 4900 | G | 97% | 1% | | 0% 09 | % 0% | С | 0.075 | | 0.509 | 5300 | G | 2017 |
| 122 | | To | | | | SR 337 Har | npton Blvd | | | | | | | | |
| 10th Ct | 0.40 | From | بَ | 070/ | 40/ | Hampto | | | | | | 0.500 | 4400 | ^ | 0047 |
| 8560 49th St | 0.42 | 4100 To | G | 97% | 1% | | 0% 09 | % 0% | F | 0.089 | | 0.562 | 4400 | G | 2017 |
| | | From | | | | Colley | | | | <u> </u> | | | | | |
| (8561) Bolling Ave | 0.48 | 2100 | G | 97% | 1% | Powhat 2% | an Ave 0% 09 | % 0% | F | 0.103 | | 0.66 | 2300 | G | 2017 |
| 8561 Bolling Ave | 0.40 | 2.00 | | 01 /0 | 1 /0 | | | | ' | | | 0.00 | 2000 | u | 2017 |
| (8561) Bolling Ave | 0.48 | 2400 From: | G | 97% | 1% | SR 337 Hat 2% | npton Blvd 0% 09 | % 0% | F | 0.123 | | 0.589 | 2600 | G | 2017 |
| 8561 Bolling Ave | 0.40 | 2400 | r – | J1 /0 | 1 /0 | Jamestown | | 0/6 | - | 0.123 | | 0.000 | 2000 | u | 2017 |
| | | From | | | | Powhat | | | | 1 | | | | | |
| (8562) 43rd St | 0.98 | 11000 | G | 97% | 1% | | 0% 0° | % 0% | F | 0.078 | | 0.572 | 12000 | G | 2017 |
| (8562) 43rd St | | To: | | | | Colley | | | | | | | | | |
| | | From | | | | US 58 Bran | | | | | | | | | |
| 8563 Colley Ave | 0.21 | 15000 | G | 99% | 0% | | 0% 09 | % 0% | F | 0.084 | | 0.669 | 16000 | G | 2017 |
| 122 | | To | | | | Olne | y Rd | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | | rfolk Maintenar | 100 / 1104 | | | | | | | |
|-----------------------------------|--------|--|----------|-------|------|--|-------------------------|--------|--------|-------------|-----------------|---|--------|------------------------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Axle | | 2Trail | QC | K Factor | QK Dir Facto | r AAWDT | QW | Year |
| City of Norfolk | | From | | | | Olmovi P.d. | | | | | | | | |
| 8563 Colley Ave | 0.40 | 12000 | G | 99% | 0% | Olney Rd 1% 0% | 0% | 0% | F | 0.08 | 0.651 | 13000 | G | 2017 |
| Oallan Ana | 0.07 | From | <u> </u> | 000/ | 00/ | Princess Anne | | 00/ | | | 0.505 | 1 1000 | | 0017 |
| S563 Colley Ave | 0.37 | 13000 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.082 | 0.565 | 14000 | G | 2017 |
| | | From | | | | 21st Street | | | | | | | | |
| 8563 Colley Ave | 0.30 | 15000 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.085 | 0.563 | 16000 | G | 2017 |
| | | To | | | | 27th Street | | | | | | | | |
| Colley Ave | 1.04 | 14000 | G | 99% | 0% | 27th St 1% 0% | 0% | 0% | С | 0.092 | 0.561 | 15000 | G | 2017 |
| Jamestown Crescent | 0.74 | 7000 From | G | 99% | 0% | 52rd Street 1% 0% | 0% | 0% | F | 0.095 | 0.558 | 7600 | G | 2017 |
| | | To | | | | SR 337 Hampton | Blvd | | | | | | | |
| | | From | | | | Dead End | | | | | | | | |
| Powhatan Ave | 0.75 | 1700 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.09 | 0.668 | 1800 | G | 2017 |
| 122/ | | To | | | | Dalling Ave | | | | | | | | |
| Powhatan Ave | 0.81 | 6700 From | G | 99% | 0% | Bolling Ave | 0% | 0% | F | 0.088 | 0.522 | 7200 | G | 2017 |
| Powhatan Ave | 5.01 | To | | JJ /6 | J /0 | 38th St | 0 /0 | J /0 | - | 0.000 | 0.522 | . , , , , , , , , , , , , , , , , , , , | u | 2017 |
| | | From | | | | Powhatan Av | e | | | | | | | |
| 3564) 38th St | 0.57 | 5200 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.084 | 0.616 | 5600 | G | 2017 |
| 38th St | - | | | | | | | | | | | | | |
| Onth Ct | 0.44 | From | <u> </u> | 000/ | 00/ | SR 337 Hampton | | 00/ | | 0 107 | 0.044 | 7000 | | 0017 |
| 38th St | 0.41 | 6600 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.107 | 0.644 | 7200 | G | 2017 |
| _ | | To From | | | | Colley Ave | | | | \Box | | | | |
| 3564 38th St | 0.53 | 10000 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.095 | 0.576 | 11000 | G | 2017 |
| 122 | | To | | | | Llewellyn Av | 10 | | | | | | | |
| 3564) 38th St | 0.17 | 4700 From | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.092 | 0.771 | 5100 | G | 2017 |
| 38th St | 0.17 | 4700 | | 33 /6 | 0 /6 | | | 0 /6 | | 0.032 | 0.771 | 3100 | ч | 2017 |
| | | From | | | | US 460 Granby US 460 | / St | | | | | | | |
| La Vallette Ave | 0.48 | 1700 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.100 | 0.521 | 1900 | G | 2017 |
| La Vallette Ave | | То | | | | Columbus Av | | | | | | | | |
| | | From | | | | | - | | | | | | | |
| S565) Colonial Ave | 1.08 | 5900 | G | 99% | 0% | Olney Rd 1% 0% | 0% | 0% | F | 0.087 | 0.544 | 6400 | G | 2017 |
| 8565 Colonial Ave | 1.00 | 5900 | <u> </u> | 33 /6 | 0 /6 | 1/6 0/6 | 0 /6 | 0 /6 | ı | 0.007 | 0.544 | 0400 | G | 2017 |
| | | To From | | | | 27th St | | | | | | | | |
| Colonial Ave | 1.07 | 2100 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.097 | 0.615 | 2200 | G | 2017 |
| 122) | | To | | | | New Hampshire | Ave | | | | | | | |
| <u> </u> | | From | | | | Gasnold Ave | | | | <u> </u> | | | _ | |
| New Hampshire Ave | 0.24 | 150 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.177 | 0.519 | 160 | G | 2017 |
| $\stackrel{\smile}{-}$ | | То | 1 | | | Colonial Ave | 2 | | | | | | | |
| | | From | | | | Colley Ave | | | | | | | | |
| 8566) 41st St | 0.05 | 860 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.1 | 0.587 | 940 | G | 2017 |
| <i>'''</i> | | To | | | | Mayflower R | | | | | | | | |
| O | | From | <u> </u> | | | Carolina Av | | | | <u></u> . | | , , | _ | |
| Mayflower Ave | 0.22 | 1700 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.1 | 0.587 | 1800 | G | 2017 |
| \sim | | To | | | | Delaware Av | | | | | | | | |
| | | rom | L | 99% | 00/ | Mayflower R | | 00/ | | 0.004 | 0.540 | 4700 | C | 2017 |
| Doloware Ave | 0.55 | | \sim | | 0% | 0% 0% | 0% | 0% | F | 0.084 | 0.543 | 4700 | G | 2017 |
| 8566 122 Delaware Ave | 0.55 | 4400 | G | 33 /0 | | | | | | | | | | |
| Delaware Ave | 0.55 | | G | 33 /o | | Llewellyn Av | e | | | | | | | |
| (122) | 0.55 | 4400 | G G | 99% | 0% | Llewellyn Av | e 0% | 0% | С | 0.102 | 0.762 | 8000 | G | 2017 |
| 122 | | 4400 | | | | | 0% | 0% | С | 0.102 | 0.762 | 8000 | G | 2017 |
| (122) | | 4400 | | | | 0% 0% US 460 Granby | 0% · St | 0% | С | 0.102 | 0.762 | 8000 | G | 2017 |
| 9566 Delaware Ave | 0.12 | 7400 From To | G | 99% | 0% | 0% 0% US 460 Granby Brambleton A | 0% St | | | | | | | |
| 9566 Delaware Ave | | 7400 | | | | 0% 0% US 460 Granb Brambleton A 0% 0% | 0% v St ve 0% | 0% | C F | 0.102 | 0.762 | | G G | |
| B566) Delaware Ave | 0.12 | 7400 From 8900 | G G | 99% | 0% | 0% 0% US 460 Granby Brambleton A 0% 0% Va Beach Blv | 0% vs St ve 0% | 0% | F | 0.109 | 0.622 | 9700 | G | 2017 |
| B566) Delaware Ave B567) Boush St | 0.12 | 7400 7400 From 8900 | G | 99% | 0% | 0% 0% US 460 Granb Brambleton A 0% 0% | 0% v St ve 0% | | | | | 9700 | | 2017 |
| B566) Delaware Ave B567) Boush St | 0.12 | 7400 7400 7600 7600 8900 8900 7600 7600 7600 7600 7600 7600 7600 7 | G G | 99% | 0% | 0% 0% US 460 Granb Brambleton A 0% 0% Va Beach Blv 1% 0% | 0% vst ve 0% rd 0% | 0% | F | 0.109 | 0.622 | 9700 | G | 2017 |
| Boush St | 0.12 | 7400 From 8900 | G G | 99% | 0% | 0% 0% US 460 Granby Brambleton A 0% 0% Va Beach Blv | 0% vst ve 0% rd 0% | 0% | F | 0.109 | 0.622 | 9700 | G | 2017 2017 2017 2017 |

| | | | | INO | noik ivia | intenanc | e Area | | | | | | | | |
|--------|---|--|-----------------|---|--|--|--|---------|------------------|-------------|--|----------------------------------|--|--|--|
| Length | AADT | QA | 4Tire | Bus | | | | | QC | K Factor | QK I | Dir =actor | AAWDT | QW | Year |
| | | | | | | | | | | 1 | | | | | |
| 0.72 | 7000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.099 | | 0.583 | 7600 | G | 2017 |
| 0.14 | 6100 From | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.094 | | 0.519 | 6700 | G | 2017 |
| 0.20 | From 11000 | G | 99% | 0% | | | 0% | 0% | F | 0.084 | | 0.609 | 12000 | G | 2017 |
| 0.28 | 7800 From | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | | | 8400 | G | 2017 |
| | From | 1 | | | | | | | | i | | | | | |
| 0.50 | 9600 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.097 | 1 | 0.675 | 10000 | G | 2017 |
| 0.31 | 1600 From | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.133 | | 0.602 | 1700 | G | 2017 |
| | From | | | | | | | | | i | | | | | |
| 0.36 | 4100 | R | | | | | | | | 0.089 | | 0.515 | NA | | 05/18/2015 |
| | To | | | | | | | | | | | | | | |
| 1.27 | 7300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | | 0.535 | 7900 | G | 2017 |
| | From | | | | | | | | | | | | | | |
| 0.51 | 840 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.13 | | | 910 | G | 2017 |
| 0.29 | 6500 | G | 99% | 0% | 0% | 0% | lvd 0% | 0% | С | 0.092 | | 0.559 | 7100 | G | 2017 |
| 0.48 | 12000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | | 0.563 | 14000 | G | 2017 |
| 0.25 | 9200 From | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.08 | | 0.592 | 9900 | G | 2017 |
| | From | | | | | | | | | 1 | | | | | |
| 0.50 | 13000 | G | 94% | 1% | 2% | 3% | 1% | 0% | С | 0.084 | | 0.556 | 14000 | G | 2017 |
| 0.54 | 9700 From | G | 94% | 1% | 2% | 3% | 1% | 0% | F | 0.086 | | 0.514 | 11000 | G | 2017 |
| | From | | | | | | rr | | | | | | | | |
| 0.49 | 8300 To | G | 94% | 1% 1 | 2% 22-8613 (| 3% Chesapeak | 1% Blvd | 0% | F | 0.086 | | 0.534 | 9000 | G | 2017 |
| | From | | | | | | | | | | | | | | |
| 1.10 | 9700 To | G | 99% | 0% | | | | 0% | С | 0.087 | | 0.621 | 11000 | G | 2017 |
| | From | | | I | ALT SR 3 | 37 Watersi | de Dr | | | | | | | | |
| 0.31 | 9500 | G | 99% | 0% | 1% Alt US 4 | 0% 60; Marke | 0% t St | 0% | F | 0.129 | | 0.620 | 10000 | G | 2017 |
| 0.41 | 5700 To | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | 1 | 0.542 | 6200 | G | 2017 |
| 0.23 | 16000 From | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.086 | | 0.572 | 18000 | G | 2017 |
| 0.13 | 17000 From | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.087 | | 0.569 | 18000 | G | 2017 |
| 0.84 | 21000 From | G | 97% | 1% | 1% 247 Lafaye | 1% | 1% | 0% | С | 0.089 | | 0.549 | 22000 | G | 2017 |
| | | | | | | | | | | | | | | | |
| | 0.72 0.14 0.20 0.28 0.50 0.31 0.36 1.27 0.51 0.29 0.48 0.25 0.50 0.54 0.49 1.10 0.31 0.41 0.23 0.13 | 0.14 6100 0.20 11000 0.28 7800 0.28 7800 0.50 9600 0.31 1600 1.27 7300 1.27 7300 0.51 840 0.29 6500 0.48 12000 0.52 9200 0.54 9700 0.54 9700 0.54 9700 1.10 9700 1.10 9700 1.10 9700 0.31 9500 0.41 5700 0.23 16000 0.13 17000 1.50 170 | 0.72 7000 G | 0.72 7000 G 99% 0.14 6100 G 99% Total Front | Length AADT QA 4Tire Bus Bus Company Com | Length AADT QA 4Tire Bus 2Axle | Length AADT QA 4Tire Bus Carlot Ca | College | Length AADT QA | College | Length AADT QA 4Tire Bus Carlot Carl | Length AADT QA 4Tire Bus | Length AADT QA 4Tire Bus Street 2Trail 2Trail 2Trail QC Factor Factor | Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail 2Trai | Length AADT QA 4Tire Bus 2Truck 2Trail 2T |

| | | | | | INO | irtoik ivia | intenanc | e Area | | | | | | | | |
|------------------------------|-------------|---------------------|----|--------|------------|----------------|-----------------------------|-----------------|---------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | | | | | | | | | | | | | | | |
| (8575) Church St | 0.21 | 12000 Tor | G | 97% | 1% US 4 | 1% | 27th St 1% y St; Mont | 1% icello Av | 0% e | F | 0.091 | | 0.670 | 13000 | G | 2017 |
| | | From: | | | | De | ead End | | | | 1 | | | | | |
| Princess Anne Rd | 0.62 | 1200 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.102 | | 0.593 | 1300 | G | 2017 |
| Princess Anne Rd | 0.08 | 5600 From: | G | 98% | 1% | 1% | Hampton E | 0% | 0% | F | 0.076 | | 0.52 | 6100 | G | 2017 |
| 8576 Princess Anne Rd | 0.32 | 7800 To: | G | 98% | 1% | 1% | 0% onial Ave | 0% | 0% | F | 0.079 | | 0.568 | 8500 | G | 2017 |
| Princess Anne Rd | 0.18 | 11000 | G | 98% | 1% | 122-8565 1% | Colonial 0% | Ave 0% | 0% | F | 0.080 | | 0.54 | 12000 | G | 2017 |
| 8576 Princess Anne Rd | 0.28 | 9300 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.076 | | 0.513 | 10000 | G | 2017 |
| 8576 Princess Anne Rd | 0.49 | 7900 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.08 | | 0.587 | 8600 | G | 2017 |
| 8576 Princess Anne Rd | 0.29 | 11000 To: | G | 98% | 1% | 1% | 0% ewater Dr | 0% | 0% | F | 0.08 | | 0.549 | 12000 | G | 2017 |
| _ | | From: | | | | | | | | | _ | | | | | |
| 8580 Charlotte St | 0.17 | 3400 To: | G | | | | Bus Wood | | | | 0.109 | | 0.653 | 3700 | G | 2017 |
| 8580 122 Wood St | 0.13 | From: | G | | | Bus | s US 460 | | | | 0.087 | | | 910 | G | 2017 |
| 8580) Charlotte St | 0.32 | 2200 From: | G | 97% | 1% | 1% | 1% ewater Dr | 1% | 0% | F | 0.09 | | 0.501 | 2400 | G | 2017 |
| | | From: | | | | | peake Blv | d | | | | | | | | |
| Fishermans Rd | 0.44 | 3700 _{To:} | G | 98% | 1% | 1% | 0% urgis Rd | 0% | 0% | С | 0.092 | | 0.684 | 4000 | G | 2017 |
| | | From: | | | | Fish | ermans Rd | | | | | | | | | |
| Sturgis Rd | 0.11 | 620 | G | 98% | 1% | 1% | 0% View Blvd | 0% | 0% | F | 0.177 | | 0.607 | 670 | G | 2017 |
| Sturgis St | 0.64 | 1300 To: | G | 98% | 1% | 1% | 0% n View Av | 0% | 0% | F | 0.105 | | 0.543 | 1400 | G | 2017 |
| | | From: | | | | Alt SR | 337 Bouch | St | | | | | | | | |
| 8582 City Hall Ave | 0.14 | 6600 | G | | | Mon | ticello Ave | | | | 0.099 | | 0.614 | 7100 | G | 2017 |
| 8582 City Hall Ave | 0.45 | 8700 From: | G | | | IVIOII | ileciio Ave | | | | 0.112 | | 0.704 | 9400 | G | 2017 |
| Combine | ed Traffic: | 36000 | G | | | | | | | | NA | | | 40000 | G | |
| 8582) City Hall Ave | 0.18 | NA From | | | | Alt | US 460 | | | | NA | | | NA | | |
| 122 | 0.10 | To | | 122-85 | | | ET STREE | | | PΑ | | | | | | |
| East 8582 Ramp | 0.10 | From: | | | 122- | -08582(B)/ | TO RTE 2 | 64 WES | Γ | | NA | | | NA | | |
| | | To | | A1US- | -00460-P | P(L)/IS-002 | 64-W(B)/I | FROM S | ΓPAULS | В | | | | | | |
| East ₈₅₈₂ Ramp | 0.45 | NA From: | | 122- | | | REET CO | | | | NA | | | NA | | |
| | | To | | | I-264-l | E FROM C | TTY HAL | L AVEN | UE | | | | | | | |
| 8585 Main St | 0.25 | 5000 | G | 97% | 1% | 1% | oush St 1% | 1% | 0% | F | 0.108 | _ | 0.515 | 5300 | G | 2017 |
| | 0.16 | From: | G | 97% | 1% | | Sank St Main St 1% | 1% | 0% | F | 0.129 | | 0.82 | 2500 | G | 2017 |
| (8585) Bank St | | To: | | | | | -P City Ha | | - | | | | | | | |

| | | | | | No | rfolk Mainten | ance Area | l | | | | | | |
|-----------------------------|---------------------|--------------------|----------|-------|--------|----------------------|---------------------|---------------------|----|-------------|------------------|-----------|----------|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | From | | | | Boush S | 14 | | | | | | | |
| 8586) Plume St | 0.42 | 2700 | G | 97% | 1% | 1% 19 | | 0% | F | 0.142 | 0.747 | 2800 | G | 2017 |
| (8586) Plume St | | To | | | | St Pauls B | | | | | | | | |
| | | From | | | | Park Av | re | | | | | | | |
| 8588 Corprew Ave | 0.77 | 4500 | G | 97% | 1% | 1% 1% | 6 1% | 0% | F | 0.086 | 0.586 | 4900 | G | 2017 |
| | | To | | | | Merrimac . | Ave | | | | | | | |
| O 1 11 D1 D1 | 0.00 | From | <u> </u> | 070/ | 40/ | SR 337 Sta | | 22/ | | | 0.044 | 1000 | _ | 0017 |
| 8590 Indian River Rd | 0.23 | 1100 | G | 97% | 1% | 1% 1% | 6 1% | 0% | F | 0.137 | 0.844 | 1200 | G | 2017 |
| | 0.00 | From | <u> </u> | 070/ | 40/ | Main Stre | | 00/ | | | 0.707 | 0.400 | | 0017 |
| 8590 Indian River Rd | 0.66 | 2200 To | G | 97% | 1% | 1% 1% | | 0% | С | 0.124 | 0.707 | 2400 | G | 2017 |
| | | From | | | | Marsh S Berkley A | | | | | | | | |
| 8590 Indian River Rd | 0.53 | 14000 | G | 97% | 1% | 1% 19 | | 0% | F | 0.106 | 0.539 | 15000 | G | 2017 |
| (22) | | To | | | | US 460 Wils | on Rd | | | | | | | |
| | | From | | | | SR 337 Ma | ain S | | | | | | | |
| 8591 Liberty St | 0.57 | 4600 | G | | | | | | | 0.095 | 0.515 | 5000 | G | 2017 |
| | | To | | | | WCL Chesa | peake | | | | | | | |
| Parklay A | 0.11 | From | <u> </u> | 050/ | 10/ | State St | | 00/ | | 0.000 | 0.550 | 10000 | _ | 0017 |
| 8592 Berkley Ave | 0.11 | 12000 | G | 95% | 1% | 2% 1% | 6 2% | 0% | С | 0.088 | 0.552 | 13000 | G | 2017 |
| <u> </u> | | From | | 0651 | 0-1 | Main S | | 0.51 | | | ·- | 4 : 2 2 5 | | 00:- |
| 8592 Berkley Ave | 0.21 | 13000 | G | 96% | 0% | 2% 1% | 6 1% | 0% | F | 0.101 | 0.547 | 14000 | G | 2017 |
| | | From | | | | Fauquier | | | | | | | | |
| Berkley Ave Ext | 0.80 | 3700 | G | 96% | 0% | 2% 1% | 6 1% | 0% | С | 0.091 | 0.534 | 4000 | G | 2017 |
| <u> </u> | | From | | | | US 460 Wils | on Rd | | | | | | | |
| 8592 Berkley Ave Ext | 0.45 | 3700 | G | 96% | 0% | 2% 1% | 6 1% | 0% | F | 0.085 | 0.538 | 4000 | G | 2017 |
| | | To From: | | | | Campostell | a Rd | | | | | | | |
| 8592 Berkley Ave Ext | 0.27 | 3300 | G | 96% | 0% | 2% 1% | | 0% | F | 0.086 | 0.569 | 3600 | G | 2017 |
| | | To | | | | WCL Chesa | peake | | | | | | | |
| O 5 | | From | | | 1SR 3 | 37-P; 122-8592 | BERKLEY . | ΑV | | | | | | |
| 8592 Ramp | 0.09 | 1500 _{To} | G | | Y 464 | a en ou a nenva | * F-17 . 4 * / F-17 | · · · · | | 0.228 | | 1500 | G | 2017 |
| | | | | | 1-464- | S FROM BERK | | UE | | | | | | |
| Springfield Ave | 0.50 | From: | G | 96% | 1% | Campostell | | 0% | С | 0.113 | 0.65 | 180 | G | 2017 |
| Springfield Ave | 0.52 | 160 | G | 90% | I 70 | 2% 19 Sycamore | | 0% | U | 0.113 | 0.65 | 100 | G | 2017 |
| | | From | l | | | Military H | | | | + | | | | |
| Spring Meadow Blvd | 0.55 | 740 | G | 99% | 0% | 1% 0% | | 0% | С | 0.091 | 0.613 | 800 | G | 2017 |
| Spring Meadow Blvd | 0.00 | To | Ť | 5576 | J / J | Hunt Ro | | 5 / 0 | | | 0.010 | 300 | J | _0.7 |
| | | From: | l | | | Liberty S | | | | | | | | |
| 8595 S Main St | 0.27 | 1700 | G | 95% | 1% | 2% 1% | | 0% | С | 0.120 | 0.692 | 1800 | G | 2017 |
| 122) | | To | | | | Indian Rive | | | | | | | | |
| | | From | | | | Ingleside | Rd | | | | | | | |
| 8607 Village Ave/Sewells Po | oint 12:0 17 | 3600 | G | 88% | 2% | 1% 3% | | 0% | С | 0.11 | 0.534 | 3900 | G | 2017 |
| 122) | | To | | | | Princess An | ne Rd | | | | | | | |
| | | From | | | | Cloncurry | | | | | | | | |
| North Shore Rd | 0.57 | 560 | G | 97% | 1% | 1% 1% | 6 0% | 0% | F | 0.092 | 0.525 | 610 | G | 2017 |
| | | To From: | | | | Hampton E | Blvd | | | \Box | | | | |
| North Shore Rd | 0.73 | 1400 | G | 96% | 0% | 2% 1% | | 0% | F | 0.092 | 0.669 | 1500 | G | 2017 |
| <u> </u> | | To | | | | Diven S | | | | | | | | |
| 8609) Diven St | | 1400 | G | 97% | 1% | North Shore | | 0% | С | 0.084 | 0.555 | 1600 | G | 2017 |
| | () G() | | u | JI /0 | 1 /0 | 1/0 17 | U 70 | U /o | U | 0.004 | 0.000 | 1000 | G | 2017 |
| 122 | 0.60 | To | | | ī | nternational Terr | minal Blvd | | | | | | | |
| 122 | 0.60 | To | | | I | nternational Terr | | | | | | | | |
| 8610) Beechwood Ave | 0.60 | From: | G | 99% | 0% | SR 337 Hampt 1% 0% | on Blvd | 0% | F | 0.112 | 0.576 | 290 | G | 2017 |

