### 2017

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

where available

## Special Locality Report 122

City of Norfolk

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

#### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

#### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

		Oity	OI NOTIOIK												
Poute.	Jurisdiction	Longth	AADT C	A ATiro	Puc		Tru	ck		QC	K	Oĸ	Dir	AAWDT	$\Omega M$
Route	Junsaiction	Length	AADT G	A 411fe	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
	From:	WCL	Virginia Beacl												
13 Military Highway	City of Norfolk	0.85	49000	<b>G</b> 98%	1%	1%	1%	1%	0%	F	0.104		0.641	53000	G
<u> </u>	To		I-264												
13 Military Highway	City of Norfolk	0.95		<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.088		0.605	65000	G
(13)					. , ,		0,0	. , 0	0,0	•	0.000		0.000	00000	<u> </u>
	From:		rginia Beach I		40/		00/	40/	00/	_	0.077		0.555	40000	
(13) Military Highway	City of Norfolk			G 97%	1%	1%	0%	1%	0%	С	0.077		0.555	48000	G
	From:		166 Princess A 165; SR 166	nne Rd											
13 (165) (166) Northampton Blvd	City of Norfolk			G 97%	1%	1%	0%	1%	0%	F	0.086		0.510	32000	G
13 165 Northampton Blvd	Oity of Nortoix	0.20	30000 1	G 37 /0	1 70	1 /0	0 70	1 /0	0 70		0.000		0.510	32000	ď
	To: From:		Kempsville R												
(13) (166) Northampton Blvd	City of Norfolk	0.62	35000	<b>G</b> 96%	0%	1%	0%	2%	0%	F	0.093		0.606	36000	G
$\bigcirc$	To:		I-64												
13 (166) Northampton Blvd	City of Norfolk	0.20		<b>G</b> 96%	0%	1%	0%	2%	0%	F	0.08		0.618	83000	G
100 100	To:		Virginia Beacl												
	From:	US 13-N045A U													
13 Ramp	City of Norfolk (Maint: 64)			G							0.095			24000	G
(13) Hamp	To:		FROM RT 1								0.000			24000	ď
North	From:		TO I-64 WES	T											
(13) Ramp	City of Norfolk (Maint: 64)	0.22	NA								NA			NA	
<u>~</u>	10:	US 13-S045A U	JS 13- 45A FF	ROM RT 1											
North	From:	US 13 TO ROU													
13 Ramp	City of Norfolk (Maint: 64)	0.19		G							0.114			8900	G
<u> </u>	To: I	-264-E013X FROM	RT 13 NORTI	H-MILITAR	ΥH										
North	From:	US 13 TO ROUT	ΓE 264 WEST	COLL RD											
13 Ramp	City of Norfolk (Maint: 64)	0.10	2800	G							0.128			2800	G
	To: I-	264-W013X FROM	ROUTE 13 N	ORTH00- M	ILIT										
South	From:	US	13 TO I-64												
(13) Ramp	City of Norfolk (Maint: 64)			G							0.086			29000	G
South	From:	US 13-S045B TO	) RT 64 EAST	* WEST?											
13 Ramp	City of Norfolk (Maint: 64)	0.35	NA								NA			NA	
$\bigcirc$	То:	US 13-N045A U	JS 13- 45A FF	ROM RT 1											
South	From:	US 13-S045A 7	ΓΟ I-64 EAST	& WEST											
13 Ramp	City of Norfolk (Maint: 64)	0.19	NA								NA			NA	
10)	To:		OM RT 13 SC	OUTH											
Courth	From	US 13 TO ROU				<u> </u>									
South	City of Norfolk (Maint: 64)	0.11		G COLL RD							0.086			9500	G
(13) Ramp		[-264-E013X FROM]			/ H						0.000			9300	a
	<u> </u>				. 11										
South	From:	US 13 TO ROU													_
(13) Ramp	City of Norfolk (Maint: 64)	0.19		G							0.096			7500	G
~	To: I-	-264-W013X FROM	ROUTE 13 SO	OUTH00- MI	LIT										

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~ <u>`</u>	From:		Portsmouth												
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)		8000 G	95%	0%	0%	1%	3%	0%	С	0.092		0.515	34000	G
~	To:		rambleton Ave												
Downski stan Aug	Prom:		R 337	050/	00/	00/	40/	00/	00/	_	0.00		0.504	00000	_
337 Brambleton Ave	City of Norfolk	0.26 <b>2</b>	6000 G	95%	0%	0%	1%	3%	0%	F	0.08		0.561	30000	G
<b>~</b>	To: From:	Col	lley Ave			$\neg$ $\vdash$									
58 (337) Brambleton Ave	City of Norfolk	0.83 <b>3</b>	3000 G	95%	0%	0%	1%	3%	0%	F	0.075		0.639	38000	(
$\mathcal{I}$	To:	ES	SR 337												
~~	From:		Brambleton Ave												
<sub>58</sub> Duke St	City of Norfolk	0.17	3100 G	95%	1%	2%	1%	1%	0%	F	0.099		0.68	8800	(
~	To	Ol	nev Rd			$\neg$ $\vdash$									
Solvirginia Beach Blvd	City of Norfolk	0.07	5800 G	95%	1%	2%	1%	1%	0%	F	0.090		0.661	6300	(
	To														
58 Virginia Beach Blvd	City of Norfolk		sh Street 5700 G	95%	1%	2%	1%	1%	0%	F	0.090		0.607	6200	(
58) Virginia Beach Blvd	City of Nortolk	US 460 Monticel			1 70	2%	1 70	170	0%	Г	0.090		0.607	6200	
	From:		icello Ave	BIVO		_									
58 Virginia Beach Blvd	City of Norfolk		5000 G	95%	1%	2%	1%	1%	0%	F	0.089		0.597	16000	(
38)					. , •		. , 0	. , 0	0,0	•	0.000		0.00.	.0000	
~~~	From:		Tidewater Dr	050/	40/		40/	40/	00/	_	0.004		0.575	10000	
Virginia Beach Blvd	City of Norfolk	0.53 <b>1</b>	5000 G	95%	1%	2%	1%	1%	0%	С	0.091		0.575	16000	C
	To: From:	Pa	ark Ave												
58 Virginia Beach Blvd	City of Norfolk	0.96 <b>1</b>	7000 G	94%	2%	2%	1%	1%	0%	С	0.088		0.531	18000	G
~	To	SR 405 B	Ballentine Blvd			$\neg$ $\vdash$									
58 Virginia Beach Blvd	City of Norfolk		0000 G	94%	2%	2%	1%	1%	0%	F	0.091		0.566	33000	C
30)									-,-						
Wheeleda Danah Blad	From:		Garden Rd	0.40/	00/		40/	40/	00/	_	0.004		0.000	00000	_
58) Virginia Beach Blvd	City of Norfolk	1.35 <b>3</b>	0000 G	94%	2%	2%	1%	1%	0%	F	0.094		0.633	33000	C
~	To: From:	US 13 N	Military Hwy			⊢									
58 Virginia Beach Blvd	City of Norfolk	0.79 <b>2</b>	6000 G	99%	0%	1%	0%	0%	0%	F	0.09		0.514	28000	(
<del>~</del>	To:	SR 165 K	Kempsville Rd												
58 Virginia Beach Blvd	City of Norfolk		7000 G	99%	0%	1%	0%	0%	0%	С	0.092		0.571	29000	
Virginia Boach Biva	To:		ach; Newtown R		0 70		0 /0	0 70	0 70	O	0.002		0.07 1	20000	
	Enome			·u		1									
60 ( 60 ) Ramp	City of Norfolk (Maint: 64)		I-64 <b>6400 G</b>	95%	1%	1%	1%	3%	0%	F	0.124			6500	G
60) (60) Ramp	` <u> </u>					170	1 70	3%	0%	Г	0.124			6300	Ċ
-	From:	-64-E FROM RTS 60	Hampton	KS LAND	)										
60 (64) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09	тыприл	Si	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	seam	ent.		