| | | | | | No | rtolk Mainter | nance Area | l | | | | | | |
|------------------------|--------|---------------------|-------------|-------|------|----------------------------------|----------------------|--------|-----|-------------|--------------|----------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | 2Trail | QC | K Factor | QK Di Fac | AAWDT | QW | Year |
| City of Norfolk | | | | | | | | | | | | | | |
| | 0.05 | From | پ | 070/ | 10/ | Granby | | 00/ | | | 0.00 | 4500 | • | 0017 |
| (8611) Kinglsey Lane | 0.25 | 4100 | G | 97% | 1% | 1% 09 | | 0% | F | 0.09 | 0.69 | 99 4500 | G | 2017 |
| <u> </u> | | From | | | | Newport Kingsley | | | | | | | | |
| (8611) Newport Ave | 1.16 | 2600 | G | 97% | 1% | 1% 0° | | 0% | С | 0.1 | 0.56 | 61 2900 | G | 2017 |
| (8611) Newport Ave | 1.10 | To | r <u> </u> | 01 70 | 1 70 | Little Cree | | 0 70 | | —ĭ'' | 0.00 | 2000 | ď | 2017 |
| | | From | | | | | | | | 1 | | | | |
| (8613) Maltby Ave | 0.27 | 2800 | G | 96% | 0% | Princess Ar 2% 1° | | 0% | F | 0.098 | 0.54 | 47 2900 | G | 2017 |
| (8613) Maltby Ave | 0.27 | 2000 | <u> </u> | 30 /6 | 0 /6 | Z/0 I | /0 1/0 | 0 76 | | 0.030 | 0.5 | +7 2900 | ч | 2017 |
| | | From | | | | Cary S | | | | | | | | |
| Maltby Ave | 0.15 | 3300 | G | 96% | 0% | 2% 19 | % 1% | 0% | F | 0.092 | 0.50 | 07 3500 | G | 2017 |
| | | To | | | | St Julian | Ave | | | | | | | |
| 8613) Maltby Ave | 0.20 | 920 From | G | 96% | 0% | 2% 19 | | 0% | F | 0.092 | 0.53 | 37 1000 | G | 2017 |
| (8613) Maltby Ave | | To | | | | Rugby | | | | | | | | |
| | | From | | | | Rugby St | | | | | | | | |
| 8613 Maltby Ave | 0.12 | 70 | G | 96% | 0% | 2% 19 | % 1% | 0% | F | 0.123 | 0.63 | 32 70 | G | 2017 |
| 122 | | To | | | | Dead E | nd | | | | | | | |
| | | From | | | | Tait Terr | | | | | | | | |
| 8613 Chesapeake Blvd | 0.62 | 1100 | G | 96% | 0% | 2% 19 | % 1% | 0% | F | 0.091 | 0.55 | 58 1200 | G | 2017 |
| | | To | | | | Kitchener | Ave | | | | | | | |
| R613 Chesapeake Blvd | 0.14 | 1300 From | G | 96% | 0% | 2% 1 | | 0% | F | 0.085 | 0.50 | 06 1400 | G | 2017 |
| (8613) Chesapeake Blvd | V. 1 1 | To | <u> </u> | 0070 | 0 /0 | Ballentine | | J / U | • | | 0.00 | | ~ | _0.7 |
| | | From | | | | Military I | | | | | | | | |
| 8613) Norview Ave | 0.51 | 13000 | G | 99% | 0% | 0% 0 | | 0% | С | 0.068 | 0.57 | 71 14000 | G | 2017 |
| Norview Ave | | _ | | | | | | | | | | | | - |
| <u> </u> | | From | <u> </u> | 2221 | | Azalea Gard | | | | | | | _ | |
| Norview Ave | 0.21 | 13000 | G | 99% | 0% | 0% 0 | | 0% | F | 0.070 | 0.62 | 26 14000 | G | 2017 |
| <u> </u> | | To | | | N | orfolk Internation | onal Airport | | | | | | | |
| _ | | From | | | | Granby | St | | | | | | | |
| 8618 Bay View Blvd | 0.61 | 7500 | G | 99% | 0% | 1% 0 | % 0% | 0% | F | 0.089 | 0.5 | 3 8200 | G | 2017 |
| (122) | | To | | | | Tidewate | r Dr | | | | | | | |
| 8618 Bay View Blvd | 0.52 | 11000 | G | 99% | 0% | 1% 0° | | 0% | С | 0.087 | 0.60 | 08 12000 | G | 2017 |
| Bay View Blvd | 0.52 | 11000 | <u> </u> | 33 /6 | 0 /6 | 176 0 | 76 0 76 | 0 76 | | 0.007 | 0.00 | 12000 | ч | 2017 |
| | | From | | | | Chesapeak | e Blvd | | | _ | | | | |
| 8618 Bay View Blvd | 1.10 | 5700 | G | 99% | 0% | 1% 0 | % 0% | 0% | F | 0.086 | 0.59 | 95 6200 | G | 2017 |
| (122) | | To | | | | Cape View | Ave | | | | | | | |
| | | From | | | | Bay View | | | | | | | | |
| 8618 Cape View Ave | 0.41 | 3500 | G | 98% | 1% | 1% 0 | | 0% | С | 0.095 | 0.54 | 14 3800 | G | 2017 |
| | | To | | | | US 60 Ocean | View Ave | | | | | | | |
| | | From | | | | Chesapeak | e Blvd | | | | | | | |
| 8619 Beach View St | 0.71 | 990 | G | 99% | 0% | 0% 19 | | 0% | F | 0.115 | 0.57 | 76 1100 | G | 2017 |
| 8619 Beach View St | | To | | | | Ocean Vie | | | | | | | | |
| | | From | | | | | | | | ī | | | | |
| 8620 Shepard Ave | 0.54 | 1000 | G | 99% | 0% | Tidewate | | 0% | С | 0.112 | 0.50 | 04 1100 | G | 2017 |
| Shepard Ave | 0.54 | 1000 | <u> </u> | JJ /0 | 0 /0 | U /0 I | /0 0/0 | 0 /0 | 0 | 0.112 | 0.50 | J-7 1100 | u | 2017 |
| | | From | | | | Chesapeak | Blvd | | | \Box | | | | |
| 8620 Shepard Ave | 0.49 | 1100 | G | 99% | 0% | 0% 19 | | 0% | F | 0.101 | 0.62 | 22 1200 | G | 2017 |
| | | To | | - | | Cape View | | | | | | | | |
| | | From | ــِــــ | | | Sheppard | | | | | | | - | |
| 8620 Cape View Ave | 0.19 | 280 | G | 99% | 0% | 0% 19 | % 0% | 0% | F | 0.125 | 0.63 | 300 | G | 2017 |
| | | From | | | | Tallwood | 1 St | | | | | | | |
| 8620 Cape View Ave | 0.04 | 280 From | N | 99% | 0% | 0% 19 | | 0% | N | 0.125 | 0.63 | 300 | N | 2017 |
| UUE 111 | 5.5 . | | | -0/0 | 0 /0 | Dead End: | | 0,0 | ••• | <u> </u> | 0.00 | 300 | | _5.7 |
| 122 | | | | | | Sunset D | • | | | | | | | |
| 1227 | | From | | | | | | | | | | | | |
| (122) | 0.46 | | G | 98% | 1% | | % 0% | 0% | F | 0.104 | 0.55 | 55 490 | G | 2017 |
| 199 | 0.46 | 450 | G | 98% | 1% | 1% 0 | | 0% | F | 0.104 | 0.5 | 55 490 | G | 2017 |
| (122) | 0.46 | 450 | G | 98% | 1% | 1% 0° Bay View | Blvd | 0% | F | 0.104 | 0.5 | 55 490 | G | 2017 |
| (8620) Cape View Ave | | 450 | | | | 1% 0° Bay View Little Cree | Blvd k Rd | | | | | | | |
| (8620) Cape View Ave | 0.46 | 450 | G G | 98% | 1% | 1% 0° Bay View | Blvd k Rd | 0% | F | 0.104 | 0.58 | | G G | |
| (862) Cape View Ave | | 450 | | | | 1% 0° Bay View Little Cree | Blvd k Rd % 0% | | | | | | | 2017 |
| (8620) Cape View Ave | | 450 From 2100 | | | | 1% 0° Bay View Little Cree 1% 0° | Blvd k Rd % 0% Ave | | | | | 98 2300 | | 2017 |

| | | | | | INOI | rtoik iviaini | tenance Are | <u>a</u> | | | | | | | |
|------------------------|--------|--------------|---------------|-------|------|---------------|------------------------|----------|----|-----------------|----------|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck +Axle 1Trai | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | | | | | | | | | | | | | | |
| O 0110 Nr. B1 | 0.70 | From | پ | 000/ | | | ew Blvd | | | | | 0.550 | 200 | 0 | 0047 |
| 8621 Old Ocean View Rd | 0.76 | 820 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.099 | | 0.558 | 890 | G | 2017 |
| | | F | <u> </u> | | | | ater Dr | | | | | | | | |
| Pay Ava | 0.00 | From: | | 000/ | 10/ | | Granby St | 00/ | | 0 104 | | | 1000 | _ | 2017 |
| 8623 Bay Ave | 0.33 | 1800 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.184 | | | 1900 | G | 2017 |
| <u> </u> | | From | | | | I | | | | | | | | | |
| 8623 Bay Ave | 0.30 | 13000 | G | 99% | 0% | 0% | 0% 0% | 0% | С | 0.114 | | 0.842 | 14000 | G | 2017 |
| | | To: From: | — | | | | iew St | | | | | | | | |
| 8623) First View St | 0.36 | 7300 | G | 99% | 0% | 9 Bay | 0% 0% | 0% | F | 0.107 | | 0.671 | 7900 | G | 2017 |
| 8623) First View St | 0.50 | 7300 | | 33 /6 | 0 /6 | 0 /6 | 076 076 | 0 76 | ' | 0.107 | | 0.071 | 7 300 | u | 2017 |
| <u> </u> | | From | | | | | on Ave | | | | | | | | |
| First View St | 0.47 | 5900 | G | 99% | 0% | 0% | 0% 0% | 0% | F | 0.098 | | 0.815 | 6400 | G | 2017 |
| | | To From: | • | | | Cher | ry St | | | \neg — | | | | | |
| 8623 First View St | 0.44 | 5800 | G | 99% | 0% | 0% | 0% 0% | 0% | F | 0.091 | | 0.631 | 6400 | G | 2017 |
| 122) | | To | d | | | US 60 Ocea | n View Ave | | | | | | | | |
| | | From | | | | First V | iew St | | | | | | | | |
| Maple Ave | 0.35 | 590 | G | 99% | 0% | 0% | 0% 0% | 0% | F | 0.132 | | 0.593 | 640 | G | 2017 |
| 122 | | To | | | | Dead | | | | | | | - | | |
| | | From | _ | | | | | | | 1 | | | | | |
| 8625) Suburban Pkwy | 0.87 | 1200 | G | 98% | 1% | Gran 1% | 0% 0% | 0% | F | 0.095 | | 0.554 | 1300 | G | 2017 |
| Suburban Pkwy | 0.07 | 1 200 | <u> </u> | JU /6 | 1 /0 | | le St | 0 /0 | | 0.093 | | 0.004 | 1000 | J | 2017 |
| | | F | | | | | | | | - | | | | | |
| Thele Ct | 0.00 | From | | 000/ | 10/ | | by St | 00/ | | | | 0.500 | 0000 | 0 | 0017 |
| 3626 Thole St | 0.39 | 8200 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.080 | | 0.506 | 8900 | G | 2017 |
| | | From | | | | Parkd | ale Dr | | | | | | | | |
| 8626 Thole St | 0.72 | 8100 | G | 98% | 1% | 1% | 0% 0% | 0% | С | 0.088 | | 0.541 | 8800 | G | 2017 |
| 122) | | To | | | | SR 168 Ti | dewater Dr | | | | | | | | |
| | | From | d | | | Little C | reek Rd | | | | | | | | |
| Meadow Creek Rd | 0.49 | 2300 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.092 | | 0.603 | 2500 | G | 2017 |
| 122/ | | To | a . | | | Deac | l End | | | | | | | | |
| | | From | | | | Azalea C | arden Rd | | | | | | | | |
| 8630 Heutte Dr | 1.20 | 2300 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.110 | | 0.502 | 2500 | G | 2017 |
| Heutte Dr | | To | Ť | | | Shor | | | | $\overline{}$ | | | | | _ |
| | | From | | | | | | | | 1 | | | | | |
| Johnstons Rd | 0.21 | 6200 | G | 97% | 1% | 1% | ls Point Road 1% 0% | 0% | С | 0.087 | | 0.561 | 6700 | G | 2017 |
| Johnstons Rd | 0.21 | 0200 | | 37 76 | 1 /0 | 1 /0 | 170 070 | 0 70 | | 0.007 | | 0.501 | 0700 | a | 2017 |
| <u> </u> | | From | <u> </u> | | | Chesape | | | | | | | | | |
| 3631 Johnstons Rd | 0.58 | 10000 | G | 97% | 1% | 1% | 1% 0% | 0% | F | 0.088 | | 0.615 | 11000 | G | 2017 |
| | | To From: | • | | | Militar | y Hwy | | | \neg \vdash | | | | | |
| 8631) Johnstons Rd | 0.93 | 6800 | G | 98% | 1% | 1% | 0% 0% | 0% | С | 0.095 | | 0.512 | 7400 | G | 2017 |
| 3631 Johnstons Rd | | To | | | | | | | | _ | | | | | |
| Halprin Dr | 1.05 | From | | 000/ | 10/ | Little C | | 00/ | F | 0 121 | | 0.724 | 4200 | G | 2017 |
| 8631 Halprin Dr | 1.05 | 3800 | G | 98% | 1% | 1% | 0% 0% | 0% | Г | 0.121 | | 0.724 | 4200 | G | 2017 |
| $\overline{}$ | | To From: | | | | | l End | | | | | | | | |
| 8631) 5th Bay St | 0.16 | 450 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.116 | | 0.545 | 490 | G | 2017 |
| | | To | Щ_ | | | Pleasa | nt Ave | | | | | | | | |
| _ | | From | | | | Tidew | ater Dr | | | | | | - | | |
| Norview Ave | 0.29 | 5900 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.106 | | 0.686 | 6400 | G | 2017 |
| 122) | | To | _ | | | Sedool | ield Dr | | | | | | | | |
| Norview Ave | 0.79 | 5400 From | G | 98% | 1% | 1% | 0% 0% | 0% | С | 0.105 | <u> </u> | 0.628 | 5900 | G | 2017 |
| 122 | 0.73 | To | <u> </u> | JU /6 | 1 /0 | Chesape | | 0 /0 | | -5.103 | | 0.020 | 3300 | J | 2017 |
| | | - | | | | | | | | | | | | | |
| Walkers Do | 0.00 | From | | 0701 | 401 | Heut | | 001 | | | | 0.050 | 450 | ^ | 001- |
| 8633 Walters Dr | 0.20 | 410 | G | 97% | 1% | 1% | 0% 0% | 0% | F | 0.106 | | 0.653 | 450 | G | 2017 |
| (122) | | | $\overline{}$ | | | T 1:1 C | | | | | | | | | |
| | | To From | | | | Little C | reek Rd | | | | | | | | |
| 8633) Walters Dr | 0.53 | 1200 | G | 97% | 1% | 1% | 0% 0% | 0% | С | 0.096 | | 0.648 | 1300 | G | 2017 |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | - | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------------|----------|---------|-------|---------------------------|-----------------------|----------|------|----|-------------|------------------|-------|----------|------|
| City of Norfolk | | From | 1 | | | Milit | ary Hwy | | | | | | | | |
| Meadow Lake Dr | 0.43 | 720 | G | 98% | 1% | 1% | 0% low Dr | 0% | 0% | F | 0.109 | 0.601 | 780 | G | 2017 |
| | | From | | | | | eake Blvd | | | | i | | | | |
| 8636) Robin Hood Rd | 0.99 | 6000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | 0.515 | 6500 | G | 2017 |
| 122 | | To | | | | Sewell | s Point Rd | | | | | | | | |
| O Date to Hand Dat | 0.00 | From | پ | 070/ | 40/ | | ells Pt Rd | 40/ | 00/ | | | 0.007 | 5000 | ^ | 0047 |
| Robin Hood Rd | 0.36 | 4600 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.099 | 0.607 | 5000 | G | 2017 |
| <u> </u> | | From | | | | | Garden Ro | | | | <u> </u> | | | | |
| Robin Hood Rd | 0.40 | 9000 | G | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.116 | 0.579 | 9800 | G | 2017 |
| <u> </u> | | From | <u> </u> | | | | nere Ave | | | | | | | | |
| Robin Hood Rd | 0.33 | 12000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.094 | 0.533 | 13000 | G | 2017 |
| | | 10 | 1 | | S | R 165 Nort | th Military | Hwy | | | | | | | |
| <u> </u> | | From | <u> </u> | | | 122-8639 K | | | | | | | .= | | |
| 8637 Ballentine Blvd | 0.23 | 4300 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.103 | 0.604 | 4700 | G | 2017 |
| | | From | | | | ; SR 405 B 58 Virginia | | | p | | | | | | |
| 8637 Merrimac Ave | 0.36 | 1100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.107 | 0.51 | 1200 | G | 2017 |
| Merrimac Ave | | To | | | | SR 166 Pri | | | | | | | | | |
| <u> </u> | | From | 4 | | | Northan | npton Blvo | 1 | | | | | | | |
| 8638) Wesleyan Dr | 0.36 | 20000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.093 | 0.683 | 22000 | G | 2017 |
| Wesleyan Dr | | To | | | | WCL Vii | rginia Bea | ch | | | | | | | |
| | | From | 1 | | | Bramb | leton Ave | | | | | | | | |
| 8639 Kimball Terrace | 0.99 | 4200 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.103 | 0.647 | 4600 | G | 2017 |
| Rimball Terrace | | To | | | | Ballen | tine Blvd | | | | | | | | |
| \circ | | From | | | | | ick St | | | | | | | | |
| Westminister Ave | 0.50 | 2900 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.089 | 0.503 | 3100 | G | 2017 |
| <u> </u> | | From | 1 | | | | eton Ave ad End | | | | | | | | |
| 8639 Westminister Ave | 0.33 | 100 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.149 | 0.73 | 110 | G | 2017 |
| Westminister Ave | 0.00 | To | Ť | | . , , | | ide Road | . , , | 0,0 | • | | 00 | | <u> </u> | |
| | | From | | | | | inister Ave | | | | | | | | |
| 8639 Ingleside Rd | 1.00 | 3200 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.090 | 0.577 | 3400 | G | 2017 |
| | | To From | _ | | | Va Be | each Blvd | | | | \neg — | | | | |
| 8639 Ingleside Rd | 0.65 | 13000 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.096 | 0.546 | 15000 | G | 2017 |
| 122/ | | To | _ | | | Princes | s Anne Ro | ı | | | | | | | |
| 8639) Ingleside Rd | 0.46 | 15000 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.089 | 0.509 | 16000 | G | 2017 |
| 122 | | Te | _ | | | Т-:4 | Т | | | | _ | | | | |
| 8639) Cromwell Rd | 0.58 | 15000 | G | 96% | 1% | 1% | Terrace 1% | 1% | 0% | F | 0.092 | 0.514 | 16000 | G | 2017 |
| 8639 Cromwell Rd | 0.00 | .5000 | | J J / U | 1 /0 | | | | J /0 | • | | 0.014 | 10000 | G | 2017 |
| 8639) Cromwell Rd | 0.05 | From | <u> </u> | 060/ | 10/ | | eake Blvd | | 00/ | F | 0.000 | 0.504 | 10000 | ^ | 001 |
| 8639 Cromwell Rd | 0.85 | 12000 | G | 96% | 1% | 1% | 1% | 1% | 0% | | 0.089 | 0.524 | 13000 | G | 2017 |
| | | | <u> </u> | | | | water Dr | | | | | | | | |
| Analaa Cardan Dd | 0.70 | From | <u> </u> | | | Va Be | each Blvd | | | | 0.100 | 0.504 | 11000 | _ | 001 |
| 8641 Azalea Garden Rd | 0.79 | 9700 | G | | | | | | | | 0.102 | 0.524 | 11000 | G | 2017 |
| <u> </u> | | From | | | | Princes | s Anne Ro | | | | <u> </u> | | | _ | |
| Azalea Garden Rd | 0.31 | 16000 | G | | | | | | | | 0.111 | 0.593 | 17000 | G | 2017 |
| <u> </u> | | To From | | | | Sewe | lls Pt Rd | | | | | | | | |
| Azalea Garden Rd | 0.64 | 8500 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.105 | 0.537 | 9200 | G | 2017 |
| <u>"</u> | | т | | | | Robin | Hood Rd | | | | | | | | |
| O | 0.39 | 8500 From | G | | | | | | | | 0.097 | 0.587 | 9300 | G | 2017 |
| 8641) Azalea Garden Rd | | т. | | | | rı · | runt A | | | | | | | | |
| Azalea Garden Rd | | | | | | Elmh | urst Ave | | | | | | 0500 | | 2017 |
| | 0.42 | 8700 | G | | | | | | | | റ റമ⊿ | 11 5 / 4 | gann | (- | |
| | 0.42 | 8700 From | G | | | Milit | arv Hwv | | | | 0.094 | 0.579 | 9500 | G | 2017 |
| (1)2) | 0.42 | 8700 | G | | | | ary Hwy | d | | | 0.094 | 0.579 | 9500 | G | 2017 |
| 122 | 0.42 | | G G | 94% | 2% | | ary Hwy a Beach Bl | vd 1% | 0% | С | 0.094 | 0.579 | 13000 | G | 2017 |

| | | | | | INO | LIOIK INS | aintenance . | Area | | | | | | | | |
|-----------------------|--------|---------------------|----------|-------|-------|-------------|---------------------|--------|------|----|-------------|----|---------------|-------|----------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck 3+Axle 1 | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | | | | | | | | | | | | | | | |
| O | 0.45 | From | <u> </u> | 0.40/ | 00/ | | Raby Rd | 10/ | 00/ | | | | 0.540 | 11000 | • | 0047 |
| Sabre Rd/Lowery Rd | 0.45 | 10000 | G | 94% | 2% | 3% | 1% | 1% | 0% | F | 0.080 | | 0.512 | 11000 | G | 2017 |
| <u> </u> | 2.40 | From | <u> </u> | 0.40/ | 00/ | | Military Hwy | 10/ | 00/ | | | | 0.500 | 0000 | | 0047 |
| 8642 Lowery Rd | 0.43 | 7600 To | G | 94% | 2% | 3% | | | 0% | F | 0.098 | | 0.539 | 8300 | G | 2017 |
| | | From | | | | | Kempsville Ro | 1 | | | | | | | | |
| 8644) Poplar Hall Dr | 0.56 | 2000 | G | 98% | 1% | 1% | lpiper Lane 0% | 0% | 0% | F | 0.091 | | 0.572 | 2200 | G | 2017 |
| Poplar Hall Dr | 0.50 | 2000 | | 30 70 | 1 /0 | | | 770 | 0 70 | ' | 0.001 | | 0.572 | 2200 | u | 2017 |
| Poplar Hall Dr | 0.59 | From | <u> </u> | 98% | 1% | US 13 1% | Military Hwy 0% | 0% | 0% | С | 0.098 | | 0.507 | 15000 | G | 2017 |
| 8644 Poplar Hall Dr | 0.59 | 14000 _{To} | G | 90 /6 | 1 /0 | | enrock Rd | J /0 | 0 /6 | | 0.098 | | 0.507 | 15000 | G | 2017 |
| | | From | | | | | lar Hall Dr | | | | | | | | | |
| 8644 Glenrock Rd | 0.40 | 5200 | G | 98% | 1% | 1% | 0% (|)% | 0% | F | 0.108 | | 0.536 | 5600 | G | 2017 |
| 122) | | To | | | | US 58 V | Va Beach Blvd | | | | | | | | | |
| | | From | | | | C | urlew Dr | | | | | | | | | |
| 8646 S Military Hwy | 0.19 | 2400 | G | 99% | 0% | 1% | 0% (|)% | 0% | F | 0.121 | | 0.569 | 2700 | G | 2017 |
| | | To | 1 | | | | ellger Dr | | | | | | | | | |
| 8646) Sellger Dr | 0.59 | 3600 | G | 99% | 0% | 1% | litary Hwy 0% (| 0% | 0% | С | 0.097 | | 0.532 | 3900 | G | 2017 |
| Sellger Dr | 0.00 | То | <u> </u> | 0070 | 0 /0 | | idd Blvd | - /- 0 | 3 /3 | | | | 5.00L | 2300 | J | _017 |
| | | From | | | | | ellger Dr | | | | | | | | | |
| Kidd Blvd | 0.24 | 3200 | G | 99% | 0% | 1% | 0% |)% | 0% | F | 0.116 | | 0.6 | 3500 | G | 2017 |
| | | To | 1 | | | C | urlew Dr | | | | | | | | | |
| | | From | | | | | uehanna Dr | | | | | | | | | |
| Newtown Rd | 0.57 | 5000 | G | 98% | 0% | 1% | |)% | 0% | F | 0.082 | | 0.551 | 5500 | G | 2017 |
| <u> </u> | | To From | 1 | | | | rincess Anne I | | | | | | | | | |
| Newtown Rd | 0.16 | 38000 | G | 98% | 0% | 1% | Va Beach Blvd 0% |)% | 0% | F | 0.083 | | 0.53 | 41000 | G | 2017 |
| Newtown Rd | 0.10 | То | Ť | 0070 | 0 70 | | Va Beach | 370 | 0 70 | | 7 | | 0.00 | 11000 | ŭ | |
| | | From | 1 | | | | in Hood Rd | | | | i | | | | | |
| 8754 Herbert St | 0.42 | 440 | G | 97% | 1% | 1% | |)% | 0% | С | 0.112 | | 0.590 | 480 | G | 2017 |
| 122 | | To | | | | Wind | lermere Ave | | | | | | | | | |
| O | | From | | | | | erbert St | | | | | | | | _ | |
| Windermere Ave | 0.23 | 340 | G | 97% | 1% | 1% | |)% | 0% | F | 0.103 | | 0.562 | 370 | G | 2017 |
| | | 10 | 1 | | | | vells Pt Rd | | | | | | | | | |
| O Dalainh Aus | 0.45 | From | <u> </u> | 000/ | 00/ | | ul-de-Sac | 20/ | 00/ | | | | 0.504 | 0000 | _ | 0017 |
| Raleigh Ave | 0.15 | 2000 To | G | 90% | 0% | 1% | | 5% | 0% | С | 0.103 | | 0.594 | 2200 | G | 2017 |
| | | F | | | | | remont St | | | | | | | | | |
| 8765) Sedgefield Dr | 0.54 | 960 | G | 94% | 2% | 3% | rview Ave | 1% | 0% | F | 0.097 | | 0.538 | 1000 | G | 2017 |
| 8765) Sedgelleid Di | 0.54 | 900 | | 34 /0 | 2 /0 | | ilpotts Rd | 1 /0 | 0 /6 | - | 0.097 | | 0.556 | 1000 | G | 2017 |
| | | From | | | | | | | | | | | | | | |
| 8766) Pleasant Ave | 1.18 | 910 | G | 96% | 2% | 2% | Th Bay St 1% (|)% | 0% | F | 0.095 | | 0.55 | 980 | G | 2017 |
| Pleasant Ave | | To | Ť | 0070 | | | Shore Dr | 370 | 0 70 | • | | | 0.00 | | <u>.</u> | _0 |
| | | From | | | | | 0 Shore Ave | | | | | | | | | |
| 8766 Pleasant Ave | 0.49 | 1400 | G | 96% | 2% | 2% | |)% | 0% | С | 0.086 | | 0.618 | 1500 | G | 2017 |
| | | То | 1 | | | 30th | Bay Street | | | | | | | | | |
| <u> </u> | | From | | | | | sailles Ave | | | | | | | | | |
| Norway Place | 0.76 | 1100 | G | 98% | 1% | 1% | |)% | 0% | F | 0.147 | | 0.603 | 1200 | G | 2017 |
| <u> </u> | | То | 1 | | | | w Wood Dr | | | | | | | | | |
| <u> </u> | | From | ـــــــا | 0000 | 4 = 1 | | ow Creek Rd | 201 | 00/ | | | | 0.555 | 4.00 | | |
| 8768 Dominion Ave | 1.49 | 1300 To | G | 98% | 1% | 1% | |)% | 0% | F | 0.097 | | 0.537 | 1400 | G | 2017 |
| | | 10 | <u> </u> | | | | alters Dr | | | | <u> </u> | | | | | |
| | 0.10 | From | ب | 000/ | 401 | | nore Place | 20/ | 00/ | _ | | | 0.000 | 000 | _ | 004 |
| Alsace Ave | 0.16 | 880 To | G | 98% | 1% | 1% | |)% | 0% | F | 0.161 | | 0.636 | 960 | G | 2017 |
| | | | <u> </u> | | | | ewater Dr | | | | | | | | | |
| Lindonwood Ava | 0.50 | From | <u> </u> | 000/ | 10/ | | 26Th St | 20/ | Λ9/ | - | 0.000 | | 0.500 | 4600 | C | 2017 |
| (8780) Lindenwood Ave | 0.52 | 4300 To | G | 98% | 1% | 1% | | 0% | 0% | С | 0.086 | | 0.503 | 4600 | G | 2017 |
| <u> </u> | | 10 | 1 | | | Tid | ewater Dr | | | | | | | | | |

| | | | | | INO | noik Maintenance Are | a | | | | | | |
|-------------------------|--------|--------------------|----------|-------|----------|--|----------|----|-------------|------------------|----------------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trai | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | Fron | | | | | | | | | | | |
| Muskogee Ave | 0.29 | 1400 | G | 95% | 2% | Tappahannock Dr 3% 0% 0% | 0% | F | 0.106 | 0.663 | 1500 | G | 2017 |
| 8782 Philpotts Rd | 0.80 | 1900 To | G | 95% | 2% | Tidewater Dr 3% 0% 0% Sewells Point Rd | 0% | С | 0.096 | 0.634 | 2100 | G | 2017 |
| | | Fron | 1" | | | Huntsman Rd | | | _ | | | | |
| 8784 Curlew Dr | 1.61 | 2900 _{то} | G | 98% | 1% | 1% 0% 0% Newtown Rd | 0% | F | 0.088 | 0.554 | 3200 | G | 2017 |
| | | Fron | 1: | | | Hampton Blvd | | | <u> </u> | | | | |
| 3791 1222 35th St | 0.22 | 1300 | G | 98% | 1% | 1% 0% 0% | 0% | F | 0.121 | 0.641 | 1400 | G | 2017 |
| 35th St | 0.18 | 1500 From | G | 98% | 1% | 1% 0% 0% | 0% | F | 0.117 | 0.718 | 1700 | G | 2017 |
| 3791 35th St | 0.47 | 3300 From | G | 98% | 1% | Colley Ave 1% 0% 0% | 0% | С | 0.099 | 0.54 | 3600 | G | 2017 |
| 3791 35th St | 0.08 | 3400 From | G | 98% | 1% | Debree Ave 1% 0% 0% | 0% | F | 0.094 | 0.589 | 3700 | G | 2017 |
| | | To Fron | 17 | | | Llewellyn Ave | | | | | | | |
| 35th St | 0.16 | 3400 To | G | 98% | 1% | 1% 0% 0% Granby St | 0% | F | 0.106 | 0.684 | 3600 | G | 2017 |
| | | Fron | 1: | | | Olney Rd W | | | | | | | |
| Mowbray Arch | 0.66 | 580 | G | 98% | 1% | 1% 0% 0% | 0% | F | 0.104 | 0.519 | 630 | G | 2017 |
| | | Tr | " | | | Olney Rd E | | | | | | | |
| Toit Towas | 0.00 | Fron | <u> </u> | 000/ | 10/ | Ballentine Blvd | 00/ | F | 0.000 | 0.50 | 0500 | _ | 001 |
| Tait Terrace | 0.09 | 2300 To | G | 98% | 1% | 1% 0% 0% Ingleside Rd | 0% | F | 0.088 | 0.52 | 2500 | G | 2017 |
| Ocean View Ave | 0.44 | Pron | G | 98% | 10/ | 21St Street | 00/ | F | 0.098 | 0.714 | 250 | 0 | 2017 |
| Ocean View Ave | 0.44 | 320 Tr | , | 90% | 1% | 1% 0% 0% 28Th Street | 0% | Г | 0.096 | 0.714 | 350 | G | 2017 |
| | | Fron | 1: | | | Tidewater Dr | | | | | | | |
| Rugby St | 0.33 | 1000 | G | 98% | 1% | 1% 0% 0% | 0% | F | 0.099 | 0.566 | 1100 | G | 2017 |
| 122) | | To |): | | | Maltby Ave | | | | | | | |
| <u> </u> | | Fron | <u> </u> | | | 122-8644 Glenrock Rd | | | | | | | |
| Poplar Hall Dr | 0.41 | 8400 _{то} | G | 99% | 1% | 1% 0% 0% | 0% | С | 0.109 | 0.642 | 9100 | G | 2017 |
| | | Fron | | | | US 58 Va Beach Blvd | | | + | | | | |
| Atlantic St | 0.07 | 2300 | G | 96% | 0% | A1SR 337 Waterside Dr 2% 1% 1% | 0% | F | 0.133 | 0.800 | 2500 | G | 2017 |
| Atlantic St | | To | 00 | | | 122-8585 Main Street | | | | | | | |
| | | Fron | 1: | I- | 64-E272. | A BAYVILLE STREET FR | OM & T | | | | | | |
| 9001 Ramp | 0.03 | 640 | G | | _ | | | | 0.122 | | 640 | G | 2017 |
| | | To | 1 | | I-64-1 | E FROM BAYVILLE STRE | ET | | | | | | |
| Ramp | 0.13 | 1200 | L | | | New Gate Rd | | | 0.152 | | 1200 | G | 201 |
| 9002 Ramp | 0.10 | 1200 To | × - | | | I-64 E | | | 0.132 | | 1200 | ч | 201 |
| | | Fron | 1. | | | SR 337 | | | | | | | |
| 99017)Ramp | 0.10 | 1900 | G | 93% | 1% | 1% 2% 4% | 0% | F | 0.22 | | 2100 | G | 201 |
| 122/ | | Tr | Y. | | | I-464 South | | | | | | | |
| <u> </u> | | Fron | 12 | | | ROBIN HOOD ROAD | | | | | | | |
| 9026)Ramp | 0.06 | NA To | 00 | SI | R 165-N |)34A FROM ROBIN HOOI | ROAD | | NA | | NA | | |
| City of Portsmouth | | Fron | ı | | | M+ X/ A | | | | | | | |
| 1 Bayview Blvd | 0.21 | 400 | G | 99% | 0% | Mt Vernon Ave 1% 0% 0% | 0% | С | 0.092 | 0.537 | 430 | G | 2017 |
| 124 | J.Z I | | | JJ /0 | 0 /0 | Chautauqua Ave | J /0 | | 0.002 | 0.557 | - - | | |
| | | Fron | 12 | | | 124-8525 River Shore Rd | | | | | | | |
| 8516 Cedar Lane | 0.42 | 830 | G | | | | | | 0.109 | 0.842 | 890 | G | 2017 |
| 124/ | | To |): | | | Dead End | | | | | | | |

| | | | | | No | rfolk Ma | ntenanc | 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 | 10000 | G | 99% | 0% | 0% | Suffolk 0% | 0% | 0% | F | 0.097 | | 0.508 | 11000 | G | 2017 |
| (8520) Towne Point Rd | 0.13 | 23000 From | G | 99% | 0% | Twir | Pines Rd 0% | 0% | 0% | F | 0.087 | | 0.581 | 25000 | G | 2017 |
| (8520) Towne Point Rd | 0.31 | 21000 From | G | 99% | 0% | 0% | Western F | 0% | 0% | С | 0.086 | | 0.533 | 22000 | G | 2017 |
| <u> </u> | | To | | | | | Chesapeak | 2 | | | | | | | | |
| 8522 Portsmouth Blvd | 0.34 | 5700 | G | 99% | 0% | 1% | m Ave 0% | 0% | 0% | F | 0.101 | | 0.762 | 6100 | G | 2017 |
| 8522 Portsmouth Blvd | 0.55 | 4100 From | G | 99% | 0% | 1% | ngham St 0% enter Pkwy | 0% | 0% | С | 0.125 | | 0.708 | 4400 | G | 2017 |
| | | From | | | | | | | | | | | | | | |
| Twin Pines Rd | 0.90 | 9300 | G | 98% | 1% | 1% | 1 Point Rd 0% | 0% | 0% | С | 0.086 | | 0.587 | 9900 | G | 2017 |
| (8523) Twin Pines Rd | 0.51 | 3600 From | G | 98% | 1% | 1% | nnanoa Dr 0% | 0% | 0% | F | 0.108 | | 0.564 | 3800 | G | 2017 |
| 8523 Twin Pines Rd | 0.12 | 3600 From | N | 98% | 1% | Twir 1% | Pines Rd 0% | 0% | 0% | N | 0.108 | | 0.564 | 3800 | N | 2017 |
| Undansur! - | 0.00 | From | <u> </u> | 000/ | 10/ | | gerow Cir | 00/ | 00/ | | 0 140 | | 0 E 4 4 | 1400 | | 0017 |
| (8523) Hedgerow Ln | 0.28 | 1300 To | G | 98% | 1% | 1% River | 0% Shore Rd | 0% | 0% | F | 0.143 | | 0.544 | 1400 | G | 2017 |
| | | From | ! | | | | Chesapeak | , | | | + | | | | | |
| 8524 Churchland Blvd | 0.09 | 13000 _{To} | G | 99% | 1% | 0% | 0% Norfolk Ro | 0% | 0% | F | 0.089 | | 0.535 | 14000 | G | 2017 |
| 8524 W Norfolk Rd | 0.11 | 3200 | G | 99% | 1% | Churc 0% | hland Blvd 0% | 0% | 0% | F | 0.082 | | 0.502 | 3400 | G | 2017 |
| 8524 W Norfolk Rd | 1.05 | 5400 From | G | 99% | 1% | Tyre 0% | Neck Rd 0% | 0% | 0% | С | 0.094 | | 0.559 | 5700 | G | 2017 |
| 8524 W Norfolk Rd | 1.47 | 3900 From | G | 99% | 1% | 0% | dar Lane 0% | 0% | 0% | F | 0.085 | | 0.553 | 4100 | G | 2017 |
| M Navfalls Dal | 0.40 | From | Ļ | 000/ | 10/ | | Western F | | 00/ | | 0.117 | | 0.500 | 070 | | 0017 |
| (8524) W Norfolk Rd | 0.46 | 260 To | G | 99% | 1% | 0% Bro | 0% adway St | 0% | 0% | F | 0.117 | | 0.583 | 270 | G | 2017 |
| (8525) Sterling Point Rd | 0.38 | From 1400 | G | 98% | 1% | | list Drive 0% | 0% | 0% | F | 0.095 | | 0.507 | 1500 | G | 2017 |
| Sterling Point Rd | | To | _ | | | | ligh St | | | | | | | - 7 - | | |
| (8525) Cedar Lane | 1.18 | 10000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.083 | | 0.522 | 11000 | G | 2017 |
| (8525) Cedar Lane | | To | | | | West 1 | Norfolk Ro | l | | | | | | | | |
| (8525) Cedar Ln | 0.23 | 14000 | G | 98% | 1% | 1% | orfolk Rd 0% | 0% | 0% | F | 0.084 | | 0.541 | 15000 | G | 2017 |
| (8525) Cedar Ln | 0.47 | From 8900 | G | 98% | 1% | SR 164 W 1% | estern Free | eway 0% | 0% | F | 0.103 | | 0.517 | 9500 | G | 2017 |
| (8525) Cedar Ln | 0.47 | To | | JU /0 | 1 /0 | | Shore Rd | U /0 | U /0 | 1 | 0.103 | | 0.517 | 3300 | u | 2017 |
| O Diversity 5 to | 2 | From | Ĺ | 0001 | 401 | Ceo | lar Lane | 001 | 60/ | _ | 0.155 | | 0.500 | 0000 | | 60:- |
| River Shore Rd | 0.11 | 7800 | G | 98% | 1% | | 0% hurst Rd | 0% | 0% | F | 0.102 | | 0.560 | 8300 | G | 2017 |
| River Shore Rd | 0.85 | 3500 To | G | 98% | 1% | 1% Hedg | 0% erow Lane | 0% | 0% | F | 0.089 | | 0.534 | 3700 | G | 2017 |
| (8526) Chautauqua Ave | 0.58 | 960 | G | 97% | 0% | 1% | ıl-d-Sac 1% | 1% | 0% | F | 0.103 | | 0.527 | 1000 | G | 2017 |
| 8526 Chautauqua Ave | 0.12 | 1600 From | G | 97% | 0% | Cle ⁹ | veland St 1% | 1% | 0% | С | 0.094 | | 0.586 | 1700 | G | 2017 |
| (8526) Chautauqua Ave | 0.14 | 1100 From | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.088 | | 0.58 | 1200 | G | 2017 |
| \sim | | To | | | | W | esley St | | | | | | | | | |

| | | | | | 110 | mont ivia | intenance | , Alca | | | | | | | |
|---------------------------|--------|-------------|----------|-----------|------|-----------|------------------|--------|------|----|---------------|----------------|---------|----------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truc 3+Axle | | | QC | K Factor | QK Dir Fact | AAWDT | QW | Year |
| City of Portsmouth | | From | | | | | | | | | | | | | |
| S526) Chaltaugua Ave | 0.26 | 920 | G | 97% | 0% | 1% | esley St 1% | 1% | 0% | F | 0.093 | 0.50 | 6 970 | G | 2017 |
| 8526 Chaltauqua Ave | 0.20 | 320 | ┌┷ | 31 /6 | 0 /6 | | view Blvd | 1 /0 | 0 /6 | | 0.033 | 0.50 | 0 970 | a | 2017 |
| | | From | | | | | | | | | ! | | | | |
| 8528 Churchland Blvd | 0.13 | 10000 | G | 98% | 0% | 1% | Norfolk Rd 0% | 0% | 0% | F | 0.093 | 0.51 | 4 11000 | G | 2017 |
| (8528) Churchland Blvd | 0.13 | 10000 | | 30 /6 | 0 /6 | 1 /0 | 0 /6 | 0 /0 | 0 /6 | ' | 0.093 | 0.51 | 4 11000 | G | 2017 |
| | | From | 1 | | | | Neck Rd | | | | | | | | |
| 8528 Churchland Blvd | 0.27 | 9400 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.095 | 0.50 | 7 10000 | G | 2017 |
| <u> </u> | | To | <u> </u> | | | High | St US 17 | | | | | | | | |
| | | From | | | | NCL (| Chesapeake | | | | | | | | |
| Tyre Neck Rd | 0.24 | 9700 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | 0.62 | 10000 | G | 2017 |
| 174 | | То | | | | F | ligh St | | | | | | | | |
| 8532 Tyre Neck Rd | 0.18 | 4900 From: | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.092 | 0.53 | 3 5200 | G | 2017 |
| 1 yre Neck Ha | | | | | | | | | | | | | | | |
| Town Newlo Dd | 0.00 | From | | 000/ | 00/ | | hland Blvd | 00/ | 00/ | | | 0.54 | 0000 | | 0047 |
| Tyre Neck Rd | 0.09 | 3100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.102 | 0.54 | 2 3300 | G | 2017 |
| <u> </u> | | Го | <u>—</u> | | | <u> </u> | lorfolk Rd | | | | | | | | |
| | | From | | | | | dar Lane | | - | | | | | | |
| 8534 Hatton Pt Rd | 0.56 | 2500 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.089 | 0.59 | 9 2600 | G | 2017 |
| | | To | 4 | | | (| Goff St | | | |] | | | | |
| | | From | 4 | | | F | ligh St | | | | | | | | |
| 8536) Western Branch Blvd | 0.58 | 4700 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | 0.57 | 6 5000 | G | 2017 |
| Western Branch Blvd | | | | | | | | | | | | | | | |
| A Lieutsund Ct | 1.00 | From | | 070/ | 10/ | | High St | 00/ | 00/ | | | 0.51 | 0 0100 | | 001 |
| Hartford St | 1.00 | 2900 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.099 | 0.51 | 3 3100 | G | 2017 |
| | | | <u> </u> | | | Mt V | ernon Ave | | | | | | | | |
| | | From | | | | | tory Blvd | | | | | | | | |
| Elmhurst Ln | 1.41 | 3700 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.111 | 0.56 | 3900 | G | 2017 |
| 124 | | To | _ | | | Gar | wood Ave | | | | \neg L | | | | |
| Elmhurst Ln | 0.18 | 3600 From: | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.101 | 0.61 | 9 3900 | G | 2017 |
| 8537 Elmhurst Ln | 00 | 0000 | <u> </u> | | | | | | 0,0 | • | | 0.0. | 0000 | <u>.</u> | _0 |
| <u> </u> | | From | | | | | line Blvd | | | | | | | | |
| Elmhurst Ln | 0.71 | 7000 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.098 | 0.53 | 33 7400 | G | 2017 |
| | | To From: | | | | Che | rokee Rd | | | | — — | | | | |
| 8537) Elmhurst Ln | 0.31 | 6800 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.096 | 0.55 | 66 7200 | G | 2017 |
| Elmhurst Ln | | | | | | | | | | | | | | | |
| C Florida const. L o | 0.00 | From | <u> </u> | 070/ | 40/ | | mouth Blvd | 00/ | 00/ | | 0.007 | ٥. | 5000 | | 004 |
| Elmhurst Ln | 0.89 | 5400 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | 0.55 | 5800 | G | 2017 |
| | | To | 1 | | | Sl | hore Dr | | | | <u> </u> | | | | |
| <u> </u> | | From | | | | | es Ferry Rd | | | | | | | | |
| 8538 Cherokee Rd | 0.67 | 3900 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.109 | 0.65 | 60 4200 | G | 2017 |
| | | To | 4 | | | City | Park Ave | | | | | | | | |
| | | From | d | | | Const | itution Ave | | | | | | | | |
| 8539 County St | 0.40 | 1500 | G | 97% | 0% | 1% | 2% | 0% | 0% | F | 0.112 | 0.78 | 1600 | G | 2017 |
| 8539 County St | - | | | | | | | | | | | | | | |
| Onumber Ot | 0.01 | From | <u> </u> | 0701 | 001 | | nsula Ave | 00/ | 00/ | | 0.100 | 2.22 | 0 0 100 | ^ | 001- |
| 8539 County St | 0.31 | 2200 | G | 97% | 0% | 1% | 2% | 0% | 0% | С | 0.103 | 0.66 | 8 2400 | G | 2017 |
| | | To Errom | | | | E | lm Ave | | | | | | | | |
| 8539 County St | 0.33 | 4300 | G | 94% | 4% | 2% | 0% | 0% | 0% | F | 0.094 | 0.57 | '3 4600 | G | 2017 |
| 8539 County St | | | | | | | | | | | <u> —</u> г | | | | |
| County Ct | 0.04 | From | | 0.40/ | 40/ | | ngham St | 00/ | 00/ | | 0.000 | 0.50 | 0700 | ^ | 001 |
| 8539 County St | 0.34 | 2600 | G | 94% | 4% | 2% | 0% | 0% | 0% | С | 0.098 | 0.50 | 2700 | G | 2017 |
| ~ | | To: | 2 | | | C | ourt St | | | | | | | | |
| S539 County St | 0.16 | 2300 | G | 94% | 4% | 2% | 0% | 0% | 0% | F | 0.108 | 0.53 | 2500 | G | 2017 |
| 124/ | | To | d. | | | | wford St | | | | | | | | |
| | | From | | | | | th Blvd SR 3 | 337 | | | $\overline{}$ | | | | |
| Hodges Ferry Rd | 0.28 | 6900 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.090 | 0.51 | 0 7400 | G | 2017 |
| Hodges Ferry Rd | 5.20 | 5500 | | JJ /6 | J /0 | 0 /0 | J /0 | U /U | J /0 | ' | <u> </u> | 0.51 | 7 400 | G | 2017 |
| | | To | 4 | · <u></u> | | Ĭ. | C. | | | _ | | | | | |
| | | From | | | | | ogan St | | | | | | | | |
| 8540 Hodges Ferry Rd | 0.26 | 5900 From: | G | 99% | 0% | 0% | ogan St 0% | 0% | 0% | F | 0.081 | 0.50 | 1 6300 | G | 2017 |