	Estimates for 2 Parallel Roadways of		0000 A	97%	1%	1%	0%	2%	0%	С				92000	A
Combined Traine				01 /0	1 /0	. /0	0 /0	<b>-</b> /0	0 /0	9	0.070	, ,	J.UL-T	32000	
~ ~	To: From:		yville St					***							
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74									es for this				
Combined Traffic	Estimates for 2 Parallel Roadways of	on this Route: 9	1000 G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	92000	G
	To:	4th	View St												

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

Route	Jurisdiction	Length AADT	QA 4	4Tiro	Buc		Tru	ck		QC	K	QK _ Dir	AAWDT	. 🕠
rioute	Junsaiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Factor	AAWDI	Q
	From:	I-64-E TO 4TH VIE	EW ST		04	f a u aliu a a		-tt:	l	4:				
60 (64) Ramp	City of Norfolk (Maint: 64)	0.17		56	e I-64	for direc	cuonai tr	anic vo	iume es	umate	es for this	s segment.		
	From:	I-64 W I-64												
60 4th View St	City of Norfolk (Maint: 64)	0.25 13000	G	98%	1%	1%	0%	0%	0%	С	0.092	0.571	14000	(
30)	To:	Ocean View Ave												
	From:	4th View St												
60 Ocean View Ave East	City of Norfolk	0.95 <b>15000</b>	G	98%	1%	1%	0%	0%	0%	С	0.1	0.522	16000	(
~	To	US 460 Granby	St											
60 Ocean View Ave East	City of Norfolk	0.47 <b>19000</b>		98%	1%	1%	0%	0%	0%	F	0.1	0.522	20000	(
35)	Tool	CD 104 Cl 1												
60 Ocean View Ave East	City of Norfolk	SR 194 Chesapeako 1.41 <b>16000</b>		98%	1%	1%	0%	0%	0%	F	0.091	0.558	17000	(
Ocean View Ave East	Oity of Norton	1.41 10000	G	JU /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.031	0.550	17000	,
~~ <u>-</u>	To: From:	122-8618 Cape Vie												
60 Ocean View Ave East	City of Norfolk	1.67 <b>17000</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	0.519	19000	(
<del>~</del>	Toe France	21st Street												
60 Shore Dr	City of Norfolk	0.88 <b>24000</b>	G	98%	1%	1%	0%	0%	0%	С	0.088	0.545	26000	(
<del>***</del>	To	SR 170 Little Cree	l Dd											
60 Shore Dr	City of Norfolk	0.97 <b>31000</b>		99%	0%	1%	0%	0%	0%	F	0.091	0.516	32000	(
90) Shore 21	To:	WCL Virginia Be		00 70	0 70	<del>-</del> ارّ	0 70	0 70	0 70	•	0.001	0.010	02000	
	From:	US 60 Settlers Land												
60 Ramp	City of Norfolk (Maint: 64)	0.13 <b>6400</b>		95%	1%	1%	1%	3%	0%	F	0.124		6500	(
60) Hamp	To:	I-64 East	G .	JJ /6	1 /0	1 /8	1 /0	J /6	0 /6	'	0.124		0300	,
	France		. 0. TO 10	1.64										
60 Ramp	City of Norfolk (Maint: 64)	I-64-E273A US 60 FROM 0.17 <b>2500</b>	<b>G</b>	6 64							0.12		2500	(
60 Ramp	City of Noriolk (Maint. 64)	I-64-E FROM 4TH VIEW		50							0.12		2300	
	City of Novfolls (Mainty C4)	US 60 I-64-W273A FROM 0.18 <b>6800</b>		S 64							0.400		0000	
60 Ramp	City of Norfolk (Maint: 64)	0.18 <b>6800</b> I-64-W FROM 4TH VIEW 3	G	OT (0							0.136		6800	(
~~ ~~ <u>-</u>		4-W FROM OCEAN VIEW A		ARALLE	EL									
60) (60) Ramp	City of Norfolk (Maint: 64)	0.03 <b>970</b>	G								0.124		970	(
<b>~ ~</b>	To: From:	I-64 W												
Ocean View Ave	City of Norfolk	1.96 <b>6100</b>	G	98%	1%	1%	0%	0%	0%	С	0.120	0.854	6600	(
<del>)</del>	To:	4th View St												
	From:	2US 60-P I-64-W272A OC	EAN VIE	W A										
Ramp	City of Norfolk (Maint: 64)	0.03 <b>970</b>	G			•					0.124		970	(
₽/		4-W FROM OCEAN VIEW A	VE60 PA	ARALLE	EL									
ast	From:	ECL Hampton	1		-									
64) 60 Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09 46000		96%	1%	1%	0%	2%	0%	С	0.078		47000	
	ffic Estimates for 2 Parallel Roadways			97%	1%	1%	0%	2%	0%	С	0.075	A 0.524	92000	,
22		Bayville St								-				•

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

			ty of Norto	,,,, t				Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q\
East	Fror	n:	Bayville St				ZAXIC	O+AXIC	TTTAII	ZIIaii		1 actor		1 40101		
64 $60$ Hampton Roads E	Beltway City of Norfolk (N	Maint: 64) 1.74	46000	G	96%	1%	1%	0%	2%	0%	F	0.086			47000	G
	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	(
		0	4th View St													
East 64) Hampton Roads Beltwa	City of Norfolk (N		44000	G	96%	1%	1%	0%	2%	0%	_	0.083			44000	(
64) Hampton Roads Beltwa	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%		0.063	F	0.556	86000	(
	Combined Trainic Estimates for 2 Farane	i noadways on this noute.		G	90 /6	1 /0	1 /0	0 /6	2/0	0 /6	•	0.076	•	0.550	86000	•
ast	Fron	n:	Bay Ave													
64) Hampton Roads Beltwa	,	,	49000	G	96%	1%	1%	0%	2%	0%	F	0.085			51000	(
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	95000	G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	97000	(
inat		or m	New Gate Ro	l												
ast 64) Hampton Roads Beltwa	City of Norfolk (N	Maint: 64) 0.31	54000	G	96%	1%	1%	0%	2%	0%	F	0.088			56000	(
04)	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	94000	(
	T				0070	. , ,		0,0	_,,	0 / 0	•	0.07.2	•	0.000	0.000	