| | | | | | INO | rtoik ivia | intenan | ce Area | | | | | | | | |
|------------------------|--------|------------------|----------|-------|---------|---------------------|-------------------------------|----------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | | | | | ~ | | | | | | | | | | |
| 8540 Hodges Ferry Rd | 0.76 | 6500 | G | 99% | 0% | 0% | orokee Rd 0% | 0% | 0% | С | 0.093 | | 0.501 | 6900 | G | 2017 |
| 8540 Greenwood Dr | 0.57 | 17000 | G | 99% | 0% | 0% | line Blvd 0% | 0% | 0% | F | 0.084 | | 0.605 | 18000 | G | 2017 |
| 8540 Greenwood Dr | 0.80 | 15000 | G | 97% | 1% | 2% | I-264 0% | 0% | 0% | F | 0.093 | | 0.565 | 16000 | G | 2017 |
| 8540 Greenwood Dr | 0.63 | 10000 | G | 97% | 1% | 2% | alier Blvd 0% | 0% | 0% | F | 0.095 | | 0.551 | 11000 | G | 2017 |
| 8540 Greenwood Dr | 1.05 | 4400 From | G | 97% | 1% | Vic 2% | tory Blvd 0% | 0% | 0% | С | 0.103 | | 0.541 | 4700 | G | 2017 |
| 8540 Greenwood Dr | 0.36 | 4400 From | G | 97% | 1% | Indep 2% | endence S 0% | 0% | 0% | F | 0.112 | | 0.518 | 4700 | G | 2017 |
| 8540 Greenwood Dr | 0.50 | 3300 From | G | 97% | 1% | 2% | Creek Blv | 0% | 0% | F | 0.099 | | 0.522 | 3500 | G | 2017 |
| | | From | 1 | | | George W | | | | | | | | | | |
| East (8540) Ramp | 0.19 | 3200 To | G | | I-264-W | 124-854 V FROM (| O TO RT | | IVE | | 0.085 | | | 3200 | G | 2017 |
| West (8540) Ramp | 0.21 | 1900 | G | | | 124-854 | 0 TO RT | 264 | | | 0.112 | | | 1900 | G | 2017 |
| 174 | | To | 1 | | I-264-W | V FROM C | GREENW | OOD DR | IVE | | | | | | | |
| 8542 Snead Fairway | 0.30 | 570 To | G | 98% | 1% | 1% | er Harper 0% es Ferry R | 0% | 0% | С | 0.100 | | 0.656 | 610 | G | 2017 |
| 8543) City Park Ave | 0.79 | 2000 | G | 98% | 1% | | Airline Bl | | 0% | F | 0.147 | | 0.720 | 2100 | G | 2017 |
| 124 | | To | _ | | | SR 337 P | ortsmouth | Rlvd | | | | | | | | |
| 8543 City Park Ave | 0.58 | 4600 From | G | 98% | 1% | 1% | 0% ifford St | 0% | 0% | F | 0.101 | | 0.518 | 4900 | G | 2017 |
| 8543 Clifford St | 0.53 | 7500 To | G | 98% | 1% | 1% | Park Ave 0% hatan Ave | 0% | 0% | С | 0.100 | | 0.56 | 7900 | G | 2017 |
| 8543) Powhatan Ave | 0.26 | 5900 | G | 98% | 1% | | ifford St 0% | 0% | 0% | F | 0.101 | | 0.590 | 6300 | G | 2017 |
| 8543) King St | 0.79 | From 6100 | G | 98% | 1% | | King St hatan Ave 0% | 0% | 0% | F | 0.097 | | 0.601 | 6500 | G | 2017 |
| 124 | | То | | | | | lman Ave | | | | | | | | | |
| <u> </u> | | From | <u> </u> | | | | ortsmouth | | | | | | | | _ | |
| 8544 Rodman Ave | 0.58 | 7500 To | G | 99% | 0% | 0% | 0% oline Ave | 0% | 0% | F | 0.094 | | 0.552 | 8000 | G | 2017 |
| | | From | | | | | lman Ave | | | | | | | | | |
| 8544 Caroline Ave | 0.19 | 370 | G | 99% | 0% | 0% | 0% Airline Bl | 0% vd | 0% | F | 0.091 | | 0.684 | 400 | G | 2017 |
| 8544 Caroline Ave | 1.05 | 2300 From | G | 99% | 0% | 0% | 0% nandoah St | 0% | 0% | С | 0.095 | | 0.611 | 2400 | G | 2017 |
| 8545 Rodman Ave | 0.61 | 6900 | G | | | | Airline Bl | vd | | | 0.09 | | 0.520 | 7300 | G | 2017 |
| | | From | 1 | | | | High St | | | | <u> </u> | | | | | |
| 8546 Elliott Ave | 1.60 | 2500 To | G | | | | cLean St k Blvd US | S 17 | | | 0.129 | | 0.547 | 2600 | G | 2017 |
| (8547) Deep Creek Blvd | 0.21 | From 5400 | G | 98% | 1% | | Chesapeal | | 0% | F | 0.102 | | 0.62 | 5800 | G | 2017 |
| (8547) Deep Creek Blvd | | То | | | | | litary Rd | | | | | | | | | |

| | | | | | | rtolk Maintenai | | | | | | | | |
|--|------------------------------|--|-------------|-------------------|----------------|--|-----------------------|------|-------------|----------------------------------|-------------------------|---|-------------|--|
| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axl | | | QC | K Factor | QK Dir Facto | AAWDT | QW | Year |
| City of Portsmouth | | | | | | | | | | | | | | |
| | 0.04 | From | <u> </u> | 000/ | 40/ | Victory Blv | | 201 | | | 0.50 | 7400 | • | 004 |
| Deep Creek Blvd | 0.91 | 6600 | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.095 | 0.586 | 5 7100 | G | 2017 |
| | | To From | | | | Greenwood I | Or | | | | | | | |
| 8547 Deep Creek Blvd | 0.27 | 7700 | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.092 | 0.514 | 4 8200 | G | 2017 |
| 124) | | To | | | | Wright Ave | | | | | | | | |
| 8547) Deep Creek Blvd | 0.46 | 7600 From | G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.091 | 0.533 | 8100 | G | 2017 |
| Deep Creek Blvd | 00 | | | 0070 | . 70 | | | 0,0 | | | 0.000 | 0.00 | O . | |
| <u> </u> | | From | <u> </u> | | | Portsmouth B | | | | | | | | |
| Deep Creek Blvd | 0.16 | 8800 | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.088 | 0.540 | 9300 | G | 2017 |
| $\overline{}$ | | To Fron | | | | Frederick Blv | vd | | | | | | | |
| Deep Creek Blvd | 0.78 | 6300 | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.098 | 0.579 | 6700 | G | 2017 |
| 124 | | To | | | | Des Moines A | ve | | | | | | | |
| - | | From | d | | | Mt Vernon A | V/O | | | | | | | |
| (8548) Wesley St | 0.21 | 460 | G | 89% | 1% | 2% 3% | 4% | 0% | F | 0.093 | 0.509 | 9 490 | G | 2017 |
| Wesley St | 0.21 | 400 | | 0070 | 1 70 | 270 070 | 1,70 | 0 70 | • | | 0.000 | 100 | Ğ | 2017 |
| <u> </u> | | Fron | | | | Chautauqua A | | | | _ | | | | |
| Wesley St | 0.12 | 540 | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.117 | 0.643 | 3 570 | G | 2017 |
| $\overline{}$ | | To | 1 | | | Lee Ave | | | | | | | | |
| | | Fron | | | | High St | | | | | | | | |
| Mt Vernon Ave | 0.14 | 3300 | G | 97% | 1% | 2% 1% | 1% | 0% | F | 0.113 | 0.64 | 3500 | G | 2017 |
| 124 | | | _ | | | | | | | | | | | |
| Mt Varnan Ava | 1.01 | From | _ | 070/ | 10/ | London Blv | | 00/ | | 0.007 | 0 E1(| 2 2000 | | 201 |
| Mt Vernon Ave | 1.21 | 2600 | G | 97% | 1% | | 1% | 0% | С | 0.087 | 0.516 | 5 2800 | G | 2017 |
| | | 10 | | | | Bay View Bl | vd | | | | | | | |
| ^ | | Fron | | | | Mt Vernon A | ve | | | | | | | |
| Cleveland St | 0.21 | 2000 | G | 96% | 0% | 1% 1% | 1% | 0% | F | 0.085 | 0.54 | 1 2100 | G | 201 |
| 124) | | To | _ | | | Chautauqua A | Ve | | | | | | | |
| S550 Cleveland St | 0.16 | 4000 From | G | 96% | 0% | 1% 1% | 1% | 0% | С | 0.087 | 0.516 | 6 4200 | G | 2017 |
| R ₈₅₅₀ Cleveland St | 00 | Tr | <u> </u> | 0070 | 0 70 | SR 168 ML King | | 0,0 | | | 0.0.0 | 00 | O . | |
| | | From | | | | | | | | | | | | |
| O Landan Ct | 0.40 | | <u> </u> | 069/ | 00/ | Effingham S | | 00/ | F | 0.005 | 0.50 | 6600 | _ | 201 |
| London St | 0.49 | 6200 | G | 96% | 0% | 1% 1% | 1% | 0% | | 0.085 | 0.53 | 1 6600 | G | 2017 |
| <u> </u> | | 10 | 1 | | | Crawford S | t | | | | | | | |
| ^ | | Fron | | | | County St | | | | | | | | |
| Peninsula Ave | 0.10 | 510 | G | 96% | 0% | 1% 1% | 1% | 0% | F | 0.095 | 0.515 | 5 540 | G | 2017 |
| 124/ | | Te | | | | High St | | | | | | | | |
| Peninsula Ave | 0.16 | 2500 From | G | 96% | 0% | 1% 1% | 1% | 0% | F | 0.091 | 0.58 | 5 2700 | G | 2017 |
| Peninsula Ave | 0.10 | 2000 | | 0070 | 0 70 | | | 0 70 | • | | 0.000 | 2,00 | Ğ | 2017 |
| | | Fron | | | | SR 141 London | | | | | | | | |
| Peninsula Ave | 0.33 | 2400 | G | 96% | 0% | 1% 1% | 1% | 0% | F | 0.116 | 0.64 | 2500 | G | 2017 |
| | | To | 4 | | | Leckie St | | | | | | | | |
| | | | • | | | | | | | | | | | |
| | | From | 1 | | | County St | | | | | | | | |
| R554 Constitution Ave | 0.10 | | G | 97% | 1% | County St 2% 0% | 0% | 0% | F | 0.104 | 0.702 | 2 1400 | G | 2017 |
| 8554 Constitution Ave | 0.10 | 1300 | G | 97% | 1% | 2% 0% | 0% | 0% | F | 0.104 | 0.702 | 2 1400 | G | 2017 |
| 124 | | 1300 | | | | 2% 0% High St | | | | | | | | |
| 124 | 0.10 | | G G | 97% | 1% | 2% 0% | 0% | 0% | F | 0.104 0.151 | 0.702 | | G G | |
| 124 | | 1300 | | | | 2% 0% High St | 0% | | | | | | | |
| Constitution Ave | | 1300 | | | | 2% 0% High St 2% 0% | 0% | | | | | 1 2300 | | 2017 |
| Constitution Ave | 0.19 | 1300 From 2200 | G | 97% | 1% | 2% 0% High St 2% 0% SR 141 London | 0% Blvd | 0% | F | 0.151 | 0.78 | 1 2300 | G | 2017 |
| Constitution Ave 124 | 0.19 | 1300 From 2200 | G G | 97% | 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% | 0% Blvd 0% | 0% | F | 0.151 | 0.78 | 1 2300 | G | 2017 |
| Constitution Ave Constitution Ave Constitution Ave | 0.19 | 1300 Pron 2200 To 2100 To | G | 97% | 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St | 0% Blvd 0% | 0% | F | 0.151 | 0.78 | 1 2300 3 2300 | G | 2017 |
| Constitution Ave 3554 Constitution Ave Constitution Ave | 0.19 | 1300 2200 2100 Te Pront From 60 | G G | 97% | 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% | 0% Blvd 0% | 0% | F | 0.151 | 0.78 | 1 2300 3 2300 | G G | 2017 |
| Constitution Ave 5554 Constitution Ave 5554 Leckie St | 0.19 0.37 0.06 | 1300 2200 2200 To From From 60 | G G G | 97% 97% 97% | 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% Dead End | 0% Blvd 0% | 0% | F | 0.151 0.078 0.078 | 0.78° 0.623 0.623 | 2300 3 2300 3 60 | G G | 2017 2017 2017 |
| Constitution Ave 174 | 0.19 | 1300 2200 2100 Te Pront From 60 | G G | 97% | 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% Dead End 2% 0% | 0% Blvd 0% | 0% | F | 0.151 | 0.78 | 2300 3 2300 3 60 | G G | 2017 |
| Constitution Ave 174 | 0.19 0.37 0.06 | 1300 2200 2200 To From From 60 | G G G | 97% 97% 97% | 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% Dead End 2% 0% Fort Lane Fort Lane 0% | 0% Blvd 0% | 0% | F | 0.151 0.078 0.078 | 0.78° 0.623 0.623 | 2300 3 2300 3 60 | G G | 2017 |
| Constitution Ave S554 Constitution Ave Const | 0.19 0.37 0.06 0.74 | 1300 2200 Tr. 2100 Tr. 2100 Tr. From 60 Tr. 530 | G G G | 97% 97% 97% | 1% 1% 1% | High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% Dead End 2% 0% Fort Lane Leckie St | 0% Blvd 0% vve 0% 0% | 0% | F F F | 0.151 0.078 0.078 0.078 | 0.623 0.623 0.623 | 2300 3 2300 3 60 3 570 | G G G | 2017 2017 2017 2017 |
| Constitution Ave 8554 Constitution Ave 8554 Leckie St | 0.19 0.37 0.06 | 1300 2200 Transport of Front of San Transport of Transp | G G G | 97% 97% 97% | 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% Dead End 2% 0% Fort Lane Leckie St 2% 0% | 0% Blvd 0% 0% 0% 0% | 0% | F | 0.151 0.078 0.078 | 0.78° 0.623 0.623 | 2300 3 2300 3 60 3 570 | G G | 2017 2017 2017 2017 |
| Constitution Ave Constitution Ave Constitution Ave Constitution Ave Constitution Ave Leckie St Constitution Ave | 0.19 0.37 0.06 0.74 | 1300 2200 Tr. 2100 Tr. 2100 Tr. From 60 Tr. 530 | G G G | 97% 97% 97% | 1% 1% 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% Dead End 2% 0% Fort Lane Leckie St 2% 0% Crawford Pkv | 0% Blvd 0% 0% 0% 0% | 0% | F F F | 0.151 0.078 0.078 0.078 | 0.623 0.623 0.623 | 2300 3 2300 3 60 3 570 | G G G | 2017 2017 2017 2017 |
| Constitution Ave Constitution Ave Constitution Ave Constitution Ave Constitution Ave Leckie St Constitution Ave | 0.19 0.37 0.06 0.74 | 1300 2200 Tr. From From 60 Tr. From 1100 Tr. From From 1100 | G G G | 97% 97% 97% | 1% 1% 1% | 2% 0% High St 2% 0% SR 141 London 2% 0% Leckie St Constitution A 2% 0% Dead End 2% 0% Fort Lane Leckie St 2% 0% | 0% Blvd 0% 0% 0% 0% | 0% | F F F | 0.151 0.078 0.078 0.078 | 0.623 0.623 0.623 | 2300 3 2300 3 60 3 570 1 1100 | G G G | 2017 2017 2017 2017 2017 2017 |

| | | | | | | | e Area | | | | | | | | |
|--------|---|--|--|---|---|--|---|--|------|-------------|--|-----------------|--|---|------|
| Length | AADT | QA | 4Tire | Bus | | | | 2Trail | QC | K Factor | ΩK | | AAWDT | QW | Year |
| | | | | | ¥20.00 | | | | | | | | | | |
| 0.28 | 3200 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.133 | 0. | 78 | 3400 | G | 2017 |
| 0.35 | 2500 From | G | 97% | 1% | 2% | urt St 0% | 0% | 0% | F | 0.122 | 0.7 | 756 | 2700 | G | 2017 |
| 0.10 | 4900 From | G | 97% | 1% | Lond 2% | on Blvd 0% | 0% | 0% | F | 0.104 | 0.6 | 334 | 5300 | G | 2017 |
| 0.11 | 5400 From | G | 97% | 1% | Hi ₂ | gh St 0% | 0% | 0% | F | 0.094 | 0.6 | 372 | 5800 | G | 2017 |
| 0.12 | 5200 From | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.097 | 0.6 | 342 | 5600 | G | 2017 |
| | То | <u> </u> | | | Wy | the St | | | | | | | | | |
| 0.57 | 990 To | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.088 | 0.6 | 399 | 1100 | G | 2017 |
| | - | 1 | | | | | · | | | | | | | | |
| 0.09 | 15000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.08 | 0.7 | ⁷ 67 | 16000 | F | 2017 |
| 0.20 | 14000 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.078 | 0.7 | 722 | 15000 | G | 2017 |
| 0.09 | 14000 To | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.089 | 0.8 | 356 | 15000 | G | 2017 |
| | From | | | | | | | | | 1 | | | | | |
| 0.76 | 7500 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.101 | 0.5 | 536 | 7900 | G | 2017 |
| 0.03 | 7500 From | N | 99% | 0% | 1% | 0% | 0% | 0% | N | 0.101 | 0.5 | 536 | 7900 | N | 2017 |
| 0.19 | 9900 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | 0. | 51 | 10000 | G | 2017 |
| 0.10 | 11000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | 0.5 | 553 | 12000 | G | 2017 |
| 0.11 | 7900 | G | 99% | 0% | 1% | gh St 0% | 0% | 0% | F | 0.087 | 0.5 | 528 | 8400 | G | 2017 |
| 0.38 | 4100 From | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.135 | 0.0 | 325 | 4400 | G | 2017 |
| | From | | | | | | 1 | | | | | | | | |
| 0.59 | 990 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.108 | 0.5 | 527 | 1100 | G | 2017 |
| 0.07 | 5100 From | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.099 | 0.5 | 533 | 5500 | G | 2017 |
| 0.05 | 5100 From | N | 97% | 1% | 1% | 0% | 0% | 0% | N | 0.099 | 0.5 | 533 | 5500 | N | 2017 |
| | From | 1 | | | | | e | | | <u> </u> | | | | | |
| 0.68 | 11000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.102 | 0. | 68 | 11000 | G | 2017 |
| 0.83 | 3000 From | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.104 | 0.9 |)17 | 3200 | G | 2017 |
| | From | | | | | hesapeak | | | | | | | | _ | |
| 0.70 | 5300 | G | 98% | 1% | 1% Victo | 0% ory Blvd | 0% | 0% | F | 0.104 | 0.5 | 518 | 5600 | G | 2017 |
| 0.70 | | G | 98% | | | ory Blvd | | 0% | F | 0.104 | 0.5 | 518 ==== | 5600 | G | 2017 |
| | 0.28 0.35 0.10 0.11 0.12 0.57 0.09 0.20 0.09 0.76 0.03 0.19 0.10 0.11 0.38 0.59 0.07 0.05 | 0.35 2500 0.10 4900 0.11 5400 0.12 5200 0.57 990 0.09 15000 0.09 14000 0.09 14000 0.10 1000 0.11 7500 0.11 7900 | 0.28 3200 G 0.35 2500 G 0.10 4900 G 0.11 5400 G 0.12 5200 G 0.12 5200 G 0.57 990 G 10 10 15000 F 0.20 14000 G 0.09 15000 G 0.09 15000 F 0.10 From From 0.11 From From 0.12 From From 0.13 7500 N 0.19 9900 G 0.10 11000 G 0.11 7900 G 0.11 700 G 0.11 | 0.28 3200 G 97% 0.35 2500 G 97% 0.10 4900 G 97% 0.11 5400 G 97% 0.12 5200 G 97% 0.12 5200 G 97% 0.57 990 G 97% 0.09 15000 F 99% 0.20 14000 G 99% 0.00 Too 1 Too | 0.28 3200 G 97% 1% 0.35 2500 G 97% 1% 1% 1% 1% 1% 1% 1% 1% | Content Cont | Length AADT QA 4Tire Bus 2Axle 3+Axle | Care Court St Co | Care | County St | Carabridge Car | Carefingham St | Care Country Care Care | Care Care | Care |

| | | | | | No | rtolk Mai | | | | | | | | | | |
|-------------------------|--------|------------|-----------|--------|--------|------------------|----------------|-----------|----------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | True 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | From | | | | 1212 6 | | ~1 | | | | | | | | |
| 8606) Afton Pkwy | 0.51 | 1700 | G | 98% | 1% | 124-3; Gap 1% | Prospect I | 0% | 0% | F | 0.12 | | 0.559 | 1800 | G | 2017 |
| (8606) Afton Pkwy | 0.01 | To | Ť | 0070 | 1 70 | | y Blvd 239 | | 070 | | <u> </u> | | 0.000 | 1000 | ŭ | 2017 |
| | | From | 4 | | | West N | Norfolk Rd | | | | i | | | | | |
| (8755) Coast Guard Blvd | 0.97 | 3100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.140 | | 0.967 | 3300 | G | 2017 |
| 124 | | To | | | | Ma | in Gate | | | | | | | | | |
| | | From | | | | Green | nwood Dr | | | | | | | | | |
| 8756 124 Garwood Ave | 0.17 | 3100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.113 | | 0.788 | 3300 | G | 2017 |
| 124) | | To | | | | Elmh | urst Lane | | | | | | | | | |
| \sim | | From | | | | | ederick Bl | vd | | | | | | | | |
| 8758 High St | 0.12 | 12000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | | 0.599 | 13000 | F | 2017 |
| | | To | | | | | Airline Blv | d | | | _ | | | | | |
| OZEO High St | 0.22 | 10000 | | 98% | 1% | 1% | ine Blvd 0% | 0% | 0% | F | 0.082 | | 0.547 | 11000 | F | 2017 |
| (8758) High St | 0.22 | 10000 | | 0070 | 1 /0 | | | 0 70 | 070 | | 0.002 | | 0.047 | 11000 | • | 2017 |
| O High Ct | 0.47 | From | ┺ <u></u> | 000/ | 10/ | | ernon Ave | 00/ | 00/ | | | | 0.570 | 12000 | | 2017 |
| 8758 High St | 0.47 | 12000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.570 | 13000 | F | 2017 |
| | | From | 1 | | | | Cing Frwy | 0.57 | | | | | 0.05- | 4 4 4 | | |
| (8758) High St | 0.79 | 10000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.101 | | 0.663 | 11000 | F | 2017 |
| <u> </u> | | To From | | | | | m Ave | | | | | | | | | |
| 8758 124 High St | 0.32 | 5700 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.098 | | 0.640 | 6100 | F | 2017 |
| | | To From | | | | Effin | ngham St | | | | \neg — | | | | | |
| 8758 High St | 0.51 | 4900 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | | 0.716 | 5200 | G | 2017 |
| 124 | | To | | | | Crav | wford St | | | | | | | | | |
| | | From | 1 | | | Green | nwood Dr | | | | | | | | | |
| 8759 McLean St | 0.92 | 7000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.557 | 7400 | G | 2017 |
| 124 | | To | | | | Airli | ine Blvd | | | | | | | | | |
| | | From | 1 | | | Deep (| Creek Blvd | l | | | | | | | | |
| 8760 124 Lincoln St | 0.83 | 1600 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.081 | | 0.579 | 1700 | G | 2017 |
| 124/ | | To | | | | Effin | ngham St | | | | | | | | | |
| 8760) Lincoln St | 0.66 | 3900 From | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.146 | | 0.839 | 4200 | G | 2017 |
| (8760) Lincoln St | | To | | | | | irst St | | | | | | | | | |
| | | From | 4 | | | Porten | nouth Blvd | | | | | | | | | |
| 8761) Port Centre Pkwy | 0.67 | 6500 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.144 | | 0.93 | 6900 | G | 2017 |
| (8761) Port Centre Pkwy | | To | | | | | | | | | _ | | | | | |
| Court St | 0.21 | 6400 | G | 98% | 1% | 1% | St Near I-2 | 264 0% | 0% | F | 0.107 | | 0.553 | 6800 | G | 2017 |
| 8761 Court St | 0.21 | 0400 | | 30 /6 | 1 /0 | 1 /0 | 0 /6 | 0 76 | 0 78 | ' | 0.107 | | 0.555 | 0000 | u | 2017 |
| | | From | | | | | unty St | | | | <u> </u> | | | | | |
| (8761) Court St | 0.11 | 5400 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.105 | | 0.504 | 5800 | G | 2017 |
| | | From | | | | | igh St | | | | | | | | | |
| (8761) Court St | 0.11 | 2700 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.108 | | 0.545 | 2900 | G | 2017 |
| | | To From | | | | Lo | ndon St | | | | \Box — | | | | | |
| 8761 124 Court St | 0.23 | 950 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.15 | | 0.812 | 1000 | G | 2017 |
| 124 | | To | | | | Crawf | ford Pkwy | | | | | | | | | |
| | | From | | | | Columb | ous Avenue | e | | | | | | | | |
| 8762 124 South St | 0.10 | 680 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.118 | | 0.605 | 730 | G | 2017 |
| 124 | | To | | | | | on Parkway | y | | | | | | | | |
| Court Ct | 0.00 | 1000 | <u> </u> | 070/ | 40/ | | son Pkwy | 00/ | 00/ | | 0.101 | | 0.505 | 1100 | _ | 001- |
| 8762 124 South St | 0.09 | 1000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.121 | | 0.595 | 1100 | G | 2017 |
| | | To From | | | | | Ioines Ave | | | | | | | | | |
| (8762) South St | 0.38 | 4800 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.1 | | 0.512 | 5100 | G | 2017 |
| | | To From | | | | Eli | m Ave | | | | — — | | | | | |
| 8762 124 South St | 0.34 | 2700 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | | 0.533 | 2900 | G | 2017 |
| 124/ | | To | | | | Effin | igham St | | | | | | | | | |
| West | | From | 1 | CR | AWFOR | D STREET | N TO RO | UTE 26 | 4 WEST | | | | | | | |
| 99024 124 Ramp | 0.21 | 3000 | G | | | | | | | | 0.183 | | | 3000 | G | 2017 |
| 124 | | To | | I-264- | -W FRO | M CRAWF | ORD STR | EET N | & BART S | S | | | | | | |
| | | | | | | | | _ | | | | | | | _ | |

| Carposterial Red Consequence Carposterial Red | | | | | | INC | IIIOIK IVIAIII | terrance A | IEa | | | | | | | | |
|---|------------------------|-------------|---------------------|----------|-------|-------------|----------------|--------------|-----|-------------|--------|-------|----|------|----------|----|------|
| Trowne Point Rd | Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | | ΩK | | AAWDT | QW | Year |
| ## Towns Point Rd | City of Chesapeake | | | | | | ~ | | | | | | | | | | |
| | Towns Point Rd | 0.07 | | L | 95% | 2% | | | 2/2 | Λ°/- | F | 0.092 | 0 | 508 | 23000 | G | 2017 |
| Section Sect | 131 TOWNET OILL TIG | 0.07 | ZZUUU To | | 33 /6 | | | | | 0 78 | ' | 0.032 | O. | .500 | 23000 | u | 2017 |
| Backwoods Rd 0.73 1700 | | | From | | | | | | | | | 1 | | | | | |
| 13-1-8706 Ballahask Rd 13-1-8706 Ballahask | 2 Backwoods Rd | 0.73 | 1700 | G | 99% | 1% | | | | 0% | С | 0.123 | 0. | .785 | 1800 | G | 2017 |
| Douglas Rd | 131 | | To | | | | 131-8796 E | Ballahack Rd | | | | | | | | | |
| Indian Creek Rd | | | From | | | US | 17 George | Washington I | łwy | | | | | | | | |
| Indian Creek Rd | 3 Douglas Rd | 2.95 | 390 | F | 95% | 2% | 1% | 1% 19 | % (| 0% | С | 0.154 | C |).54 | 420 | F | 2017 |
| Indian Creek Rd | 1017 | | То | | | | Bene | fit Rd | | | | | | | | | |
| WCL Virginis Beach Section WCL Virginis Peach WCL | O | 5 00 | | L | 050/ | | | | | 00/ | | | • | 500 | 0000 | _ | 004 |
| Crossways Blvd 0.32 12000 F 99% 0% 0% 0% 0% 0% 0% 0 | 4 Indian Creek Rd | 5.92 | 2400 To | F | 95% | 1% | | | % (| 0% | C | 0.102 | 0. | .523 | 2600 | F | 2017 |
| Crossways Blvd 0.32 12000 | | | From | l | | | | | | | | | | | | | |
| | Crossways Blvd | 0.32 | | F | 99% | 0% | | | 2/6 | 0% | С | 0.097 | 0 | 609 | 13000 | F | 2017 |
| Woodlake Dr 0.23 22000 F 98% 1% 1% 0% 0% 0% 0% 0.085 0.634 23000 F 2017 | 5 Olossways Biva | 0.02 | 1 2000 To | Ė | 33 /6 | 0 70 | | | 70 | 0 70 | | 0.007 | O. | .005 | 10000 | į | 2017 |
| Woodlake Dr | | | From | | | | | | | | | | | | | | |
| Cold Greenbriar PRay | 6 Woodlake Dr | 0.23 | 22000 | F | 98% | 1% | | | % (| 0% | С | 0.085 | 0. | .634 | 23000 | F | 2017 |
| Old Greenbriar Rd | 131/ | | То | | | | | | | | | | | | | | |
| Campostella Rd | _ | | From | | | | Wood | lake Dr | | | | | | | <u> </u> | | |
| Old Greenbriar O.46 4500 F 98% 1% 0% 0% 0% 0% F 0.106 0.621 4800 F 2015 | 7 Old Greenbriar Rd | 0.43 | 11000 | F | 98% | 1% | 1% | 0% 0 | % (| 0% | С | 0.089 | C |).54 | 12000 | F | 2017 |
| Old Greenbriar O.46 4500 F 98% 1% 0% 0% 0% 0% 0% F 0.106 0.621 4800 F 2011 | 131/ | | To Er | | | | | | | | | | | | | | |
| Bunch Walnuts Rd Solution S | Old Greenbrian | 0.46 | | F | 98% | 1% | | | 2/6 | 0% | F | 0.106 | 0 | 621 | 4800 | F | 2017 |
| Ballahack Rd | 131) Old Greenbrian | 0.40 | To | Ė | 0070 | 1 70 | | | ,,, | 0 70 | | 0.100 | 0. | .021 | 4000 | • | 2017 |
| Bunch Walnuts Rd 3.01 1500 F 98% 1% 1% 0% 0% 0% C 0.097 0.525 1600 F 2017 | | | From | | | | | | | | | l | | | | | |
| | 8 Bunch Walnuts Rd | 3.01 | 1500 | F | 98% | 1% | | | % (| 0% | С | 0.097 | 0. | .525 | 1600 | F | 2017 |
| Paramont Ave | 131/ | | То | | | | Bene | fit Rd | | | | | | | | | |
| 10 Sign Pine Rd 2.43 3400 F 98% 1% 0% 0% 0% 0% 0% 0% 0 | | | From | | | | WCL V | a Beach | | | | | | | | | |
| 13 Sign Pine Rd 2.43 3400 F 98% 1% 0% 0% 0% 0% 0% 0% 0 | 9 Paramont Ave | 1.11 | 4100 | F | 97% | 1% | 1% | 0% 09 | % (| 0% | С | 0.101 | 0. | .572 | 4300 | F | 2017 |
| Sign Pine Rd 2.43 3400 F 98% 1% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | | | То | | | | US 13 M | ilitary Hwy | | | | | | | | | |
| SR 168 Battlefield Blvd | O 01 | | | | 2221 | | | | | | | | | | | _ | |
| Campostella Rd | Sign Pine Rd | 2.43 | 3400 To | F | 98% | | | | | 0% | С | 0.107 | 0. | .678 | 3600 | F | 201 |
| Campostella Rd | | | P | l | | | | | | | | | | | | | |
| 13 18640 Providence Rd 1.34 12000 F 96% 0% 19% 19% 2% 0% F 0.089 0.611 12000 F 2017 | Campostella Rd | 0.44 | | <u> </u> | 96% | | | | | ∩º/₋ | F | 0.083 | 0 | 518 | 11000 | F | 2017 |
| Campostella Rd | 131 Campostella Hu | 0.44 | 11000 | | 30 /6 | 0 76 | | | | 0 76 | | 0.000 | O. | .510 | 11000 | ' | 2017 |
| SR 246 Liberty St; Border Rd SR 165 Moses Grandy Rd O.34 140 G Dead End Bus US 17 O.5 140 G 2017 O.5 O.57 O.57 O.58 | Campostalla Pd | 1 2/ | From | L_ | 06% | n º/ | | | | Λ 9/ | | 0.080 | 0 | 611 | 12000 | Е | 2017 |
| SR 165 Moses Grandy Rd SR 165 Moses Grandy | 131 Campostella nu | 1.34 | 1 ∠UUU To | | JU /0 | | | | | J /0 | 1. | 0.009 | U. | .011 | 12000 | 1 | 2017 |
| 13 Cedar Rd 3.05 6700 G 97% 2% 0% 0% 0% 0% 0% 0% 0 | | | From | | | | | | | | | | | | | | |
| SR 165 Moses Grandy Rd | 12 Cedar Rd | 3.05 | | G | 97% | 2% | | | | 0% | С | 0.09 | 0. | .562 | 7100 | G | 2017 |
| Old Galberry Rd Old Galberry Nd Old Galberry Rd Old Galberry Rd Old Galberry Nd Old Ga | (রা | | | | | | | | | | | | | | | | |
| Old Galberry Rd O.34 140 G Dead End Bus US 17 Westerm Branch Blvd O.57 5800 F 99% O% O% O% O% O% O% O% O% O | | | From | | | | Dea | d End | | | | | | | | | |
| Second S | 13) Old Galberry Rd | 0.34 | 140 | G | | | | | | | | 0.117 | (| 0.5 | 140 | G | 2017 |
| Churchland Blvd 0.57 5800 F 99% 0% 1% 0% 0% 0% 0% C 0.079 0.574 6100 F 2017 Solid Prince Towne Point Rd | 131/ | | То | | | | Dead End | Bus US 17 | _ | | | | | | | | |
| Towne Point Rd Town | | | | | | | | | | | | | | | | | |
| Churchland Blvd 0.09 13000 N 99% 1% 0% 0% 0% 0% N 0.089 0.535 14000 N 2017 | 8524 Churchland Blvd | 0.57 | 5800 | F | 99% | 0% | 1% | 0% 09 | % (| 0% | С | 0.079 | 0. | .574 | 6100 | F | 2017 |
| WCL Portsmouth SR 191 Jolliff Rd SR 191 Jolliff Rd Dock Landing Rd 0.27 5800 F 99% 0% 1% 0% 0% 0% F 0.104 0.648 6100 F 2017 | <u> </u> | | To From | | | | Towne | | | | | | | | | | |
| SR 191 Jolliff Rd SR 191 Jolliff Rd Dock Landing Rd 0.27 5800 F 99% 0% 1% 0% 0% 0% F 0.104 0.648 6100 F 2017 | S524 Churchland Blvd | 0.09 | | N | 99% | 1% | | | % | 0% | N | 0.089 | 0. | .535 | 14000 | Ν | 2017 |
| Dock Landing Rd 0.27 5800 F 99% 0% 1% 0% 0% 0% F 0.104 0.648 6100 F 2017 Secrit I-664 I-664 | | | | <u> </u> | | | | | | | | | | | | | |
| 131 1-664 | <u> </u> | | | | | | | | | | | | | | | _ | |
| Total Free | Dock Landing Rd | 0.27 | 5800 | F _ | 99% | 0% | 1% | 0% 0 | % (| 0% | F _ | 0.104 | 0. | .648 | 6100 | F | 2017 |
| Eagle Hill Dr S527 Dock Landing Rd 0.24 5600 F 98% 1% 0% 0% 0% 0% F 0.098 0.604 5900 F 2017 | | | | | | | | | | | |]— | | | | | |
| Eagle Hill Dr B527 Dock Landing Rd 0.24 5600 F 98% 1% 0% 0% 0% 0% F 0.098 0.604 5900 F 2017 | (8527) Dock Landing Rd | 0.89 | 6000 | F | 98% | 1% | 0% | 0% 09 | % (| 0% | С | 0.098 | 0. | .608 | 6300 | F | 2017 |
| 8527) Dock Landing Rd 0.24 5600 F 98% 1% 0% 0% 0% F 0.098 0.604 5900 F 2017 | | | | | | | | | | | | | | | | | |
| To: Devon Dr | 8527 Dock Landing Rd | 0.24 | | F | 98% | 1% | | | % (| 0% | F | 0.098 | 0. | .604 | 5900 | F | 2017 |
| | | | | | | | | | | | | | | | | | |

| | | | | | Noi | rtolk Maii | ntenan | ce Area | | | | | | | | |
|-------------------------------|---|------------|----------|-------|----------|------------|--------------|---------------|------|----|-------------|----|---------------|-------|----------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Chesapeake | | From | | | | | | | | | | | | | | |
| 8527) Dock Landing Rd | 2.23 | 5900 | F | 98% | 2% | 0% | von Dr 0% | 0% | 0% | С | 0.101 | | 0.51 | 6300 | F | 2017 |
| (8527) Dock Landing Rd | 2.20 | 7900 To | · | 30 /6 | | SR 337 Po | | | 0 /6 | | 0.101 | | 0.51 | 0300 | ' | 2017 |
| | | From | | | | 31-8527-S0 | | | | | i | | | | | |
| 8527 Ramp | 0.27 | 3200 | G | | 1. | 31 0327 50 | 00/11/10 | JIN DO | | | 0.141 | | | 3200 | G | 2017 |
| 131 | | To | c | | I-664-E | FROM DO | CK LAN | DING RO | DAD | | | | | | | |
| | | From | r | | 13 | 31-8527-NO | 000B FRO | OM DO | | | | | | | | |
| 8527 Ramp | 0.28 | 2800 | G | | | | | | | | 0.143 | | | 2800 | G | 2017 |
| 131) | | To | c | | I-664-W | FROM DO | CK LAN | NDING R | OAD | | | | | | | |
| North | | From | 10 | | 131-852 | 7 TO ROU | TE 664 I | EASTSOU | JTH | | | | | | | |
| 8527 Ramp | 0.06 | NA | | | | | | | | | NA | | | NA | | |
| | | To | | | 13 | 31-8527-S0 | 00A FRO | OM DO | | | | | | | | |
| North | 0.00 | From | | | 131 | 1-8527 TO | & FROM | 1 DOCK | | | | | | NIA | | |
| 8527 Ramp | 0.03 | NA To | _ | | 121 0525 | 7 COOOD. 1 | 21 0527 | D EDOM | LDO | | NA | | | NA | | |
| | | | 1 | | | 7-S000B; 1 | | | ולום | | | | | | | |
| South ₈₅₂₇ Ramp | 0.05 | NA From | <u> </u> | | 131 | 1-8527 TO | & FRON | ı KOUT | | | NA | | | NA | | |
| 8527 Ramp | 0.05 | NA To | c | | 131-8527 | 7-N000A; 1 | 31-8527- | A FROM | 1 DO | | INA | | | INA | | |
| South | | From | | | | 7 TO ROU | | | | | | | | | | |
| | 0.05 | NA | | | 131-032 | , 10 KUU | 1E 004 V | v ESTNU | КІП | | NA | | | NA | | |
| 8527 Ramp | | To | • | | 13 | 31-8527-NO | 000B FR0 | OM DO | | | | | | • | | |
| | | From | r | | 133-6 | 59 Pughsvi | lle Rd: E | CL Suffol | lk | | | | | | | |
| Pughsville Rd | 0.85 | 11000 | F | 93% | 0% | 0% | 1% | 5% | 0% | С | 0.087 | | 0.568 | 12000 | F | 2017 |
| 131 | | To | | | | ĭ | -664 | | | | | | | | | |
| Pughsville Rd | 0.16 | 22000 | F | 98% | 0% | 0% | 0% | 0% | 0% | С | 0.084 | | 0.555 | 23000 | F | 2017 |
| Pughsville Rd | • | To | Ť | | | 131-8530 | | | | | | | | | | |
| | | From | | | | | sville Rd | | | | | | | | | |
| 8529 Taylor Rd | 1.65 | 13000 | F_ | 98% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | | 0.572 | 14000 | F | 2017 |
| | | 10 | 1 | | | JS 17 West | | | | | | | | | | |
| O Dama | 0.00 | From | <u> </u> | | 13 | 31-8529-S0 | 000A TO | ROUT | | | | | | 7000 | 0 | 2017 |
| 8529 Ramp | 0.09 | 7000 | G | | 1 664 1 | E FROM P | пспелі | I I E DO | VD. | | 0.11 | | | 7000 | G | 2017 |
| | | From | | | | | | | | | | | | | | |
| North 8529 Ramp | 0.07 | NA | | | 131-852 | 9 TO ROU | TE 664 I | EASTSOL | JTH | | NA | | | NA | | |
| 8529 Ramp | 0.07 | INA To | | | 13 | 31-8529-S0 | 00A TO | ROUT | | | | | | INA | | |
| North | | From | | | | 9 TO ROU | | | DTH | | _ | | | | | |
| | 0.19 | 1100 | G | | 131-8329 | 9 10 ROU | 1E 004 V | VESTINO | KIH | | 0.155 | | | 1100 | G | 2017 |
| 8529 Ramp | 0.10 | To | | | I-664-V | W FROM P | UGHSV | ILLE RO | AD | | | | | | <u>~</u> | 2017 |
| South | | From | | | | 1-8529 TO | | | | | Ī | | | | | |
| 8529 Ramp | 0.05 | NA | | | 1.7. | . 0027 10 | a i Kon | . 11.001 | | | NA | | | NA | | |
| 1317 | | To | | | 131-8529 | 9-N000A; 1 | 31-8529 | - A TO R | OUT | | | | | | | |
| South | | From | - | | | Pugh | sville Rd | - | | | | | | | | |
| 8529 Ramp | 0.29 | NA | | | | | | | | | NA | | | NA | | |
| 131/ | | To | c | | | I-6 | 64 W | | | | | | | | | |
| | | From | | | | SR 337 Po | rtsmouth | Blvd | | | | | | | | |
| 8530 Taylor Rd | 1.70 | 20000 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.088 | | 0.517 | 21000 | F | 2017 |
| | | To | | | | Bru | ice Rd | | | | _ | | | | | |
| 8530 Taylor Rd | 0.29 | 22000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | | 0.552 | 23000 | F | 2017 |
| 131/ | | To | c | | | 131-8529 | Pughsvill | le Rd | | | | | | | | |
| | | From | | | | Tay | lor Rd | | | | | | | | | |
| 8531 Dunedin Dr | 0.99 | 1800 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.095 | | 0.622 | 1900 | F | 2017 |
| 101/ | | To | | | U | JS 17 West | ern Branc | h Blvd | | | | | | | | |
| | | From | ic . | | | | lor Rd | | | | | | | | | |
| 8532 Bruce Rd | 1.54 | 12000 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.099 | | 0.559 | 13000 | F | 2017 |
| | | To | c | | | Tyre | Neck Rd | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | INU | HOIK Mainte | nance Area | | | | | | | |
|---------------------------|--------|------------|-----------|-------------|----------|----------------|----------------------|-------------|----|-------------|------------------|--------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck Axle 1Trail | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Chesapeake | | | | | | | | | | | | | | |
| 8532) Tyre Neck Rd | 1 26 | 8600 | | 99% | 0% | Bruce 0% C | St 0% | n º/ | С | 0.105 | 0.606 | 0100 | F | 2017 |
| 131 Tyre Neck Hd | 1.26 | To | Ė | 9970 | 076 | WCL Port | | 0% | U | 0.105 | 0.606 | 9100 | F | 2017 |
| | | From | l | | | | | | | | | | | |
| 8547) Deep Creek Blvd | 0.60 | 4600 | F | 98% | 1% | Gust L 1% C | 1% 0% | 0% | С | 0.118 | 0.574 | 4900 | F | 2017 |
| Deep Creek Blvd | 0.00 | To | Ė | 0070 | .,, | SCL Ports | | 0,70 | | | 0.07 | .000 | • | |
| | | From | | | | US 460 2 | 2nd St | | | | | | | |
| Liberty St | 0.40 | 3300 | F | 90% | 1% | | 2% 5% | 0% | F | 0.088 | 0.543 | 3500 | F | 2017 |
| 131) | | To | | | | SCL No | rfolk | | | | | | | |
| | | From | | | | ECL No | rfolk | | | | | | | |
| 8592 Berkley Ave | 0.39 | 1700 | F | 98% | 1% | 1% 0 | 0% | 0% | С | 0.092 | 0.64 | 1800 | F | 2017 |
| 131) | | To | | | | Wingfiel | d Ave | | | | | | | |
| _ | | From | | | | Bank S | treet | | | | | | | |
| Rosemont Ave | 0.13 | 240 | F | 83% | 0% | 1% 1 | % 14% | 0% | С | 0.128 | 0.575 | 250 | F | 2017 |
| <u> </u> | | To | 1 | | | Hill St | | | | | | | | |
| Rosemont Ave | 0.37 | 450 | F | 71% | 3% | 2% 2 | % 21% | 0% | С | 0.12 | 0.557 | 480 | F | 2017 |
| B596 Hosemont Ave | 0.07 | To | Ė | 1 1 /0 | U /0 | US 460 Bainb | | 0 /0 | | 7.12 | 0.557 | -100 | • | 201 |
| | | From | 1 | | | US 460 Bainb | | | | 1 | | | | |
| S597) Chesapeake Dr | 0.45 | 2000 | F | 97% | 1% | | % 0% | 0% | С | 0.102 | 0.509 | 2200 | F | 201 |
| R597 Chesapeake Dr | | To | Ė | | | Chesapeal | | | | | | | | |
| | | From | 4 | | | Buell | | | | Ī | | | | |
| R598 Freeman Ave | 0.65 | 4100 | F | 59% | 1% | | 30% | 0% | С | 0.098 | 0.537 | 4300 | F | 201 |
| Freeman Ave | | To | _ | | | I-46 | | | | | | | | |
| Freeman Ave | 0.25 | 8700 | F | 59% | 1% | | 30% | 0% | F | 0.083 | 0.563 | 9200 | F | 201 |
| R598 Freeman Ave | •• | To | | | | US 460 Bainb | | | - | | | | - | |
| | | From | 1 | | 131-8598 | 8 I-464-S003A | |)M I- | | | | | | |
| 8598 Ramp | 0.13 | 4300 | G | | 101 00) | J 10 1 B00511 | 10111111111 | ,,,,,,, | | 0.101 | | 4300 | G | 201 |
| 8598) Ramp | | To | | | I-40 | 64-S FROM FI | REEMAN Ave | | | | | | | |
| | | From | 1 | 1 | 31-8598 | I-464-N003A | FROM AND | TO RT | | | | | | |
| 8598 Ramp | 0.13 | 3700 | G | | | | | | | 0.12 | | 3700 | G | 201 |
| 131/ | | To | | | I-46 | 64-N FROM F | REEMAN Ave | | | | | | | |
| | | From | | | Ţ | JS 13 & 460 N | lilitary Hwy | | | | | | | |
| 8599 Cavalier Blvd | 1.24 | 12000 | F | 90% | 1% | 1% 2 | 2% 5% | 0% | С | 0.095 | 0.520 | 12000 | F | 201 |
| 1317 | | To | | | | SCL Ports | mouth | | | | | | | |
| _ | | From | | | Ţ | JS 13 & 460 N | lilitary Hwy | | | | | | | |
| 8601 Deep Creek Blvd | 0.94 | 3200 | F | 97% | 1% | 1% 0 | 0% | 0% | С | 0.098 | 0.740 | 3400 | F | 201 |
| <u> </u> | | To | | | | Gust L | | | | | | | | |
| 8601) Gust Lane | 0.44 | 5600 | └ <u></u> | 99% | 0% | Deep Cree | k Blvd 9% 0% | 0% | С | 0.100 | 0.52 | 5900 | F | 201 |
| Gust Lane | 0.44 | To | Ė | 33 /6 | 0 70 | SCL Ports | | 0 70 | | 0.100 | 0.52 | 3300 | | 201 |
| | | From | | | | | | | | | | | | |
| 8602) Camelot Blvd | 0.59 | 7200 | F | 97% | 1% | Sir Galah | 1% 0% | 0% | С | 0.089 | 0.572 | 7600 | F | 201 |
| Camelot Blvd | 3.00 | . 200 | | 0.70 | . 70 | | | 3 /0 | | | 0.072 | , 000 | • | _01 |
| 8602) Camelot Blvd | 0.33 | 4600 | | 90% | 1% | Deep Cree | k Blvd 2% 5% | 0% | F | 0.089 | 0.573 | 4000 | F | 201 |
| Camelot Blvd | 0.32 | 4000 To | f | 9 0% | | 1% Z | | U% | Г | 0.069 | 0.5/3 | 4900 | ۲ | 201 |
| | | From | | | | | | _ | | | | | | |
| 8604) Galberry Rd | 2.41 | 2600 | L | 97% | 2% | 13, US 460 Mi | ilitary Highway | 0% | С | 0.144 | 0.812 | 2700 | F | 201 |
| Galberry Rd | ۷.4۱ | 2000 | | JI /0 | | | | | U | 0.144 | 0.012 | 2100 | ' | 201 |
| 8604 1311 Shell Rd | 0.07 | From | <u> </u> | 0001 | | JS 17 George V | | | | | 0.500 | F000 | | |
| ₈₆₀₄₎ Snell Rd | 0.87 | 5300 | F | 98% | 1% | 0% 0 | 0% | 0% | F | 0.101 | 0.566 | 5600 | F | 201 |
| (131) | | | | | | Firmar | St | | | _ | | | | |
| _ | | To From | | | | THIII | ıσι | | | | | | | |
| O | 0.81 | 4300 From | F | 97% | 2% | | 1% 0% | 0% | С | 0.112 | 0.645 | 4600 | F | 201 |
| O | 0.81 | 4300 | F | 97% | 2% | 1% (| 0% | 0% | С | 0.112 | 0.645 | 4600 | F | 2017 |
| | 0.81 | | F F | 97% 97% | 2% | 1% C | 0% | 0% | С | 0.112 | 0.645 | 4600 2600 | F F | 2017 |