ast	Fron		US 460 Gra	nby St												
Hampton Roads Beltwa	•	,	58000	F	96%	0%	1%	1%	2%	0%	С	0.102			63000	
	Combined Traffic Estimates for 3 Paralle	I Roadways on this Route:	138000	G	98%	0%	0%	0%	1%	0%	F	NA			150000	(
ast	To From	SR 1	68 Tidewate	r Dr												
Hampton Roads Beltwa	y City of Norfolk (N	Maint: 64) 1.04	52000	G	97%	0%	1%	1%	1%	0%	F	0.1			57000	(
	Combined Traffic Estimates for 3 Parallel	I Roadways on this Route:	130000	G	99%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	141000	(
		SR 19	4 Chesapeak	e Blvd												
ast	City of Norfalls (I	11.			96%	1%	10/	1%	2%	00/	0	0.000			66000	,
Hampton Roads Beltwa	City of Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel	,	62000	A			1%			0% 0%	C	0.089 NA			66000	
	Combined Trainic Estimates for 3 Parallel	i <del>-</del>		Α	97%	0%	1%	0%	1%	0%	C	INA			159000	4
ast	To From	SR 2	247 Norview	Ave												
(64) Hampton Roads Beltwa	y City of Norfolk (N	Maint: 64) 1.26	69000	G	97%	0%	1%	1%	1%	0%	F	0.085			74000	(
	Combined Traffic Estimates for 3 Parallel	I Roadways on this Route:	154000	G	97%	0%	0%	1%	1%	0%	F	0.081	F	0.661	164000	(
	T	SR 1	65 Military l	Hwy												
ast 64) Hampton Roads Beltwa	city of Norfolk (N	Maint: 64) 1.19	61000	G	97%	0%	1%	1%	1%	0%	F	0.103			62000	(
1 ampion riodos Beitwa	Combined Traffic Estimates for 3 Paralle	,		G	97%	0%	0%	1%	1%	0%	E	NA			154000	
	Combined Trainic Estimates for 31 arane					0 76	0 /6	1 /0	1 /0	0 /6	'	INA			134000	
ast	From		166 Northan	npton B												
Hampton Roads Beltwa		,	78000	Α	97%	0%	1%	1%	1%	0%	F	0.081			82000	
	Combined Traffic Estimates for 3 Parallel	I Roadways on this Route:	183000	Α	97%	0%	0%	1%	1%	0%	F	NA			196000	
ast	T From	n.	I-264													
251	1100		74000	_	97%	0%	1%	1%	1%	0%	С	0.102			80000	
	v City of Norfolk (N	Maint: 64) 1 34	74000	Δ		117/0										
Hampton Roads Beltwa	city of Norfolk (Norfolk Combined Traffic Estimates for 2 Paralle	,	74000 1 <i>4</i> 7000	A A	97% 97%	0% 0%	1%	1%	1%	0%	С	0.083	Α	0.622	157000	

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

		,			
Route	Jurisdiction	Longth AADT OA ATiro Duo	Truck Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO BAYVILLE STREET  0.03 <b>1800 G</b> 98% 1%  122-99001- A BAYVILLE STREET FROM &		F 0.133	1900 G
East 60 Ramp	City of Norfolk (Maint: 64)	I-64-E TO 4TH VIEW ST 0.17		0.13	5500 G
East 64 Ramp	City of Norfolk (Maint: 64)	-64-E TO US 460-GRANDBY ST & RT 564 N 0.14 14000 G	_	0.1	14000 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GRANDBY ST  0.15 <b>8300 G</b> I-564-N FROM RT 64 EAST	]	0.109	8300 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GRANDBY ST  0.06 NA  US 460 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 <b>6300 G</b> I-64-R I-64-R000A FROM 64 EAST	]	0.282	6300 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO RT 16800- T  0.35 <b>8000 G</b> SR 168 FROM I-64 EAST	]	0.117	8000 G
East 64 Ramp	City of Norfolk (Maint: 64)	64-E TO RT 168 NORTH-TIDEWATER DRIVE 0.13 <b>1800 G</b> SR 168 FROM I-64 EAST	<b>」</b> □	0.090	1800 G
East 64 Ramp	City of Norfolk (Maint: 64)	94-E TO RT 194 SOUTH-CHESAPEAKE BLVD 0.18 <b>2900 G</b> SR 194 FROM I-64 EAST		0.094	2900 G
East 64 Ramp	City of Norfolk (Maint: 64)	-64-E TO RT 247 EAST-NORVIEW AVENUE 0.17		C 0.082	3500 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOOD ROAD  0.16 <b>2800 G</b> 122-8636 ALMEDA AVE FROM RT 64 EAST	]	0.115	2800 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.17 <b>10000 G</b> SR 165 Military Hwy North	]	0.121	10000 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.19	]	0.094	11000 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264  0.16 <b>38000 G</b> I-64-E284C TO RT 264 EAST264 WESTR		0.073	38000 G

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

				.,					т	. ا .			IZ.		D:-		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From		I-64-E284C TO			WESTR										4=00	_
64 Ramp	City of Norfolk (M	Maint: 64)	0.14	4500	G	4 O.T.							0.097			4500	G
		*	I-264-W013			ASI											
East	City of Novfolk (A	Aciety C4)		TO I-264 H	EAST44								NIA			NIA	
64 Ramp	City of Norfolk (N	//airit. 64)	0.17	NA 3X FROM	16454	CT							NA			NA	
	From																
East (64) Ramp	City of Norfolk (N	Agint: 64)	I-64-E284A TO 0.45	26000	AST264 <b>G</b>	WEST							0.08			26000	G
64) Папр	Oity of Norion (in	: Unit. 04)		E From RT									0.00			20000	а
Pov	Fron	1:		versible Lar		6.1											
Rev (64)	City of Norfolk (N	Maint: 64)	5.99	19000	A A	100%	0%	0%	0%	0%	0%	С	0.212		0.998	23000	Α
04)	Combined Traffic Estimates for 3 Parallel	,				97%	0%	0%	1%	1%	0%	F	0.081	F	0.661	164000	G
	To the state of th					0.70			. , ,	. , 0	0 / 0	•	0.00	•	0.00		<b>O</b> .
Rev	From	r		mp To I-64													
Rev (64)	City of Norfolk (N	,	2.18	18000	Α	100%	0%	0%	0%	0%	0%	F	0.195			21000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways or			Α	97%	0%	0%	1%	1%	0%	F	NA			196000	Α
	To	00	Temp E	End Reversi	ble Lane	:											
Rev	Fron		I-64-E276C			AST											
64 Ramp	City of Norfolk (N	Maint: 64)	0.24	3300	G								0.301			3300	G
	10			OM H.O.V		PM											
Rev	Other of North In (A)	4 - 1 - 1 - 0 4)		R TO IS 64									0.400			04.00	_
64 Ramp	City of Norfolk (M	/laint: 64)	0.02	2100 FROM HO	G								0.193			2100	G
	Erox							_									
Rev 64 Ramp	City of Norfolk (N	12int: 64)	I-64-R I-64-N 0.12	6300	& FROI	M RT							0.259			6300	G
64) Папр	To T	: (Tairit: 04)	I-64-E FROM			DIAN							0.233			0000	ч
West	Fron	1		ECL Hampte				<u></u>									
(64) $(60)$ Hampton Roads	s Bridge Tunnel City of Norfolk (N	L	0.17	44000	A	97%	1%	1%	0%	2%	0%	С	0.074			45000	Α
04) (00)pto	Combined Traffic Estimates for 2 Parallel	,			A	97%	1%	1%	0%	2%	0%	C	0.075	Α	0.524	92000	Α
	Transition in a state of the st	. r. caa.raye e.				0.70	. , ,		0,0	_,,	0 / 0	Ū	0.0.0		0.02	02000	
West	From	r		Ocean Vie													
(64) $(60)$ Hampton Roads	•	,	2.00	45000	G	95%	1%	1%	1%	3%	0%	F	0.081			45000	G
	Combined Traffic Estimates for 2 Parallel	Roadways or	n this Route:	91000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	92000	G
West	To From	re II		4th View S	t												
64 Hampton Roads Beltv	way City of Norfolk (N	Maint: 64)	0.80	43000	G	95%	1%	1%	1%	3%	0%	F	0.072			42000	G
04)	Combined Traffic Estimates for 2 Parallel	,			G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	86000	G
	T.						. , •		3,0	_,~	- / •	-	2.2.0	-	2.200		_
West	From	r.		Bay Ave													
64 Hampton Roads Beltv	· ·	,	0.90	46000	G	95%	1%	1%	1%	3%	0%	F	0.076			46000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways or			G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	97000	G
	To	n'	1	New Gate R	d												

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

			,	OI NOITE					Tru	ok			K		Dir		
Route	Jurisdiction	on Ler	ngth	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From	e e	No	ew Gate R	d			ZAXIE	3+Axie	HHall	ZIIdii		racioi		racioi		
Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.:		37000	G	95%	1%	1%	1%	3%	0%	F	0.077			38000	G
04)	Combined Traffic Estimates for 2 Parallel	,			G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	94000	G
							. , 0		0,0	_,,	0 / 0	•	0.0.2	•	0.000	0.000	<b>.</b>
West	Fron	-		JS 460 Gra													
(64) Hampton Roads Beltway		,		61000	G	100%	0%	0%	0%	0%	0%	F	0.103			65000	G
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Ro	ute: '	138000	G	98%	0%	0%	0%	1%	0%	F	NA			150000	G
West	To From		SR 16	8 Tidewate	er Dr												
Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 0.	98	59000	Α	100%	0%	0%	0%	0%	0%	С	0.102			62000	Α
(84)	Combined Traffic Estimates for 3 Parallel	,			G	99%	0%	0%	0%	1%	0%	F	0	F	0.706	141000	G
	Tambillo Tramo Estimates for 5 Taransi						0 70		0 70	1 /0	070	•	Ü	•	0.700	111000	ŭ
West	Fron	-	R 194 (	Chesapeak	te Blvd												
(64) Hampton Roads Beltway	•	,		67000	Α	97%	0%	0%	1%	1%	0%	С	0.092			70000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Ro	ute: ·	148000	Α	97%	0%	1%	0%	1%	0%	С	NA			159000	Α
Most	To From		SR 24	7 Norview	Ave												
West 64 Hampton Roads Beltway	City of Norfolk (N	/laint: 64) 1:	24	65000	G	97%	0%	1%	1%	1%	0%	F	0.09			68000	G
64) Hampton Hodde Beilindy	Combined Traffic Estimates for 3 Parallel	,			G	97%	0%	0%	1%	1%	0%	F	0.081	F	0.661	164000	G
	Combined Traine Estimates for 51 drainer					01 70	0 70		1 /0	1 /0	070	•	0.001	•	0.001	104000	ď
West	From		SR 16:	5 Military	Hwy												
(64) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.	07	65000	G	97%	0%	1%	1%	1%	0%	F	0.091			69000	G
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Ro	ute: ·	145000	G	97%	0%	0%	1%	1%	0%	F	NA			154000	G
NA/	To From	US 13	s, SR 10	66 Northa	mpton B	lvd											
West 64 Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 2.	20	87000	Α	97%	0%	1%	1%	1%	0%	F	0.088			92000	Α
64) Hampton Hodde Beilindy	Combined Traffic Estimates for 3 Parallel	,			A	97%	0%	0%	1%	1%	0%	F	NA			196000	Α
	Tambillo Tramo Estimates for 5 Taransi		u.c.			07.70	0 70		1 70	1 /0	070	•				100000	,,