| | | | | | 110 | rfolk Maintena | | | | | | | | |
|--------------------------|--------|-------------|----------|-------|------|-----------------------------|-----------|------|----|-------------|------------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axl | | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Chesapeake | | | • | | | | | | | | | | | |
| (8605) Canal Dr Ext | 0.51 | 4600 | | 98% | 1% | Shell Rd 1% 0% | 0% | 0% | С | 0.101 | 0.632 | 4900 | F | 2017 |
| (8605) Canal Dr Ext | 0.51 | 4000 | Ė | 30 /6 | | US 13 & 460 Milit | | 0 /6 | | 0.101 | 0.032 | 4300 | ' | 2017 |
| | | From | | | | 460, SR 166 Bainl | | | | 1 | | | | |
| 8622) Portlock Rd | 0.89 | 5900 | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.111 | 0.594 | 6300 | F | 2017 |
| (8622) Portlock Rd | | To | | | | Campostella | | | | | | | | |
| | | From | | | | Providence F | ld | | | | | | | |
| 8635 Dunbarton Rd | 0.06 | 3500 | F | 98% | 2% | 0% 0% | 0% | 0% | F | 0.175 | 0.534 | 3700 | F | 2017 |
| (131) | | To From | | | | Longdale Cres | cent | | | | | | | |
| 8635 Dunbarton Rd | 0.18 | 1400 | F | 98% | 2% | 0% 0% | 0% | 0% | С | 0.1 | 0.595 | 1500 | F | 2017 |
| 131 | | To | | | | Crown Cresco | ent | | | | | | | |
| 8635 Dunbarton Rd | 0.16 | 610 From | G | 97% | 2% | 1% 0% | 0% | 0% | С | 0.093 | 0.64 | 650 | G | 2017 |
| 01319 | | To | | | | Longdale Cres | cent | | | | | | | |
| | | From | | | | Campostella | Rd | | | | | | | |
| 8640 Providence Rd | 1.55 | 15000 | F | 98% | 1% | 0% 0% | 0% | 0% | F | 0.107 | 0.655 | 16000 | F | 2017 |
| (131) | | To From | | | | Angora Dr | | | | — — | | | | |
| 8640 Providence Rd | 0.99 | 14000 | F | 98% | 1% | 0% 0% | 0% | 0% | С | 0.101 | 0.573 | 15000 | F | 2017 |
| (131) | | To | | | | WCL Virginia E | Beach | | | | | | | |
| | | From | | | | Military Hw | у | | | | | | | |
| 8645 Sparrow Rd | 0.23 | 5200 | F | 98% | 1% | 1% 0% | 0% | 0% | F | 0.089 | 0.589 | 5500 | F | 2017 |
| | | To From | | | | Providence F | Rd | | | | | | | |
| 8645 Sparrow Rd | 0.84 | 9600 | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.1 | 0.626 | 10000 | F | 2017 |
| (131) | | To | | | | Indian River | Rd | | | | | | | |
| 8645) Sparrow Rd | 0.57 | 3100 | F | 97% | 1% | 1% 0% | 0% | 0% | С | 0.104 | 0.599 | 3300 | F | 2017 |
| Sparrow Rd | | To | | | | Little Beaver | Da | | | | | | | |
| 8645) Sparrow Rd | 0.28 | 1400 From | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.101 | 0.543 | 1500 | F | 2017 |
| Sparrow Rd | | To | | | | Goldcrest D | | | | | | | | |
| | | From | | | | SR 168 Camposto | ella Rd | | | | | | | |
| 8647 131 Border Rd | 0.47 | 4100 | F | 98% | 2% | 0% 0% | 0% | 0% | С | 0.089 | 0.537 | 4300 | F | 2017 |
| (131) | | To | | | | Wingfield A | | | | | | | | |
| (8647) Wingfield Ave | 0.08 | From | | 98% | 2% | Border Rd 0% 0% | 0% | 0% | F | 0.098 | 0.544 | 2200 | F | 2017 |
| (8647) Wingfield Ave | 0.06 | 2000 | | 90% | 270 | 0% 0% | 076 | 076 | Г | 0.096 | 0.544 | 2200 | Г | 2017 |
| MCC-l-l A | 0.40 | From | <u> </u> | 070/ | 40/ | 131-8592 Berkle | | 00/ | | | 0.500 | 0000 | | 0047 |
| (8647) Wingfield Ave | 0.48 | 2400 | F | 97% | 1% | 1% 0% | 0% | 0% | С | 0.098 | 0.562 | 2600 | F | 2017 |
| | | From | | | | Tatemstown I Wingfield A | | | | - | | | | |
| 8647 Tatemstown Rd | 0.34 | 3700 | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.092 | 0.589 | 3900 | F | 2017 |
| 131 | | To | | | | SR 407 Indian Ri | ver Rd | | | | | | | |
| | | From | | | Е | Bus SR 168 Battlef | ield Blvd | | | | | | | |
| 8648 131 Albemarle Dr | 1.19 | 5000 | F | 99% | 0% | 0% 0% | 0% | 0% | С | 0.121 | 0.949 | 5300 | F | 2017 |
| | | To | | | | Cedar Rd | | | | | | | | |
| O | | From | | | | Mt Pleasan | | | | | | | _ | |
| (8649) Woodford Dr | 0.28 | 840 | F | 96% | 3% | 1% 0% | 0% | 0% | С | 0.106 | 0.604 | 900 | F | 2017 |
| | | 10 | | | | Royal Oak I | | | | | | | | |
| Countain Acco | 0.14 | From | <u> </u> | 070/ | 00/ | Walnut Ave | | 00/ | | | 0.007 | 700 | 0 | 0017 |
| (8650) Cornick Ave | 0.14 | 680 | G | 97% | 2% | 1% 0% | 0% | 0% | С | 0.115 | 0.627 | 720 | G | 2017 |
| Constalla As | 0.00 | From | ب | 0701 | 001 | Oleander Av | | 001 | | | 0.00= | | | 0047 |
| 8650 Cornick Ave | 0.60 | 920 To | F | 97% | 2% | 1% 0% | 0% | 0% | С | 0.108 | 0.637 | 980 | F | 2017 |
| | | n | <u> </u> | | | Sparrow Ro | | | | | | | | |
| (8653) West Rd | 0.79 | 160 | F | 95% | 3% | Douglas Ro | 1% | 0% | С | 0.146 | 0.519 | 170 | F | 2017 |
| (8653) West Rd | 0.78 | 100 | | JJ /0 | J /0 | | | U /0 | U | 0.140 | 0.519 | 170 | ' | 2017 |
| O West D. | | From | <u> </u> | 0001 | 401 | Benefit Rd | | 001 | | | ^ | | | 0017 |
| 8653 West Rd | 5.27 | 930 To | F | 93% | 4% | 1% 1% | 1% | 0% | С | 0.125 | 0.777 | 980 | F | 2017 |
| _ | | 10 | 1 | | | US 17 Dominion | Blvd | | | | | | | |

| | | | | | No | rtolk Mai | ntenance i | Area | | | | | | | | |
|-------------------------|-------------|------------|-----------|-------|------|------------|--------------------|------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck 3+Axle 1 | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Chesapeake | | | | | | | | | | | | | | | | |
| O 21 11 1 1 1 1 1 1 | | From | <u> </u> | | | | nefit Rd | | | | | | | | _ | |
| 8655 Shillelagh Rd | 6.96 | 800 | F | 96% | 3% | 1% | |)% | 0% | С | 0.125 | | 0.651 | 840 | F | 2017 |
| | | To | 1 | | | US 17 D | ominion Blvd | | | | | | | | | |
| | | From | | | | | Battlefield B | lvd | | | | | | | | |
| 8656 Benefit Rd | 1.96 | 1600 | F | 95% | 3% | 1% | 1% (|)% | 0% | С | 0.116 | | 0.612 | 1700 | F | 2017 |
| | | From | | | | Sign | Pine Rd | | | | | | | | | |
| 8656 Benefit Rd | 1.92 | 2900 | F | 96% | 1% | 1% | 0% (|)% | 0% | С | 0.115 | | 0.599 | 3100 | F | 2017 |
| (131) | | To | _ | | | Iohn | stown Rd | | | | | | | | | |
| 8656) Benefit Rd | 3.16 | 1300 From | F | 97% | 1% | 1% | |)% | 0% | С | 0.119 | | 0.574 | 1400 | F | 2017 |
| 8656 Benefit Rd | | To | Ė | | | | ıglas Rd | | | | | | | | | |
| | | From | | | | | | | | | | | | | | |
| Old Atlantic Ave | 0.07 | 8100 | F | 97% | 1% | 1% | Atlantic Ave 0% (|)% | 0% | F | 0.098 | | 0.549 | 8500 | F | 2017 |
| (8657) Old Atlantic Ave | 0.07 | 0100 | | 07 70 | 1 /0 | | | ,,0 | 0 70 | | <u> </u> | | 0.040 | 0000 | • | 2017 |
| O 01 1 4 11 11 4 | 0.04 | From | <u> </u> | 070/ | 10/ | | rk Ave | 201 | 201 | | | | 0.505 | 1000 | _ | 0017 |
| (8657) Old Atlantic Ave | 0.24 | 4600 | F | 97% | 1% | 1% | 0% (|)% | 0% | F | 0.091 | | 0.505 | 4900 | F | 2017 |
| | | To From | | | | SR 246 | Liberty St | | | | | | | | | |
| (8657) Cascade Blvd | 0.41 | 1100 | F | 98% | 1% | 0% | 1% (|)% | 0% | С | 0.111 | | 0.664 | 1100 | F | 2017 |
| \\ <i>\</i> | | To | 4 | | | Space | dina Ave | | | | | | | | | |
| | | From | | | | SR 166 B | ainbridge Blv | d | | | | | | | | |
| 8658 Booker St | 0.58 | 570 | F | 97% | 2% | 2% | 0% (|)% | 0% | С | 0.112 | | 0.515 | 600 | F | 2017 |
| (1.31) | | To | | | | SR 190 Gr | eat Bridge Bl | vd | | | | | | | | |
| | | From | | | Е | Bus SR 168 | Battlefield B | lvd | | | | | | | | |
| 8661 Centerville Tpke | 3.76 | 5600 | F | 96% | 2% | 1% | 1% (|)% | 0% | С | 0.118 | | 0.669 | 5900 | F | 2017 |
| (131) | | To | _ | | | Etherido | e Manor Blvd | | | | | | | | | |
| (8661) Centerville Tpke | 1.03 | 8900 From | G | 96% | 2% | 1% | |)% | 0% | F | 0.118 | | 0.669 | 9400 | G | 2017 |
| (8661) Centerville Tpke | | T- | | | | | | | | | _ | | | | - | |
| Canton illa Taka | 1 1 1 | 8700 | | 97% | 1% | 1% | tress Rd 1% (| 20/ | 00/ | | 0.106 | | 0.005 | 0200 | F | 2017 |
| (8661) Centerville Tpke | 1.14 | 6700 | | 9770 | 1 70 | 170 | 170 (|)% | 0% | С | 0.106 | | 0.625 | 9300 | Г | 2017 |
| | | To From | | | | | It Pleasant Ro | | | | | | | | | |
| (8661) Centerville Tpke | 1.25 | 15000 | F | 97% | 0% | 1% | |)% | 0% | F | 0.101 | | 0.67 | 16000 | F | 2017 |
| | | To | 1 | | | | Butts Station I | Rd | | | | | | | | |
| (8661) Centerville Tpke | 0.46 | 9900 | F | 97% | 0% | 1% | Station Rd 1% (|)% | 0% | С | 0.1 | | 0.629 | 11000 | F | 2017 |
| (8661) Centerville Tpke | 0.40 | 9900 To | | 31 /6 | 0 /6 | | 05 Elbow Rd |) /o | 0 /6 | - | | | 0.029 | 11000 | ' | 2017 |
| | | From | | | | | ow Rd | | | | | | | | | |
| (8661) Centerville Tpke | 1.76 | 8700 | F | 97% | 0% | 1% | |)% | 0% | F | 0.100 | | 0.654 | 9200 | F | 2017 |
| (8661) Centerville Tpke | | To | | | | ECL | Va Beach | | | | | | | | | |
| | | From | 4 | | | SR 190 K | Kempsville Ro | 1 | | | | | | | | |
| (8662) Green Tree Rd | 0.73 | 10000 | F | 99% | 0% | 0% | |)% | 0% | С | 0.119 | | 0.528 | 11000 | F | 2017 |
| (8662) Green Tree Rd | | To | Ė | | | | Grove Rd | | | | | | | | | |
| | | From | | | В | Bus US 168 | Battlefield B | lvd | | | | | | | | |
| (8662) Oak Grove Rd | 0.86 | 9100 | F | 98% | 1% | 0% | |)% | 0% | С | 0.103 | | 0.623 | 9600 | F | 2017 |
| (131) | | To | 4 | | | Green | n Tree Rd | | | | | | | | | |
| | | From | | | | Bei | nefit Rd | | | | | | | | | |
| 8663 Johnstown Rd | 5.94 | 3200 | F | 98% | 0% | 1% | 0% (|)% | 0% | С | 0.112 | | 0.660 | 3400 | F | 2017 |
| (131) | | To | | | В | Bus US 168 | Battlefield B | lvd | | | | | | | | |
| | | From | | | | John | stown Rd | | | | | | | | | |
| Woodbridge Dr | 0.19 | 820 | F | 96% | 3% | 1% | 0% (|)% | 0% | С | 0.129 | | 0.703 | 870 | F | 2017 |
| 131 | | To | | | | | rfield Dr | | | • | | | | | | |
| O D : (1 · · · · · | | From | <u> </u> | 0==: | 0-1 | | lbridge Dr | 201 | 001 | - | | | 0.500 | 0000 | _ | 00:- |
| 8664 Briarfield Dr | 0.68 | 2700 | <u>_F</u> | 97% | 2% | 0% | |)% | 0% | С | 0.132 | | 0.532 | 2900 | F | 2017 |
| | | To | <u> </u> | | | Sr 165 | Cedar Rd | | | | | | | | | |
| <u> </u> | | From | | | | | dence Rd | | | | | | | | | |
| 8665 Dunbarton Rd | 0.65 | 5800 | F | 97% | 2% | 0% | 0% (|)% | 0% | С | 0.121 | | 0.536 | 6200 | F | 2017 |
| | | To | | | | US 13 N | Military Hwy | | | | \neg — | | | | | |
| 8665 Greenbrier Pkwy | 0.28 | 29000 | F | 97% | 1% | 1% | | l% | 0% | F | 0.091 | | 0.538 | 31000 | F | 2017 |
| 131/ | | To | | | | Woo | dlake Dr | | | | | | | | | |
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|----------------------|--------|-------------|----------|-------|-------------|----------------|----------------|--------|-------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | True 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Chesapeake | | | | | | | | | | | | | | | | |
| O Value Bloom | 4 40 | From | <u> </u> | 000/ | | | /ay; 8717-V | | | | | | 0.007 | 00000 | _ | 0047 |
| (8717) Volvo Pkwy | 1.49 | 27000 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.102 | | 0.667 | 29000 | G | 2017 |
| | | 10 | <u> </u> | | | | ead End | | | | | | | | | |
| O - " | | From | <u> </u> | | | | landing Rd | | | | <u> </u> | | | | _ | |
| (8757) Coffman Blvd | 0.70 | 1800 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.112 | | 0.565 | 1900 | F | 2017 |
| | | To | | | | SR 337 P | ortsmouth I | Blvd | | | | | | | | |
| | | From | | | | SR 190 Gr | eat Bridge | Blvd | | | | | | | | |
| 8763 Campostella Rd | 1.34 | 6000 | F | 96% | 2% | 1% | 0% | 0% | 0% | С | 0.123 | | 0.75 | 6300 | F | 2017 |
| | | To From | | | | US 13 I | Military Hw | vv | | | \neg — | | | | | |
| 8763) Campostella Rd | 1.06 | 15000 | F | 95% | 1% | 1% | 2% | 1% | 0% | С | 0.084 | | 0.615 | 16000 | F | 2017 |
| Campostella Rd | | To | | | | SR 168 E | attlefield B | Blvd | | | | | | | | |
| | | From | | | | US 460 B | ainbridge E | Rlvd | | | | | | | | |
| Nirginia Ave | 0.50 | 1500 | F | 96% | 2% | 1% | 1% | 0% | 0% | С | 0.145 | | 0.664 | 1600 | F | 2017 |
| Virginia Ave | 0.00 | To | Ė | 0070 | | | peake Ave | | 070 | | | | 0.001 | 1000 | • | 2017 |
| | | From | | | | | ginia Ave | • | | | | | | | | |
| Chesapeake Ave | 1.12 | 2400 | F | 96% | 2% | 1% | 0% | 0% | 0% | С | 0.109 | | 0.637 | 2500 | F | 2017 |
| Gnesapeake Ave | | To | | | | | | | | | _ | | | | | |
| Channacka Ava | 0.41 | 1800 | F | 000/ | 10/ | 1% | ork Ave 0% | 0% | 00/ | С | 0.094 | | 0.563 | 1000 | F | 2017 |
| Chesapeake Ave | 0.41 | To | | 98% | 1% | | | | 0% | U | 0.094 | | 0.565 | 1900 | Г | 2017 |
| | | 10. | | | | | Poindexter | | | | | | | | | |
| <u> </u> | | From | <u> </u> | 001 | ~ | | ainbridge E | | | | | | 0 = / = | | _ | |
| Park Ave | 0.37 | 1200 | F | 96% | 2% | 1% | 0% | 0% | 0% | С | 0.099 | | 0.512 | 1200 | F | 2017 |
| <u> </u> | | To: | | | | Chesa | peake Ave | : | | | \neg | | | | | |
| Park Ave | 0.35 | 3800 | F | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.094 | | 0.641 | 4000 | F | 2017 |
| 131 | | To | | | | Old A | tlantic Ave | ; | | | | | | | | |
| | | From | | | | D ₆ | ead End | | | | | | | | | |
| Barnes Rd | 0.45 | 1000 | F | 80% | 1% | 3% | 3% | 14% | 0% | С | 0.159 | | 0.753 | 1100 | F | 2017 |
| Barnes Rd | 00 | To | Ė | 0070 | . , , | | ainbridge E | | 0 / 0 | | | | 000 | | • | _0 |
| | | From | | | 110 | | | | | | | | | | | |
| Ballahack Rd | 11.72 | 930 | F | 96% | 2% | 1% | e Washington | 1% | 0% | С | 0.122 | | 0.677 | 990 | F | 2017 |
| Ballahack Rd | 11.72 | 930 | | 90 /6 | 2 /0 | 1 /0 | 1 /0 | 1 /0 | 0 /6 | U | 0.122 | | 0.077 | 990 | ' | 2017 |
| | | To From: | | | | | ttlefield Bly | | | | | | | | | |
| Ballahack Rd | 0.10 | 930 | N | 96% | 2% | 1% | 1% | 1% | 0% | N | 0.122 | | 0.677 | 990 | N | 2017 |
| U317 | | To | | | | SR 168 E | Battlefield B | Blvd | | | | | | | | |
| | | From | | | Ţ | US 17 Wes | tern Branch | n Blvd | | | | | | | | |
| 8797 Poplar Hill Rd | 0.23 | 11000 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.093 | | 0.572 | 12000 | F | 2017 |
| 131 | | To | | | | Churc | hland Blvd | | | | | | | | | |
| | | From | | | | SR 165 | W, Cedar I | Rd | | | | | | | | |
| 8798) Bells Mill Rd | 2.38 | 1800 | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.103 | | 0.568 | 1900 | F | 2017 |
| Bells Mill Rd | | To | | | | | E, Cedar R | | | | | | | | | |
| | | From | | | | | nington Dr | | | | 1 | | | | | |
| 8799) Waters Rd | 0.36 | 8600 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.101 | | 0.621 | 9100 | F | 2017 |
| 8799) Waters Rd | 0.30 | To | <u>-</u> | 30 /6 | 1 /0 | | 5 Cedar Rd | | 0 /6 | U | 0.101 | | 0.021 | 9100 | ' | 2017 |
| | | | | | | | | ı | | | | | | | | |
| AMULEU B. | 2.22 | From | | 0000 | 161 | | edar Rd | 001 | 001 | | | | 0.74 | 4000 | _ | 66:- |
| 8800 Millville Rd | 0.69 | 1700 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.113 | | 0.714 | 1800 | F | 2017 |
| | | To From | | | | SR 165 Mo | ses Grandy | Trail | | | | | | | | |
| 8800 Millville Rd | 0.42 | 2900 | F | 97% | 1% | 1% | 1% | 0% | 0% | С | 0.097 | | 0.616 | 3100 | F | 2017 |
| 131/ | | To | | | | D | ırson Dr | | | | | _ | | | | |
| Millville Rd | 0.65 | 1000 From: | F | 95% | 2% | 1% | 1% | 1% | 0% | С | 0.108 | _ | 0.6 | 1100 | F | 2017 |
| B800 Millville Rd | 0.00 | . 000 To | Ė | JJ /6 | ~ /0 | | pyard Rd | 1 /0 | J /0 | | J. 100 | | 0.0 | 1100 | ' | 2017 |
| | | | <u> </u> | | | | | | | | | | | | | |
| Ohim and Di | 0.00 | From | <u> </u> | 0701 | 001 | | 5 Cedar Rd | | 00/ | | | | 0.505 | 1000 | _ | 001- |
| Shipyard Rd | 0.99 | 1200 | F | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.102 | | 0.585 | 1200 | F | 2017 |
| <u> </u> | | To From: | | | | Bu | ırson Dr | | | | | | | | | |
| Shipyard Rd | 1.28 | 290 | F | 94% | 2% | 2% | 1% | 0% | 0% | С | 0.110 | | 0.514 | 310 | F | 2017 |
| 131/ | | To | | | | | lville Rd | | | | | | | | | |
| | | From | | | | | stown Rd | | | | | | | | | |
| Hanbury Rd | 1.00 | 9200 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.102 | | 0.55 | 9700 | F | 2017 |
| Hanbury Rd | 1.00 | To | Ė | 0070 | | | | | 0 /0 | | | | 0.00 | 5700 | • | _017 |
| | | 10. | | | | Dus SK 16 | 8 Battlefiel | u Kü | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| itv of Chesapeake | | | | | | | | | | | | | | | | |
| Hanbury Rd | 0.51 | 15000 _{To} | F | 98% | 1% | Bus SR 16 0% Hil | 8 Battlefie 0% Iwell Rd | d Rd 0% | 0% | С | 0.105 | | 0.517 | 16000 | F | 2017 |
| | | From | | | I | Bus SR 168 | | d Blvd | | | | | | | | |
| Hillwell Rd | 2.36 | 3300 To | F | 97% | 2% | 0% SR 165 N | 0% It Pleasant | 0% Rd | 0% | С | 0.112 | | 0.562 | 3500 | F | 2017 |
| Fentress Rd | 1.80 | 3000 | F | 98% | 1% | SR 165 N | 1t Pleasant 0% | Rd 0% | 0% | С | 0.108 | | 0.55 | 3200 | F | 2017 |
| 1317 | | To | | | | Cente | rville Tpke | ; | | | | | | | | |
| 8805) Elbow Rd | 0.87 | From | F | 100% | 0% | | Station Rd | 0% | 0% | F | 0.12 | | 0.621 | 5600 | F | 2017 |
| B805 Elbow Rd | 0.87 | 5300 | | 100% | 0% | 0% | | | 0% | Г | 0.12 | | 0.021 | 5600 | Г | 2017 |
| BB05) Elbow Rd | 3.05 | 8000 From: | F | 100% | 0% | Cente 0% | rville Tpke | 0% | 0% | С | 0.112 | | 0.552 | 8500 | F | 2017 |
| BB05 131 Elbow Rd | 0.00 | To | Ċ | 10070 | 0 70 | | irginia Bea | | 070 | | | | 0.002 | 0000 | | 2017 |
| | | From | | | | Vol | vo Pkwy | | | | | | | | | |
| 806 Eden Way N | 0.49 | 11000 | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.104 | | 0.552 | 12000 | F | 2017 |
| | | To: | | | | White (| Oak Crossi | ng | | | | | | | | |
| B806 Eden Way N | 0.68 | 12000 | F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.099 | | 0.575 | 13000 | F | 2017 |
| <u> </u> | | To: | | | | Green | brier Pkwy | | | | | | | | | |
| Eden Way N | 0.85 | 13000 _{To} | F | 99% | 1% | 0% Cross | 0% ways Blvd | 0% | 0% | F | 0.102 | | 0.632 | 14000 | F | 2017 |
| ity of Norfolk | | | | | | | | | | | T | | | | | |
| 16th Bay St | | 750 | G | | | Ocean | View Ave | 2 | | | 0.093 | | 0.644 | 820 | G | 2017 |
| Total Day St | | 7 30 To | | | | Plea | sant Ave | | | | 0.093 | | 0.044 | 020 | G | 2017 |
| | | From | 1 | | | | ellyn Ave | | | | l | | | | | |
| 24th St | | 710 | G | | | | | | | | 0.109 | | 0.523 | 780 | G | 2017 |
| | | To | | | | Omol | undro Ave | | | | | | | | | |
| 0.011 0.1 | | From | Ļ | | | Kil | lam Ave | | | | | | | | | |
| 36th St | | 330 _{To} | G | | | G-1 | II A | | | | 0.085 | | 0.516 | 360 | G | 201 |
| | | From | <u>. </u> | | | | lley Ave | | | | _ | | | | | |
| 45th St | | 1800 | G | | | Co. | lley Ave | | | | 0.089 | | 0.544 | 2000 | G | 201 |
| | | To | | | | Ham | pton Blvd | | | | | | | | | |
| | | From | | | | Gle | n Oak Dr | | | | | | | | | |
| Albert Ave | | 100 | G | | | | | | | | 0.128 | | 0.862 | 110 | G | 2017 |
| | | To | | | | | ugh St | | | | | | | | | |
| Almanda Arra | | From | Ĺ | | | Robin | Hood Rd | | | | | | 0.704 | 0000 | 0 | 004 |
| Almeda Ave | | 3600 To | G | | | Hen | neman Dr | | | | 0.142 | | 0.731 | 3900 | G | 2017 |
| | | From | l | | | | ostella Rd | | | | | | | | | |
| Arlington Ave | | 210 | G | | | Canq | ostelia Ku | | | | 0.111 | | 0.64 | 220 | G | 2017 |
| | | To | | | | Oak | wood St | | | | | | | | | |
| | | From | | | | Broo | kville Rd | | | | | | | | | |
| Berry Hill Rd | | 310 | G | | | | | | | | 0.108 | | 0.568 | 340 | G | 2017 |
| | | To | <u> </u> | | | | ar Hall Dr | | | | | | | | | |
| Drophus ad Dr | | From: | ب | | | M | errit St | | | | | _ | 0.640 | 1000 | _ | 001 |
| Brentwood Dr | | 1100 To | G | | | G | ade Rd | | | | 0.11 | | 0.612 | 1200 | G | 2017 |
| | | From | | | | | Hollow Rd | | | | | | | | | |
| Brookville Rd | | 240 | G | | | Dall | TOHOW KU | | | | 0.097 | | 0.633 | 260 | G | 2017 |
| <u> </u> | | To | | | | Bay | berry Dr | | | | | | | | | |
| | | From | | | | Old Oce | ean View I | Rd | | | | | | | | |
| Burksdale Rd | | 680 | G | | | | | | | | 0.098 | | 0.531 | 740 | G | 2017 |
| | | To | <u> </u> | | | C | olin Dr | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | INO | rtolk Mai | ntenand | e Area | | | | | | | | |
|---|--------------------|----|-------|-----|-----------|------------------------|--------|----|----|--------------|----|---------------|-------|----------|------|
| Route | Length AADT | QA | 4Tire | Bus | | Tru 3+ A xle | - | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| tv of Norfolk | From | l | | | Pida | efield Dr | | | | | | | | | |
| Camellia Rd | 470 | G | | | Kiug | eneid Di | | | | 0.104 | | 0.529 | 510 | G | 2017 |
| | To | | | | Fal | ber Rd | | | | | | | | | |
| | From: | | | | New | port Ave | | | | | | | | | |
| Carlisle Way | 290 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.106 | | 0.698 | 290 | G | 2017 |
| | To | | | | | nial Ave | | | | | | | | | |
| Catharina Ct | From | | | | Oak (| Grove Rd | | | | 0.104 | | 0.000 | 100 | 0 | 001 |
| Catherine St | 110 | G | | | Sin | clair St | | | | 0.134 | | 0.636 | 120 | G | 2017 |
| | From: | | | | | lman St | | | | _ | | | | | |
| Chambers St | 210 | G | | | wei | iiiiaii St | | | | 0.101 | | 0.571 | 220 | G | 201 |
| | To: | | | | Friz | zell Ave | | | | | | | | - | |
| | From: | | | | Swa | nson Rd | | | | | | | | | |
| Commodore Dr | 290 | G | | | | | | | | 0.109 | | 0.536 | 310 | G | 201 |
| | To: | | | | Rod | man Rd | | | | | | | | | |
| | From: | | | | Kemp | sville Rd | | | | | | | | | |
| Cornick Rd | 190 | G | | | | | | | | 0.132 | | 0.643 | 210 | G | 201 |
| | Too | | | | Ma | ry Ave | | | | | | | | | |
| Danie Di | From: | | | | Be | atty St | | | | | | 0.504 | 400 | _ | 004 |
| Dean Dr | 120 | G | | | M | llard St | | | | 0.124 | | 0.531 | 130 | G | 201 |
| | From: | | | | | | | | | | | | | | |
| Decker St | 80 | G | | | Spring | gfield Ave | | | | 0.12 | | 0.5 | 80 | G | 201 |
| Booker of | To: | | | | Whee | eling Ave | | | | <u> </u> | | 0.0 | 00 | ŭ | 201 |
| | From | | | | | ston Blvd | | | | | | | | | |
| Dixie Dr | 420 | G | | | | | | | | 0.126 | | 0.653 | 450 | G | 201 |
| | To | | | | Gl | en Rd | | | | | | | | | |
| | From: | | | | Bea | mon Rd | | | | | | | | | |
| Dunway St | 150 | G | | | | | | | | 0.123 | | 0.55 | 160 | G | 201 |
| | To | | | | Kenne | beck Ave | | | | | | | | | |
| Florales week Asse | From: | | | | Hei | rbert St | | | | | | 0.000 | 710 | 0 | 004 |
| Elmhurst Ave | 660 _{To:} | G | | | The | omas St | | | | 0.106 | | 0.698 | 710 | G | 201 |
| | From: | | | | | ven Dr | | | | | | | | | |
| Evans St | 690 | G | | | па | ven Di | | | | 0.18 | | 0.655 | 750 | G | 201 |
| _,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | To: | | | | Stra | tford St | | | | $\vec{\neg}$ | | 0.000 | | <u> </u> | |
| | From: | | | | Whit | ney Blvd | | | | | | | | | |
| Faulk Rd | 210 | G | | | | | | | | 0.106 | | 0.66 | 220 | G | 201 |
| | To: | | | | McC | Clure Rd | | | | | | | | | |
| | From: | | | | Wel | lman St | | | | | | | | | |
| Finney St | 110 | G | | | | | | | | 0.134 | | 0.516 | 120 | G | 201 |
| | To: | | | | | ad End | | | | | | | | | |
| F 1.0: | From: | _ | | | Pyth | ian Ave | | | | | | 0.540 | 400 | _ | 004 |
| Frank St | 170 | G | | | Ou | incy St | | | | 0.14 | | 0.549 | 190 | G | 2017 |
| | From: | | | | | | | | | | | | | | |
| Gabriel Dr | 160 | G | | | River | Oaks Dr | | | | 0.132 | | 0.556 | 170 | G | 201 |
| Gubrier Br | To: | Ť | | | Ros | slyn Dr | | | | 1 | | 0.000 | 170 | u | 201 |
| | From | | | | | eadow Bl | vd | | | Ī | | | | | |
| Gardner Dr | 700 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.097 | | 0.511 | 700 | G | 201 |
| | To | | | | | ning Rd | | | | | | | | | |
| | From: | | | | Hud | son Ave | | | | | | | | | |
| George St | 850 | G | | | | | | | | 0.093 | | 0.609 | 920 | G | 201 |
| | To | | | | Cat | oot Ave | - | | | | | | | | |
| | From: | | | | Ke | ene Rd | | | | | | | | | |
| Glen Rd | 540 | G | | | | | | | | 0.095 | | 0.699 | 590 | G | 201 |
| | To: | | | | В | ee Pl | | | | | | | | | |