West	From			I-264													
(64) Hampton Roads Beltway	•	,		73000	Α	97%	0%	1%	1%	1%	0%	С	0.090			77000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro			Α	97%	0%	1%	1%	1%	0%	С	0.083	Α	0.622	157000	Α
	To		WCL	Virginia B	each												
West	From	I-64-W TO OC				) PARALI	Œ										
(64) Ramp	City of Norfolk (N		03	490	G								0.102			490	G
	10	2US 60-P;															
West	From			H VIEW S		RT 60							0.004			4000	_
64 Ramp	City of Norfolk (N		18	1800	G	NT 61							0.081			1800	G
	10	US 60 U		281B FRO	м & Т(	) 1-64											
West	From	Animata CA)		I-64 West									0.107			0700	_
64 Ramp	City of Norfolk (N	/iaint: 64) 0.	15	3700	G								0.187			3700	G
-	10			8623 Bay													
West	City of North 11. (A			46000- G		Y ST							0.150			2000	_
64 Ramp	City of Norfolk (N			<b>3900</b> FROM I-64	G								0.153			3900	G
		US	400 F	KUM I-64	+ WESI												

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truc			QC	K Factor Q	Dir Factor	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West  0.26 <b>6500 G</b> SR 165 Little Creek Rd								0.129		6500	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 168 SOUTH-TIDEWA 0.11 <b>4600 G</b> SR 168 FROM I-64 WES		VE						0.109		4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	1-W TO RT 168 NORTH-TIDEW. 0.21 <b>4500 G</b> SR 168 FROM I-64 WES		VE						0.133		4500	G
West 64 Ramp	Gity of Norfolk (Maint: 64)	-W TO RT 194 NORTH-CHESAH 0.25 <b>8800 G</b> SR 194 FROM I-64 WES		VD						0.115		8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 247 WEST00- NOR 0.18 <b>3700 G</b> SR 247 FROM I-64 WES	98%	0%	1%	0%	0%	0%	С	0.130		3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 247 WEST-NORVIE 0.13 <b>4900 G</b> SR 247 FROM I-64 WES	99%	E 0%	0%	0%	0%	0%	С	0.087		4900	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.20 <b>9000 G</b> ROBIN HOOD ROAD		)						0.087		9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West  0.11 <b>24000 G</b> I-64-W282B TO RT 13 SOI	TTH							0.091		24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b> US 13 FROM RT 64 WES								NA		NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SOI 0.03 NA WCL Virginia Beach	UTH							NA		NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LAN 0.09 <b>3100 G</b> I-64-R FROM I-64 WES								0.185		3100	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WEST 0.13 <b>8700 G</b> I-264-W013X FROM I-64 W								0.097		8700	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST4 0.23 <b>26000 G</b> I-264-E013X FROM I-64 W								0.08		26000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEME 0.12 <b>3900 G</b> I-64-R I-64-R008A TO & FRO	DIAN							0.334		3900	G

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

				_		Tru	ck			K	Dir		01
Route	Jurisdiction	Length AADT QA		Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	WCL Virginia Beach, SR 403 Ne		4-7		061	061	051		0.000	0.005	00000	
165 Kempsville Rd	City of Norfolk	1.00 <b>20000 G</b>	98%	1%	1%	0%	0%	0%	С	0.093	0.628	22000	G
	To: From:	US 58 Virginia Beach Bl											
165 Kempsville Rd	City of Norfolk	1.57 <b>12000 G</b>		1%	1%	0%	0%	0%	F	0.102	0.582	13000	G
<u> </u>	From:	US 13 Northampton Bly Kempsville Rd	d										
(165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>30000 G</b>	97%	1%	1%	0%	1%	0%	F	0.086	0.510	32000	G
	To:	SR 166, US13											
NAME: ALL ALL ALL ALL ALL ALL ALL ALL ALL AL		JS 13 Northampton Blvd; SR 166 Pri				00/	201	00/	_	0.400	0.074	10000	_
165 Military Hwy North	City of Norfolk	0.62 <b>43000 G</b>	98%	1%	1%	0%	0%	0%	F	0.106	0.674	46000	G
	To: From:	I-64											
165 Military Hwy North	City of Norfolk	0.60 <b>26000 G</b>	98%	1%	1%	0%	0%	0%	F	0.088	0.59	28000	G
<u> </u>	To: From:	SR 192 Azalea Garden F	ld										
165 Military Hwy North	City of Norfolk	0.39 <b>23000 G</b>	98%	1%	1%	0%	0%	0%	С	0.086	0.544	25000	G
$\smile$	Too	SR 247 Norview Ave			$\neg$ $\vdash$								
165)Military Hwy North	City of Norfolk	1.65 <b>23000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	0.51	25000	G
	To:	SR 170 Little Creek Ro	<u> </u>										
165)Little Creek Rd	City of Norfolk	0.12 <b>32000 G</b>		1%	1%	1%	1%	0%	F	0.085	0.536	35000	G
100)=	To				<del></del>	.,.			-		5.555		-
165)Little Creek Rd	City of Norfolk	SR 194 Chesapeake Blv 0.58 <b>22000 G</b>		1%	1%	1%	1%	0%	F	0.087	0.582	24000	G
165 Ettile Oreck Hu	Oity of Norion			1 /0	1 /0	1 /0	1 /0	0 70		0.007	0.302	24000	G
ittle Creek Dd	City of Novfolk	Tidewater & Sewells Point  0.86 21000 G		10/	10/	10/	10/	0%	F	0.000	0.639	22000	G
165 Little Creek Rd	City of Norfolk	0.86 <b>21000 G</b> NHS Change	97%	1%	1%	1%	1%	0%	Г	0.093	0.639	23000	G
	From:	I-64											
165)Little Creek Rd	City of Norfolk	0.36 <b>23000 G</b>	97%	1%	1%	1%	1%	0%	F	0.077	0.516	25000	G
$\bigcup$	To:	US 460 Granby St											
165)Little Creek Rd	City of Norfolk	1.19 <b>20000 G</b>	98%	1%	1%	0%	0%	0%	С	0.080	0.71	21000	G
	To	Diven St											
165)Little Creek Rd	City of Norfolk	0.78 <b>12000</b> G	98%	1%	1%	0%	0%	0%	F	0.085	0.592	13000	G
103)=	To:	SR 337 Hampton Blvd			Ti.				-				-
	From:	SR 165 I-564-S000A FROM RT	564 SOU										
165 Ramp	City of Norfolk (Maint: 64)	0.11 <b>5700 G</b>								0.077		5700	G
1	To:	I-64-E FROM RT 165 NORTH 8	& SOUTH										
North	From:	SR 165 TO I-64 WEST	,										
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>			<u> </u>					NA		NA	
$\sim$	To:	122-99026- A RROM ROBIN HC	OD ROAD										
North	From:									0.000		0000	_
165 Ramp	City of Norfolk (Maint: 64)	0.11 <b>9300 G</b>		V						0.090		9300	G
	10°	I-64-W FROM RT 16500- MILITAR	y HIGHWA	Υ									
Wilesa Dd	From:	NCL Chesapeake	000/	40/		00/	00/	00/	_	0.400	0.004	0000	_
166 460 Wilson Rd	City of Norfolk	0.65 <b>9100 G</b>	98%	1%	1%	0%	0%	0%	F	0.109	0.604	9900	G
<u>-</u>	10.	Campostella Ave											

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

_							Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
_~~	From:	Wilson R												
166)(460)(168)Campostella Rd	City of Norfolk	0.73 <b>51000</b>	G	96%	1%	1%	1%	1%	0%	F	0.113	0.783	55000	G
	To: From:	Kimball T	err err											
166 (460) (168) Brambleton Ave	City of Norfolk	0.30 46000	G	96%	1%	1%	1%	1%	0%	С	0.082	0.614	50000	G
	To: From:	US 460 Bramble	eton Ave			<u> </u>								
166)Park Ave	City of Norfolk	0.45 <b>14000</b>	G	97%	1%	1%	1%	0%	0%	С	0.088	0.508	16000	G
$\smile$	To	US 58 Va Bea	ch Blvd			<u> </u>								
166)Park Ave	City of Norfolk	0.14 13000		97%	1%	1%	1%	0%	0%	F	0.09	0.515	15000	G
	To:	Princess Ann												
Diagram Anna Dd	From:	Park Av		070/	40/		40/	40/	00/	_	0.000	0.504	47000	_
Princess Anne Rd	City of Norfolk	0.65 <b>16000</b>	G	97%	1%	1%	1%	1%	0%	F	0.083	0.524	17000	G
	To: From:	Merrimac A												
Princess Anne Rd	City of Norfolk	0.30 <b>17000</b>	G	97%	1%	1%	1%	1%	0%	F	0.083	0.51	19000	G
<u> </u>	To: From:	Ballentine I	Blvd											
166)Princess Anne Rd	City of Norfolk	0.95 <b>20000</b>	) A	97%	1%	1%	1%	1%	0%	С	0.097	0.559	22000	Α
<u> </u>	To: From:	Azalea Gard	en Rd											
166)Princess Anne Rd	City of Norfolk	1.46 <b>1900</b> 0	G	97%	1%	1%	1%	1%	0%	F	0.087	0.518	21000	G
	To	US 13 Militar	v Hwv											
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 30000		97%	1%	1%	0%	1%	0%	F	0.086	0.510	32000	G
1	To:	SR 165 Princess	Anne Rd											
	From:	SR 165 Militar												
166 (13) Northampton Blvd	City of Norfolk	0.62 <b>35000</b>	G	96%	0%	1%	0%	2%	0%	F	0.093	0.606	36000	G
<u> </u>	To: From:	I-64												
166) (13) Northampton Blvd	City of Norfolk	0.20 <b>80000</b>	) G	96%	0%	1%	0%	2%	0%	F	0.08	0.618	83000	G
	То:	CL Virginia 1	Beach											
	From:	SCL Norfe	olk											
168)Campostella Rd	City of Norfolk	0.52 <b>20000</b>	G	96%	1%	1%	1%	2%	0%	F	0.098	0.618	22000	G
<u> </u>	To: From:	SR 407 Indian I	River Rd			<u> </u>								
168)Campostella Rd	City of Norfolk	0.26 <b>26000</b>		96%	1%	1%	1%	2%	0%	F	0.098	0.657	28000	G
$\bigcup$	To:	US 460 Wils												
	From:	Wilson R		000/	40/		40/	40/	00/	_	0.440	0.700	FF000	_
168 460 166 Campostella Rd	City of Norfolk	0.73 <b>51000</b>	) G	96%	1%	1%	1%	1%	0%	F	0.113	0.783	55000	G
	To: From:	Kimball T												
168 (460) (166) Brambleton Ave	City of Norfolk	0.30 <b>46000</b>	G	96%	1%	1%	1%	1%	0%	С	0.082	0.614	50000	G
	To:	Park Av	e			$\Box$ $\vdash$								
168 (460 Brambleton Ave	City of Norfolk	0.40 36000	G	96%	1%	1%	1%	1%	0%	F	0.082	0.558	39000	G
	To	Brambleton	Ave											
168)Tidewater Dr	City of Norfolk	0.31 35000		98%	0%	1%	0%	1%	0%	F	0.082	0.508	39000	G
100)	To	US 58 Va Bea			- / -	<del>-</del> i			- /-					٠.