| | | | | No | rfolk Maintenanc | e Area | | | | | | | | |
|---------------------|------------------|----------|-------|------|---------------------|--------|------|----|-------------|----|---------------|-------|----------|------|
| Route | Length AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| v of Norfolk | From | | | | *** | | | | 1 | | | | | |
| Gosnold Avenue | 690 | G | 98% | 0% | Virginia Ave | 0% | 0% | С | 0.091 | | 0.605 | 690 | G | 2017 |
| Gosnoid Avenue | То | | 30 /6 | 0 76 | Maryland Ave | 0 /6 | 0 76 | 0 | 0.031 | | 0.003 | 030 | u | 2017 |
| | From: | | | | New St | | | | i | | | | | |
| Hammet Ave | 310 | G | | | Tiew Bt | | | | 0.165 | | 0.583 | 340 | G | 2017 |
| | To: | | | | Dune St | | | | | | | | | |
| | From: | | | | Grandy Ave | | | | | | | | | |
| Hanbury St | 560 | G | | | | | | | 0.115 | | 0.521 | 610 | G | 2017 |
| | To: | | | | Ballentine Blvd | | | | | | | | | |
| | From: | | | | Raby Rd | | | | | | | | _ | |
| Harmony Rd | 1100 | G | | | 0 151 | | | | 0.103 | | 0.636 | 1200 | G | 201 |
| | | | | | Quail Rd | | | | | | | | | |
| Hilton St | From: 1700 | G | | | Military Hwy | | | | 0.091 | | 0.557 | 1800 | G | 2017 |
| Tillitori St | 1700 To: | <u> </u> | | | Caribou Ave | | | | 0.031 | | 0.557 | 1000 | G | 201 |
| | From: | | | | Gondola Rd | | | | | | | | | |
| Inventors Rd | 380 | G | | | Gondola Ku | | | | 0.148 | | 0.614 | 410 | G | 201 |
| | To: | | | | Production Rd | | | | | | | | | |
| | From: | | | | Thurston St | | | | | | | | | |
| Iowa Ave | 560 | G | | | | | | | 0.127 | | 0.745 | 610 | G | 201 |
| | To: | | | | Bessie St | | | | | | | | | |
| | From: | | | | Nottoway St | | | | | | | | | |
| Jersey Ave | 460 | G | | | | | | | 0.108 | | 0.67 | 500 | G | 201 |
| | To: | | | | Amherst St | | | | | | | | | |
| | From: | | | | Sewells Point Ro | | | | | | | | _ | |
| Kennebec Avenue | 1300 | G | 98% | 0% | 2% 0% | 0% | 0% | С | 0.093 | | 0.576 | 1300 | G | 201 |
| | 10 | | | | Humboldt St | | | | | | | | | |
| Kingwood Avo | 1400 | | | | Village Ave | | | | 0.087 | | 0.519 | 1500 | G | 201 |
| Kingwood Ave | 1400 | G | | | Va Beach Blvd | | | | 0.067 | | 0.519 | 1300 | G | 201 |
| | From: | | | | | | | | _ | | | | | |
| Lancaster St | 710 | G | | | Liberty St | | | | 0.097 | | 0.526 | 770 | G | 201 |
| | To: | | | | Walker Ave | | | | | | 0.020 | | <u> </u> | _0. |
| | From: | | | | Eagle Ave | | | | | | | | | |
| Lion Ave | 320 | G | | | | | | | 0.103 | | 0.528 | 350 | G | 201 |
| | To: | | | | Little Creek Rd | | | | | | | | | |
| | From: | | | | Carlllo Ave | | | | | | | | | |
| Magnolia Ave | 1700 | G | | | | | | | 0.087 | | 0.503 | 1800 | G | 201 |
| | To: | | | | Upper Brandon P | l. | | | | | | | | |
| | From: | | | | Olney Rd | | | | | | | | | |
| Marshall Ave | 1100 | G | | | | | | | 0.113 | | 0.618 | 1100 | G | 201 |
| | To: | | | | Brambleton Ave | | | | | | | | | |
| | From: | | | | Whitney Blvd | | | | | | | | | |
| McGuinnis Cir | 210 | G | | | F 11 4 | | | | 0.113 | | 0.588 | 230 | G | 201 |
| | | | | | Faulk Ave | | | | _ | | | | | |
| Millbrook Dd | From: | | | | Colony Pt Rd | | | | 0.106 | | 0.500 | 150 | _ | 201 |
| Millbrook Rd | 140 | G | | | Ruthven Rd | | | | 0.126 | | 0.539 | 150 | G | 201 |
| | From: | | | | | 4 | | | <u>_</u> | | | | | |
| Miller Store Rd | 2100 | G | | | Azalea Garden R | u | | | 0.118 | | 0.817 | 2300 | G | 201 |
| Willion Ottoro i lu | Z100 | | | | Wise St | | | | J. 110 | | 0.017 | 2000 | G | 201 |
| | From: | | | | Elaine Ave | | | | | | | | | |
| Mona Avenue | 2000 | G | 99% | 0% | 0% 0% | 1% | 0% | С | 0.089 | | 0.55 | 2000 | G | 201 |
| | To: | | / - | | Calvin Ave | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | From: | | | | Tarnon Pl | | | | | | | | | |
| Murray Ave | From: 170 | G | | | Tarpon Pl | | | | 0.129 | | 0.553 | 190 | G | 2017 |

| | | | | | rfolk Maintenance Area | | | | | | | |
|------------------|--------------------|----------|-------|-----|------------------------------|----|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Norfolk | From | | | | | | | | | | | |
| New York Ave | 250 | G | | | Newport Ave | | 0.097 | | 0.5 | 270 | G | 2017 |
| New Tolk 700 | To | Ť | | | Colonial Ave | | 7 | | 0.0 | 270 | u | 2017 |
| | From | 1 | | | Tidewater Dr | | | | | | | |
| Norman Ave | 650 | G | | | | | 0.108 | | 0.673 | 710 | G | 2017 |
| | To | | | | Old Ocean View Rd | | | | | | | |
| | From | | | | Colonial Ave | | | | | | | |
| Oxford St | 1500 | G | | | | | 0.121 | | 0.697 | 1600 | G | 2017 |
| | To | 1 | | | Granby St | | | | | | | |
| Datwiden Ct | From | <u> </u> | | | Winward Rd | | 0.005 | | 0.740 | 1100 | _ | 0017 |
| Patridge St | 1000 _{To} | G | | | Dolom Dd | | 0.265 | | 0.749 | 1100 | G | 2017 |
| | From | | | | Palem Rd | | | | | | | |
| Pinedale St | 130 | G | | | Euwanee Pl | | 0.122 | | 0.515 | 140 | G | 2017 |
| i illedale St | To | <u> </u> | | | E Chester St | | 0.122 | | 0.515 | 140 | u | 2017 |
| | From | 4 | | | Hatton St | | i | | | | | |
| Selden Ave | 350 | G | | | Timon St | | 0.11 | | 0.530 | 380 | G | 2017 |
| | To | | | | Cass St | | | | | | | |
| | From | | | | Woodbine Rd | | | | | | | |
| Shorewood Dr | 310 | G | | | | | 0.142 | | 0.698 | 340 | G | 2017 |
| | To | | | | Levine Ct | | | | | | | |
| | From | | | | Dixie Dr | | | | | | | |
| Simons Dr | 1300 | G | | | | | 0.099 | | 0.664 | 1400 | G | 2017 |
| | To | 1 | | | Marchant Rd | | | | | | | |
| | From | | | | West Ave | | | | | | | |
| Summit Ave | 120 | G | | | | | 0.124 | | 0.594 | 130 | G | 2017 |
| | 10 | 1 | | | Middle Ave | | | | | | | |
| Toit Torroop | From | <u> </u> | | | Arkansas Ave | | 0.100 | | 0.500 | 0000 | _ | 201 |
| Tait Terrace | 2100 _{то} | G | | | Wyoming Ave | | 0.103 | | 0.520 | 2300 | G | 2017 |
| | From | 1 | | | | | | | | | | |
| Tennessee Ave | 140 | G | | | Wakefield Ave | | 0.126 | | 0.537 | 150 | G | 2017 |
| 101111033007100 | To | Ť | | | Ingleside Rd | | 7 | | 0.007 | 100 | u | 2017 |
| | From | 1 | | | Workwood Rd | | | | | | | |
| Tifton Dr | 170 | G | | | Workwood Ru | | 0.114 | | 0.537 | 180 | G | 2017 |
| | To | | | | Lasser Dr | | | | | | | |
| | From | 4 | | | George St | | | | | | | |
| Tuttle Ave | 80 | G | | | | | 0.206 | | 0.529 | 80 | G | 2017 |
| | To | | | | Dead End | | | | | | | |
| | From | | | | Tifton St | | | | | | | |
| University Dr | 270 | G | | | | | 0.103 | | 0.65 | 290 | G | 2017 |
| | To | 1 | | | Workwood Rd | | | | | | | |
| Maria Ot | From | | | | Old Ocean View Rd | | | | 0.047 | 700 | _ | 001 |
| Vero St | 670 | G | | | Chesapeake Blvd | | 0.096 | | 0.647 | 730 | G | 2017 |
| | From | | | | | | _ | | | | | |
| Welaka Rd | 40 | G | | | Huntsman Rd | | 0.171 | | 0.714 | 40 | G | 2017 |
| vvoiana i iu | 40 | Ť | | | Kimberly Lane | | 3.171 | | 0.714 | 40 | u | 2017 |
| | From | 1 | | | Texas Ave | | i | | | | | |
| Wellington St | 270 | G | | | ICAGS AVC | | 0.113 | | 0.586 | 290 | G | 2017 |
| | To | ſ | | | Windermere Ave | | T | | 2.200 | _00 | - | |
| ty of Portsmouth | | | | | | | | | | | | |
| | From | | | | High St | | | | | | | |
| Amherst Dr | 70 | G | | | | | 0.193 | | 0.5 | 70 | G | 2017 |
| | To | 1 | | | Ferguson Dr | | | | | | | |

| | | | | | | antonano | | | | | | | | | |
|------------------|--------------------|----------|-------|-----|--------|------------------------|-----|----|------|-------------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC F | K actor | QK | Dir Factor | AAWDT | QW | Year |
| of Portsmouth | From | 1 | | | Willia | ımsburg Av | e | | | 1 | | | | | |
| Bain St | 120 | G | | | | | | | C | .116 | | 0.667 | 130 | G | 2017 |
| | Te | 1 | | | | insula Ave | | | | | | | | | |
| Baldwin Ave | 160 | G | | | Fu | ılton Ave | | | | 1.121 | | 0.005 | 170 | _ | 201 |
| Daluwin Ave | 160 | | | | Deen | Creek Blvo | 1 | | | 1.121 7 | | 0.605 | 170 | G | 2017 |
| | From | 1 | | | | eather Rd | - | | | ì | | | | | |
| Brookmere Lane | 120 | G | | | | | | | (| 0.15 | | 0.65 | 130 | G | 2017 |
| | To | | | | Sun | nmerset Dr | | | | | | | | | |
| Down and all Dal | From | | | | Ch | umley Rd | | | | | | 0.000 | 700 | _ | 004 |
| Brunswick Rd | 690 | G | | | T. | atem Ave | | | |).114 7 | | 0.629 | 730 | G | 2017 |
| | From | - | | | | asgow St | | | | 1 | | | | | |
| Cambridge Avenue | 160 | G | | | - OI | asgow St | | | C | .120 | | 0.61 | 170 | G | 201 |
| | To | | | | 1 | North St | | | | | | | | | |
| | From | | | | Mid | field Pkwy | | | | | | | | | |
| Canterbury Dr | 360 | G | | | | | | | C | 112 | | 0.511 | 380 | G | 201 |
| | To | l | | | | mplar Dr | | | | <u> </u> | | | | | |
| Cardinal Lane | 320 | G | | | M | anor Ave | | | |).110 | | 0.539 | 340 | G | 201 |
| Odidinal Edito | 320 | <u> </u> | | | The | rnwood St | | | | 7 | | 0.000 | 040 | u | 201 |
| | From | 1 | | | | tton Pt Rd | | | | | | | | | |
| Courtney Rd | 110 | G | | | | | | | C | .108 | | 0.615 | 120 | G | 201 |
| | To | 1 | | | D | ead End | | | | | | | | | |
| 0 01 | From | | | | Bol | b White St | | | | | | 0.770 | 500 | _ | 004 |
| Cypress Rd | 500 _{т.} | G | | | C | press Cir | | | C |).119 7 | | 0.778 | 530 | G | 201 |
| | From | | | | | umbus Ave | | | | 1 | | | | | |
| Dale Dr | 1200 | G | | | Con | illibus Avc | | | C | .096 | | 0.518 | 1300 | G | 201 |
| | To | | | | Nas | hville Ave | | | | | | | | | |
| | From | | | | Н | orne Ave | | | | | | | | | |
| Darren Dr | 1800 | G | | | | | | | C | .090 | | 0.624 | 1900 | G | 201 |
| | From | | | | | enwood Dr rdot Lane | | | | 1 | | | | | |
| Darren Dr | 890 | G | | | | | | | C | .119 | | 0.674 | 890 | G | 201 |
| | To | 9 | | | | alier Blvd | | | | | | | | | |
| 5 5 . | From | L | | | Sha | amrock Dr | | | |] | | | | _ | |
| Dominion Rd | 110 | G | | | Eo | irway Dr | | | C | .151 T | | 0.6 | 120 | G | 201 |
| | Fron | l | | | | | | | | <u> </u> | | | | | |
| Duke St | 870 | F | | | Kici | nmond Ave | | | C | 0.091 | | 0.588 | 920 | F | 201 |
| | To | d | | | Pa | rker Ave | | | | | | | | | |
| | From | | | | Mer | rifield Blvd | | | | | | | | | |
| Forrest Hills Dr | 200 | G | | | | | | | C | .102 | | 0.630 | 220 | G | 201 |
| | To | 1 | | | | rrland Rd | | | | <u> </u> | | | | | |
| Frailey PI | 510 | G | | | | Gills Rd | | | |] 0.182 | | 0.649 | 550 | G | 201 |
| | | | | | | Fiske St | | | | 1 | | J.040 | | | |
| | From | 1 | | | | Vashington : | Hwy | | | | | | | | |
| Gillis Rd | 620 | G | 99% | 0% | 0% | 0% | 0% | 0% | C C | .101 | | 0.547 | 620 | G | 201 |
| | To | 1 | | | A | ylwin Rd | | | | <u> </u> | | | | | |
| Olasana Ot | From | | | | Pot | omac Ave | | | | | | 0.500 | 4700 | | 004 |
| Glasgow St | 1600 _{тс} | G | | | Va | rmont Ave | | | C | .091 7 | | 0.508 | 1700 | G | 201 |
| | From | | | | | olling Rd | | | | 1 | | | | | |
| Greenland Blvd | 1400 | G | | | B(| ming KU | | | C | .098 | | 0.563 | 1500 | G | 201 |
| | To | | | | Donto | mouth Blvd | 1 | | | 7 | | | | | |