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

		City of Nortolk				Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
	From:	US 58 Va Beach Blvd											
168 Tidewater Dr	City of Norfolk	0.89 <b>33000 G</b>	98%	0%	1%	0%	1%	0%	F	0.081	0.503	36000	G
<u> </u>	To: From:	Lindenwood Ave											
168 Tidewater Dr	City of Norfolk	0.81 <b>32000 G</b>	98%	0%	1%	0%	1%	0%	F	0.080	0.514	35000	(
	To: From:	Cromwell Dr											
168 Tidewater Dr	City of Norfolk	1.03 <b>40000</b> A	98%	0%	1%	0%	1%	0%	С	0.087	0.503	43000	ŀ
	To: From:	Norview Ave											
168 Tidewater Dr	City of Norfolk	1.11 <b>40000</b> G	98%	0%	1%	0%	1%	0%	F	0.085	0.517	44000	(
	To: From:	I-64											
Tidewater Dr	City of Norfolk	0.60 <b>29000 G</b>	99%	0%	1%	0%	0%	0%	F	0.085	0.618	31000	(
	To: From:	SR 165 Little Creek R											
168 Tidewater Dr	City of Norfolk	1.29 <b>16000 G</b>	99%	0%	1%	0%	0%	0%	С	0.101	0.657	17000	(
	To: From:	Bay View Blvd			$\Box$ $\vdash$								
168 Tidewater Dr	City of Norfolk	1.01 <b>12000 G</b>	99%	0%	1%	0%	0%	0%	F	0.11	0.540	13000	(
	To: From:	US 460 Granby St			<b>□</b>								
168 Tidewater Dr	City of Norfolk	0.75 <b>8700 G</b>		0%	1%	0%	0%	0%	F	0.115	0.567	9500	•
N. d.	From	US 60 Ocean View Av											
North 168)Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 WEST								0.107		5100	
108) (13.11)		-W FROM RT 168 NORTH-TID		RI						0.107		0.00	
North	From:	SR 168; 122-8626 TO I-64 EAS	T @ THOL										
168)Ramp	City of Norfolk (Maint: 64)	0.20 <b>5200 G</b>	à							0.105		5200	
	To: I-64	-E FROMRT 168 NORTH-TIDE	EWATER DR	IV									
South	From:	SR 168 TO I-64 EAST											
168 Ramp	City of Norfolk (Maint: 64)	0.17 <b>3500 G</b> 4-E FROM RT 168 SOUTH-TID		DI						0.090		3500	•
246	From	SR 168 TO I-64 WES		NI									
South 168 Ramp	City of Norfolk (Maint: 64)	0.13 <b>3100 G</b>								0.102		3100	
100)		I-W FROM RT 168 SOUTH-TID		RI									
	From:	SR 165 N Military Hw	yy										
170)Little Creek Rd	City of Norfolk	1.08 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	F	0.084	0.528	27000	
	To: From	Halprin Drive											
170)Little Creek Rd	City of Norfolk	0.48 <b>24000 G</b>	98%	0%	1%	0%	1%	0%	F	0.086	0.508	26000	
<u> </u>	To From:	SR 192 Azalea Garden											
170 Little Creek Rd	City of Norfolk	1.09 <b>22000 G</b>	98%	0%	1%	0%	1%	0%	F	0.088	0.52	24000	(
	To:	US 60 Shore Drive			]								
	From	SR 165 Military Hwy						•					
192 Azalea Garden Rd	City of Norfolk	2.02 <b>12000 G</b>	97%	1%	1%	1%	1%	0%	F	0.107	0.564	13000	(
<u> </u>	10	SR 170 Little Creek											

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

-						Tri	ıck			K		Dir		
Jurisdiction	n Length	AADT Q	A 4Tire	Bus		-	-		QC	Factor	QK		AAWDT	Q
From:	SR 166	Princess Anne	Rd											
City of Norfo			<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.092		0.689	13000	(
To:														
City of Norfe			<b>3</b> 97%	1%	1%	0%	1%	0%	F	0.084		0.504	19000	
- I	0.07		01 70	1 /0		070	1 /0	0 70	•	0.004		0.004	10000	
City of Norf	folk 0.95		3 07%	10/	10/	10/	<b>∩</b> 0/	Λ9/	Е	0.001		0.607	29000	
City of North				1 /0	1 /0	1 /0	0 /0	0 /6	•	0.001		0.007	20000	
To: From:				10/	10/	10/	00/	00/		0.000		0.500	00000	
City of Norte	OIK 1.31	24000 (	<i>i</i> 97%	1%	1%	1%	0%	0%	F	0.082		0.598	26000	
To: From:		•												
City of Norfo	olk 0.61	12000	<b>G</b> 97%	1%	1%	1%	0%	0%	F	0.085		0.582	14000	
To: Front:	C	hesapeake St												
City of Norfo				1%	1%	1%	0%	0%	С	0.087		0.565	7100	
То:	US 60	Ocean View A	ve											
From:														
City of Norfolk (M										0.103			1600	
To:	I-64-W FROM RT 1	94 NORTH-CH	ESAPEAKE	BL										
From:														
· · ·										0.112			8700	
10:	I-64-E FROM RT 19	94 SOUTH-CH	ESAPEAKE :	BL										
From:									_					
•									F		_			
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	14000 (	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.081	F	0.566	15000	
To: From:														
									-					
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	20000	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.093	F	0.682	21000	
	L	lewellyn Ave												
City of Norfo	olk 0.17	10000	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.111			11000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	22000	
To	М	onticello Ave			_									
City of Norfo	olk 0.23	10000	<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.103			11000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.082	F	0.587	22000	
To:		Church St												
City of Norf	olk 0.21		<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.105			9400	
•				1%	1%	0%	1%	0%	F	0.09	F	0.533	20000	
	,													
From:	olk 1.07	27th St 16000	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.084		0.576	18000	
( :ITV OT NIOTT)										0.004		0.010	10000	
City of Norfo				. , 0			.,.	-,-	-					
City of Norfo	SR 10	68 Tidewater D		1%	1%	0%	0%	0%	С	0.088		0.556	19000	