| | | | | No | rfolk Maintenar | ice Area | | | | | | | | |
|------------------|---------------------|----------|-------|-----|--------------------|----------|----|----|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ty of Portsmouth | From | | | | Columbia St | | | | | | | | | |
| Halifax Ave | 460 | G | | | Columbia St | | | | 0.113 | | 0.578 | 490 | G | 2017 |
| | To | | | | County St | | | | | | | | | |
| | From: | | | | Twin Pines R | d | | | | | | | | |
| Hawthorne Lane | 170 | G | | | | | | | 0.124 | | 0.565 | 180 | G | 2017 |
| | To: | | | | Heather Rd | | | | | | | | | |
| Indonandanaa Ct | From: | <u> </u> | | | Kirby St | | | | 0.00 | | 0.650 | 200 | _ | 2017 |
| Independence St | 270 _{To:} | G | | | Appomattox A | VA | | | 0.23 | | 0.659 | 290 | G | 2017 |
| | From: | | | | | vc | | | | | | | | |
| Jefferson St | 1400 | G | | | Elm Ave | | | | 0.095 | | 0.598 | 1500 | G | 2017 |
| | To: | | | | Pearl St | | | | | | | | | |
| | From: | <u> </u> | | | Green Street | | | | | | | | | |
| Jefferson St | 1000 | G | 99% | 0% | 0% 0% | 0% | 0% | С | 0.11 | | 0.575 | 1000 | G | 2017 |
| | From: | 1 | | | 7th Street | | | | | | | | | |
| King St | 160 | F | | | Yorktown Av | e | | | 0.198 | | 0.906 | 170 | F | 2017 |
| King Ot | To: | - | | | Williamsburg A | ve | | | 0.150 | | 0.500 | 170 | Ī | 2017 |
| | From: | | | | Race St | | | | | | | | | |
| Lancaster Ave | 80 | G | | | Race St | | | | 0.125 | | 0.546 | 80 | G | 2017 |
| | To: | | | | Griffin St | | | | | | | | | |
| | From: | | | | Astor Ave | | | | | | | | | |
| Magnolia St | 390 | G | | | | | | | 0.094 | | 0.513 | 420 | G | 2017 |
| | To | | | | Killian Ave | | | | | | | | | |
| | From: | | | | Florence Rd | | | | | | | | | |
| Mayflower Rd | 630 | G | | | | | | | 0.216 | | 0.649 | 670 | G | 2017 |
| | To: | | | | Hodges Ferry I | Rd | | | | | | | | |
| Ma Ola ara Ola | From | پ | | | Lugar Ct | | | | 0.400 | | 0.000 | 040 | _ | 004 |
| McClean Sts | 580 | G | | | Vickers Ct | | | | 0.102 | | 0.632 | 610 | G | 2017 |
| | From: | l | | | | | | | I | | | | | |
| Meander Rd | 220 | G | | | Broad St | | | | 0.126 | | 0.633 | 240 | G | 2017 |
| Wodildol Ha | To: | Ť | | | Chautauqua A | ve | | | | | 0.000 | 210 | ŭ | |
| | From: | | | | Wycliff Rd | | | | i | | | | | |
| Morro Blvd | 230 | G | | | Wyomi ra | | | | 0.106 | | 0.556 | 250 | G | 2017 |
| | To | | | | Saxon Rd | | | | | | | | | |
| | From: | | | | Afton Pkwy | | | | | | | | | |
| Nicholson St | 600 | G | | | | | | | 0.089 | | 0.552 | 640 | G | 201 |
| | Too | | | | Harris Rd | | | | | | | | | |
| | From: | | | | Snead Fairwa | у | | | | | | | | |
| Nottingham Rd | 200 | G | | | | | | | 0.121 | | 0.623 | 210 | G | 201 |
| | To: | | | | Yorkshire Ro | l | | | | | | | | |
| 0-1-01 | From: | <u> </u> | | | Marshall Ave | 2 | | | | | 0.504 | 4000 | _ | 004 |
| Oak St | 1100 _{To:} | G | | | Wilcox Ave | | | | 0.094 | | 0.564 | 1200 | G | 2017 |
| | From | | | | | | | | | | | | | |
| Old Farm Rd | 190 | G | | | Kenny Lane | | | | 0.134 | | 0.571 | 200 | G | 2017 |
| 5.5. am 10 | Tor | <u> </u> | | | Redbarn Rd | | | | | | 0.07 | | ~ | _511 |
| | From: | | | | Jackson St | | | | i | | | | | |
| Progress Ave | 10 | G | | | Juckson St | | | | 0.194 | | | 10 | G | 2017 |
| - | Too | | | | Monroe St | | | | | | | | | |
| | From: | | | | Hedgerow Lar | ne | | | | | | | | |
| River Shore Rd | 2200 | G | | | | | | | 0.092 | | 0.538 | 2300 | G | 2017 |
| | To: | | | | Rivermill Cir | | | | | | | | | |
| | From: | | | | Bob White S | t | | | | | | | | |
| Robin Rd | 190 | G | | | | | | | 0.124 | | 0.632 | 200 | G | 2017 |
| | To: | | | | Portsmouth Bl | 4 | | | | | | | | |

| | | | | INOI | folk Maintenan | | | | | | | | |
|------------------|---------------|------------|-------|------|--|----------------------|----|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | | uck 1Trail 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| tv of Portsmouth | From: | | | | D 111 D1 | | | 1 | | | | | |
| Smithfield Rd | 540 | G | | | Beechdale Rd | | | 0.112 | | 0.705 | 580 | G | 2017 |
| Omminicia Ha | Tor | <u> </u> | | | Deep Creek Blv | rd | | 7 | | 0.700 | 000 | u | 2017 |
| | From: | | | | Palmer St | | | ĺ | | | | | |
| Staunton Ave | 140 | G | | | | | | 0.116 | | 0.618 | 150 | G | 2017 |
| | To: | | | | Jefferson St . | | | | | | | | |
| | From | | | | Eisenhower Circ | ele | | | | | | | |
| Stratford St | 2000 | G | | | | | | 0.103 | | 0.551 | 2100 | G | 201 |
| | To: | | | | Truman Circle | | | | | | | | |
| | From: | | | | Augustine Cir | | | | | | | _ | |
| Sugar Creek Cir | 310 | G | | | | | | 0.096 | | 0.677 | 330 | G | 201 |
| | To: | <u> </u> | | | Gateway Dr | | | | | | | | |
| T | From: | <u> </u> | | | Greenwood Di | • | | | | 0.007 | 000 | _ | 004 |
| Tazewell St | 560 | G | | | F d A | | | 0.117 | | 0.687 | 600 | G | 2017 |
| | From: | | | | Freedom Ave | | | | | | | | |
| Verne Ave | 20 | G | | | Bridges Ave | | | 0.167 | | 0.75 | 20 | G | 201 |
| verne Ave | 20 To: | | | | Garner Ave | | | 0.107 | | 0.75 | 20 | G | 201 |
| | From: | l | | | Merrifield Blvd | 1 | | 1 | | | | | |
| Weyanoke Dr | 130 | G | | | Merrifield Blvd | 1 | | 0.126 | | 0.514 | 130 | G | 201 |
| Weyanoke Di | To: | r <u> </u> | | | Burrland Rd | | | | | 0.014 | 100 | u | 201 |
| | From: | | | | River Edge Dr | | | | | | | | |
| Whaley Rd | 30 | G | | - | Kivei Euge Di | | | 0.184 | | 0.571 | 40 | G | 201 |
| | To | | | | Edwin Rd | | | | | | | - | |
| | From | | | | West Rd | | | l | | | | | |
| Willett Dr | 4300 | G | | | West Itu | | | 0.097 | | 0.784 | 4600 | G | 201 |
| | Tor | | | · | Sycamore Rd | | | | | | | | |
| | From: | | | - | Caroline Ave | | | | | | | | |
| Winchester Dr | 1100 | G | 98% | 0% | 1% 0% | 0% 0% | С | 0.098 | | 0.635 | 1100 | G | 201 |
| | Too | | | | Augusta Ave | | | | | | | | |
| | From: | | | | Mount Vernon A | ve | | | | | | | |
| Woodrow St | 500 | G | | | | | | 0.077 | | 0.539 | 500 | G | 201 |
| | To: | | | | Broad St | | | | | | | | |
| | From: | | | | Capelle Rd | | | | | | | | |
| Wright Rd | 280 | G | | | | | | 0.129 | | 0.675 | 300 | G | 201 |
| | To: | | | | Norfolk Rd | | | | | | | | |
| tv of Chesapeake | From: | | | | ************************************** | 70.1 | | | | | | | |
| Anne Ave | 450 | G | | | US 460 Bainbridge | BIVO | | 0.089 | | 0.61 | 450 | G | 201 |
| AIIIC AVC | To: | | | - | Arlie St | | | 0.003 | | 0.01 | 430 | u | 201 |
| | From: | | | | Canal Dr | | | l | | | | | |
| Baywood Trail | 370 | G | | | Callai Di | | | 0.114 | | 0.523 | 370 | G | 201 |
| , | Too | | | - | Meiggs Rd | | | Ť | | 0.000 | | - | |
| | From: | | | | Centerville Tpke S | outh | | | | | | | |
| Beaver Dam Rd | 500 | G | 98% | 0% | 1% 0% | 0% 0% | С | 0.101 | | 0.644 | 500 | G | 201 |
| | To | | | | Long Ridge Ro | | | | | | | | |
| | From: | | | | Willow Oak D | | - | | | | | | |
| Beckley Lane | 200 | F | | | | | | 0.163 | | 0.569 | 210 | F | 201 |
| | To: | | | | Grantham Land | 2 | | | | | | | |
| | From | | | | Brier Cliff Cres | t | | | | | | | |
| Birchleaf Rd | 220 | F | | | | | | 0.134 | | 0.672 | 230 | F | 201 |
| | To: | | | | Mill Pond Dr | _ | | | | | | | |
| | From: | | | | Shipyard Rd | | | | | | | | |
| Burson Dr | 800 | G | | | | | | 0.105 | | 0.714 | 800 | G | 201 |
| | To | | | | Orangewood R | d | | 1 | | | | | |

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|----------------------|-----------------------|-------------|-------|------|----------------------|---------|------|----|-------------|----|---------------|----------|----|-------|
| Route | Length AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | - | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| ty of Chesapeake | Prom | 1 | | | Collins Blvd | | | | 1 | | | | | |
| Greendell Rd | 290 | F | | | Commo Diva | | | | 0.141 | | 0.633 | 310 | F | 2017 |
| | Tα | | | | Ashland Dr | | | | | | | | | |
| | From | | | | Galahad Dr | | | | | | | | | |
| Guenevere Dr | 2700 _{то} | F | | | | | | | 0.084 | | 0.565 | 2900 | F | 2017 |
| | | | | | Sean Dr | | | | <u> </u> | | | | | |
| Hawksley Dr | 330 | | | | Barksdale Rd | | | | 0.144 | | 0.567 | 350 | F | 2017 |
| Hawksley DI | 330 To | | | | Glenview Rd | | | | 0.144 | | 0.307 | 330 | ' | 201 |
| | From | , | | | Pinecliff Dr | | | | | | | | | |
| Holly Gate Lane | 310 | F | | | T IIICCIIII DI | | | | 0.129 | | 0.655 | 330 | F | 201 |
| | To | | | | Briarwood Dr | | | | | | | | | |
| | From: | | | | Placid Way | | | | | | | | | |
| Hunningdon Woods Blv | vd 920 | F | | | | | | | 0.092 | | 0.586 | 980 | F | 201 |
| | To | | | | SR 190 Kempsville | e Rd | | | | | | | | |
| | From | | | | Canal Rd | | | | 2122 | | 0.000 | | _ | |
| Iowa St | 530 | F | | | Oldahama | | | | 0.123 | | 0.669 | 570 | F | 201 |
| | - 10 | l | | | Oklahoma Dr | | | | <u> </u> | | | | | |
| Joyner Rd | 350 | F | | | Gregg St | | | | 0.097 | | 0.59 | 380 | F | 201 |
| ooynor Hu | 3 3U To: | | | | Grant St | | | | 0.031 | | 0.03 | 300 | ' | ۷۱ ک |
| | From | | | | Parker Rd | | | | | | | | | |
| Keeling Dr | 550 | G | | | 1 arker Ru | | | | 0.111 | | 0.508 | 550 | G | 201 |
| | To | | | | Lobdell Ct | | | | | | | | | |
| | From | | | | SR 407 Indian Rive | er Rd | | | | | | | | |
| Kemp Lane | 240 | F | | | | | | | 0.095 | | 0.615 | 250 | F | 201 |
| | To | | | | Kemp Lane E | | | | | | | | | |
| | From: | | | | Cobb Ave | | | | | | | | | |
| Laurel Ave | 530 | F | | | | | | | 0.09 | | 0.509 | 560 | F | 201 |
| | 10. | | | | Rokeby Ave | | | | | | | | | |
| Lilac Ave | 1300 | F | 99% | 0% | Cornick Ave | 0% | 0% | С | 0.110 | | 0.746 | 1400 | F | 201 |
| LIIAC AVE | 1300 To: | | 33 /6 | 0 /6 | Davis Ave | 0 /6 | 0 /6 | 0 | 0.110 | | 0.740 | 1400 | ' | 201 |
| | From | | | | Dunn St | | | | | | | | | |
| Lincoln Rd | 170 | G | 92% | 1% | 2% 2% | 3% | 0% | С | 0.155 | | 0.667 | 170 | G | 201 |
| | To | | | | Outlaw St | | | | | | | | | |
| | From | | | | Lindale Dr | | | | | | | | | |
| Lindsey Ave | 240 | G | | | | | | | 0.120 | | 0.627 | 240 | G | 201 |
| | To | | | | Waterfield Ave |) | | | | | | | | |
| | From | | | | Baugher Ave | | | | | | | | | |
| Lofurno Rd | 240 | F | | | | | | | 0.106 | | 0.552 | 250 | F | 201 |
| | 10. | <u> </u> | | | Bounds Ave | | | | | | | | | |
| Marion Dr | From: | <u> </u> | | В | Bus SR 168 Battlefie | d Blvd | | | 0.101 | | 0.750 | 1000 | 0 | 201 |
| Marion Di | 1200 _{то} | G | | | Johnstown Rd | | | | 0.101 | | 0.759 | 1200 | G | 201 |
| | From | | | | | | | | + | | | | | |
| Marlboro St | 130 | F | | | Culpeper Ave | | | | 0.121 | | 0.73 | 140 | F | 201 |
| | To | Ė | | | Winslow Ave | | | | | | | | | |
| | From | l | | | Baff Loop Ct | | | | | | | | | |
| Masters Row Ct | 520 | F | | | 2007 Ct | | | | 0.095 | | 0.586 | 550 | F | 201 |
| | Τα | | | | Brassie Ct | | | | | | | | | |
| | From: | | | | Haledon Rd | | | | | | | <u> </u> | | · · · |
| McCosh Dr | 1000 | F | | | | | | | 0.104 | | 0.69 | 1100 | F | 201 |
| | To | | | | Duffield Pl | | | | | | | | | |
| | From: | | | | Broadmoor Ave | 2 | | | | | | | | |
| Michael Dr | 45 | F | | | | | | | 0.177 | | 0.889 | 47 | F | 201 |
| | То | <u> </u> | | | Texas St | | | | | | | | | |

| | | | | No | orfolk Maintenance Area | | | | | | | |
|-----------------------|-------------|----------|-------|-----|---------------------------------|----|-------------|----|---------------|-------|----------|------|
| Route | Length AADT | QA | 4Tire | Bus | Truck2Axle 3+Axle 1Trail 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| ity of Chesapeake | From | 1 | | | Clover Dr | | | | | | | |
| Millwood Ave | 1100 | F | | | Clover Di | | 0.107 | | 0.537 | 1200 | F | 2017 |
| | Te | | | | E Royce Dr | | | | | | | |
| | From | | | | Parker Rd | | | | | | | |
| Natchez Terrace | 540 | G | | | | | 0.114 | | 0.643 | 540 | G | 2017 |
| | To | | | | Foxgate Quarter | | | | | | | |
| | From | | | | Johnstown Rd | | | | | | | |
| Newberry Dr | 760 | F | | | | | 0.11 | | 0.576 | 810 | F | 2017 |
| | To | | | | Horse Run Dr | | | | | | | |
| Oals Da | From | <u> </u> | | | Woodcroft Lane | | | | 0.500 | 700 | _ | 004 |
| Oak Dr | 680 | F | | | T N1- D 1 | | 0.308 | | 0.592 | 720 | F | 201 |
| | Fron | <u> </u> | | | Tyre Neck Rd | | + | | | | | |
| Old Dr | 1600 | L | | | Victoria Dr | | 0.212 | | 0.807 | 1700 | F | 201 |
| Old DI | To | 亡 | | | Barlett Dr | | 0.212 | | 0.607 | 1700 | ' | 201 |
| | From | 1 | | | Campostella Rd | | | | | | | |
| Omar St | 470 | F | | | Сатромена Ки | | 0.100 | | 0.595 | 500 | F | 201 |
| Jinai Ot | To | Ė | | | Faye St | | | | 0.000 | 000 | • | 201 |
| | From | | | | English Ave | | | | | | | |
| Philadelphia St | 50 | F | | | Eligibii Ave | | 0.146 | | 0.5 | 60 | F | 201 |
| | | Ė | | | Miller Ave | _ | | | | | | |
| | From | 1 | | | Etheridge Rd | | i | | | | | |
| Poplar Ridge Dr | 270 | G | | | Emeriage Ru | | 0.123 | | 0.75 | 270 | G | 201 |
| 1 0 | To | | | | Sandlewood Lane | | | | | | | |
| | From | 1 | | | Erik Paul Dr | | | | | | | |
| Priscilla Lane | 790 | G | | | | | 0.094 | | 0.599 | 790 | G | 201 |
| | Te | 1 | | | Loretta Lane | | | | | | | |
| | From | 1 | | | Greenway Dr | | | | | | | |
| Queenswood Terrace | 130 | F | | | • | | 0.122 | | 0.667 | 130 | F | 201 |
| | To | | | | Royal Grant Dr | | | | | | | |
| | From | | | | Campostella Rd | | | | | | | |
| River Creek Rd | 530 | G | | | | | 0.111 | | 0.521 | 530 | G | 201 |
| | To | | | | Booker St | | | | | | | |
| | From | | | | SR 168 Battlefield Blvd | | | | | | | |
| Robert Hall Blvd | 5300 | F | | | | | 0.103 | | 0.737 | 5600 | F | 201 |
| | To | 9 | | | US 13 Military Hwy | | | | | | | |
| | From | | | | Shepherds Ct | | | | | | | |
| Shepherds Gate | 230 | F | | | | | 0.103 | | 0.691 | 250 | F | 201 |
| | To | 1 | | | Logans Mill Trail | | | | | | | |
| | From | | | | Sir Meliot Ct | | | | | | | |
| Sir Meliot Dr | 270 | F | | | | | 0.107 | | 0.642 | 290 | F | 201 |
| | To From | | | | Drawbridge Dr Saxon Ct | | + | | | | | |
| Sir Meliot Dr | 870 | G | | | Saxon Ct | | 0.099 | | 0.517 | 870 | G | 201 |
| Oil Wichot Di | To | Ť | | | Parapet Rd | | | | 0.017 | 070 | u | 201 |
| | From | 1 | | | Cricket Ct | | <u> </u> | | | | | |
| Smokey Mountain Trail | | G | | | Cheket Ct | | 0.086 | | 0.537 | 1300 | G | 201 |
| So.to, Mountain Truit | т | <u> </u> | | | Woodwind Way | | | | 0.007 | . 500 | <u> </u> | _0. |
| | From | - | | | Woodberry Dr | | i | | | | | |
| Southfield Dr | 60 | F | | | 11 OOGOGITY DI | | 0.155 | | 0.727 | 70 | F | 201 |
| | To | | | | Bartell Dr | _ | | | | | | |
| | From | 4 | | | Scarlett Dr | | ı | | | | | |
| Stadium Dr | 2000 | F | | | Scarica Di | | 0.129 | | 0.509 | 2200 | F | 201 |
| = | To | Ė | | | SR 165 Mt Pleasant Rd | | | | 2.000 | | • | _01 |
| | From | | | _ | Golden Hind Rd | | T | _ | | | _ | _ |
| Strafford Dr | 300 | F | | | Goldon Tilliu Nu | | 0.137 | | 0.633 | 320 | F | 201 |
| - | To | Ė | | | Harding Dr | | 7 | | | | | |
| | | - | | | . · · | | - | | | | | |

| | | | | | | HOIK Maintenance Area | | | | | | | |
|------------------|--------|---------------|----------------|-------|-----|--------------------------|----|-------------|----|---------------|-------|----|-----|
| Route | Length | AADT | QA | 4Tire | Bus | Truck2Axle 3+Axle 1Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| of Chesapeake | | From | | | | | | | | | | | |
| Tanglewood Trail | | 340 | | | | Goldcrest Dr | | 0.122 | | 0.5 | 360 | F | 201 |
| ranglewood Trail | | 340 To | Ė | | | Trilby Ct | | 0.122 | | 0.5 | 360 | Г | 201 |
| | | From | | | | Fairview St | | | | | | | |
| Tatemstown Rd | | 2600 | F | | | ranview St | | 0.088 | | 0.567 | 2800 | F | 201 |
| ratomotown | | To | Ė | | | Peter Rd | | | | 0.007 | 2000 | • | |
| | | From | 1 | | | Bruin Rd | | | | | | | |
| Terry Dr | | 1900 | F | | | Diam ita | | 0.194 | | 0.719 | 2000 | F | 201 |
| • | | To | | | | Brittany Way | | | | | | | |
| | | From | 1 | | | Bulldog Dr | | | | | | | |
| Tintern St | | 3200 | F | | | | | 0.08 | | 0.508 | 3400 | F | 201 |
| | | To | | | | Volvo Pkwy | | | | | | | |
| | | From | | | | Campostella Rd | | | | | | | |
| Wadena Rd | | 840 | G | | | | | 0.106 | | 0.586 | 840 | G | 201 |
| | | To | 1 | | | Gratton St | | | | | | | |
| | | From | | | | SR 165 Cedar Rd | | | | | | | |
| Warrick Rd | | 980 | F | | | | | 0.117 | | 0.525 | 1000 | F | 201 |
| | | To | 1 | | | Butterfly Dr | | | | | | | |
| | | From | | | | Waters Rd | | | | | 700 | _ | 004 |
| Washington Dr | | 760 | G | | | F. G. | | 0.103 | | 0.606 | 760 | G | 201 |
| | | From | 1 | | | E St | | | | | | | |
| Winslow Ave | | 260 | | | | Magnolia Ave | | 0.111 | | 0.582 | 280 | F | 201 |
| MILIPIOM AVE | | 200 To | Ė | | | Marlboro St | | 0.111 | | 0.562 | 200 | 1. | 201 |
| | | From | 4 | | Tic | 17 George Washington Hwy | | | | | | | |
| Yadkin Rd | | 3900 | F | | US | 17 George washington Hwy | | 0.084 | | 0.577 | 4200 | F | 201 |
| raditiir rid | | To | r . | | | I-64 | | 3.004 | | 5.577 | 7200 | • | 201 |