	City of Norf  City of Norfolk (M  To  City of Norfolk (M  To  City of Norfolk (M  To  City of Norfolk (M  City of Norfolk	City of Norfolk	Profice   SR 166 Princess Anne   City of Norfolk   1.63   12000   City of Norfolk   1.63   12000   City of Norfolk   1.63   12000   City of Norfolk   0.87   17000   City of Norfolk   0.87   17000   City of Norfolk   0.87   17000   City of Norfolk   0.85   25000   City of Norfolk   0.85   25000   City of Norfolk   0.85   25000   City of Norfolk   0.81   24000   City of Norfolk   0.81   12000   City of Norfolk   0.84   6500   City of Norfolk   0.84   6500   City of Norfolk   0.84   6500   City of Norfolk   0.85   194 TO 1-64 WES   City of Norfolk   City of Norfolk   0.88   194 TO 1-64 WES   City of Norfolk   City of Norfolk   0.18   1600   City of Norfolk   0.18   1800   City of Norfolk   City of Norfolk   0.13   8700   City of Norfolk   0.83   4500   City of Norfolk   0.63   4500   City of Norfolk   0.10   10000   City of Norfolk   0.10   10000   City of Norfolk   0.10   10000   City of Norfolk   0.17   10000   City of Norfolk   0.23   10000   City of Norfolk   0.24   8700   City of Norfolk   0.25   8700   City of Norfolk   0.21   8700   City of Norfolk	City of Norfolk   1.63   12000   G   97%	SR   166   Princess Anne Rd	SR 166 Princess Anne Rd	Length ADT   QA   4Tire   Bus   2Axle   3+Axle	Length   Abr   Combined   Traffic Estimates for 2 Parallel   Roadways on this Route:   2 1000   R   37%   1%   1%   34 17   1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SR 166 Princess Americal   SR 167 Princess Americal   SR 168 Princess Ame	Strict   S		SR 160 Princers And   Rad   SR 200   SR 200	Martin   M	Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   10000   10000   10000   10000   10000   10000   10000   10000   10000   10000   10000   10000   1

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

			ty of inortoi					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	I	afayette Blvd													
Chesapeake Blvd	City of Norf	folk 1.34	18000	G	97%	1%	1%	0%	0%	0%	F	0.082		0.561	19000	(
<u> </u>	To		4 Sewells Poi													
Norview Ave	City of Norf		nesapeake Blv 20000	d G	97%	1%	1%	0%	0%	0%	F	0.086		0.522	22000	
Norview Ave	City of Nori	U.29		G	97%	1 70	1 70	076	076	0%	Г	0.000		0.522	22000	,
	To: From:		I-64		000/	20/	10/	00/	00/	201		0.074		0.540	05000	(
Norview Ave	City of Norf		23000	G	98%	0%	1%	0%	0%	0%	С	0.074		0.543	25000	
	10:		165 Military H													
ast	From:		47 TO I-64 E		000/	40/	00/	00/	00/	00/	_	0.004			40000	
Ramp	City of Norfolk (M		12000	G	99%	1%	0%	0%	0%	0%	С	0.081			12000	•
	10-	I-64-E FROM RT 2			V AVENU	E										
/est	From:		47 TO I-64 E		000/	00/	00/	00/	00/	00/	0	0.077			0000	
Ramp	City of Norfolk (M	Maint: 64) 0.16 I-64-E FROM RT 24	6900	G	99%	0%	0%	0%	0%	0%	С	0.077			6900	
						E										
Vest Pamp	City of Norfolk (N	SR 247 JOHN Vaint: 64) 0.21	S STREET TO 4100	O I-64 <b>G</b>	WEST 99%	0%	1%	0%	0%	0%	С	0.071			4100	
Ramp	City of Norion (iv	I-64-W FROM RT 2		-			176	076	076	0%	C	0.071			4100	
	From				WAVEN	JE										
07th St	City of Norf		37 Hampton I 9800	G	97%	1%	1%	0%	1%	0%	С	0.092			11000	
247)27th St								0%			F	0.092	F	0.507		
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	14000	G	97%	1%	1%	0%	1%	0%	г	0.081	г	0.567	15000	
0711 01	To: From:		Llewellyn Ave		070/	40/	10/	00/	40/	00/	_	0.070			44000	
247)27th St	City of Norf		10000	G	97%	1%	1%	0%	1%	0%	F	0.079	_		11000	•
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.606	22000	•
	10:		R 247 26Th S													
	From:	IS-00264-E008A(L)/I		8A(U)	TO BER	LE						NIA			NIA	
337 Ramp	City of Norfolk (M	Maint: 64) 0.18	NA	A (I I)/I	O DT 464	C						NA			NA	
						3	<u> </u>									
Ramp	City of Norfolk (N		A I-264-W014 <b>NA</b>	A TO	I-64							NA			NA	
264 hairip	City of Norion (iv		M I-264 EAS	T & W	ECT							INA			INA	
	From	•														
Ramp	City of Norfolk (N		C I-264-W014 <b>NA</b>	IC TO	I-64							NA			NA	
264 Mamp	Tro:	I-64-W FROM		· & WI	ST44							INA			INA	
ALT	From			. cc 111	25177											
ast ALT 64) 460 Elizabeth River	Downtown Tunnel City of Norfolk (M		WCL Norfolk 43000	G	94%	1%	1%	1%	4%	0%	F	0.093			47000	
104 460 2 12 12 10 11 11 10 1	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	90000	
	Combined Traine Estimates for 2 Faraller			<u> </u>	JT /0	0 /0	1 /0	1 /0	→ /0	0 /0	'	0.030	^	0.502	30000	
ast ALT	To: From:	I	-464, SR 337													
264) 460 (337) Berkley B	Bridge City of Norfolk (M	Maint: 64) 0.41	50000	G	94%	1%	1%	1%	4%	0%	F	0.096			54000	
	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	(
	To		ALT US 460													

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

			City of 1					Tru	ıck			K		Dir		
Route	Jurisdictio	n Ler	igth <b>AAI</b>	DT QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
East	From:		ALT U	S 460												
264)(337)	City of Norfolk (M	laint: 64) 0.	26 <b>470</b>	00 N	94%	1%	1%	1%	4%	0%	Ν	0.096			51000	Ν
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>880</b>	00 N	94%	0%	1%	1%	4%	0%	Ν	0.085	F	0.508	99000	Ν
Foot ALT	To: From:		SR 337 Tide	ewater Dr												
East ALT (264) (460) (337)	City of Norfolk (M	laint: 64) 0.	65 <b>470</b>	00 G	94%	1%	1%	1%	4%	0%	F	0.096			51000	G
2047 (400) (337)	Combined Traffic Estimates for 2 Parallel	,				0%	1%	1%	4%	0%	F	0.085	F	0.508	100000	G
	To		JS 460 Bram		2											
East (264)	City of Norfolk (M					1%	10/	10/	40/	00/	_	0.108			61000	0
264)	Combined Traffic Estimates for 2 Parallel	,				0%	1% 1%	1% 1%	4% 4%	0% 0%		0.108	F	0.601	125000	G G
	Combined Trainic Estimates for 2 Parallel					0%	1 %	170	4%	0%	Г	0.088	Г	0.601	125000	G
East	To- From:		SR 405 Balle	entine Blvd												
East (264)	City of Norfolk (M	,	34 <b>510</b>			1%	1%	1%	4%	0%	F	0.11			59000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 1080	000 G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.575	123000	G
Fact	To: From:		US 13 Mili	itary Hwy												
East (264)	City of Norfolk (M	laint: 64) 1.	05 <b>340</b>	00 G	98%	0%	1%	1%	1%	0%	F	0.116			40000	G
	Combined Traffic Estimates for Parallel	Roadways on this Ro	ute: NA	A								0.086	F	0.575	NA	
	Too	I-64	Hampton R	Roads Belty	vav											
East (264) Virginia Beach Norfolk	Expwy City of Norfolk (M		74 1040			0%	0%	2%	1%	0%	F	0.085			112000	G
264) Virginia Bedon Noriolik	Combined Traffic Estimates for 2 Parallel	,				0%	0%	1%	0%	0%	F	0.076	F	0.529	223000	G
	To:		wtown Rd;			0 70		1 70	0 70	070	•	0.070	•	0.020	220000	ŭ
East	From:	IS-00264	-E(L)/TO RO	OUTE 464	SOUTH											
(264)Ramp	City of Norfolk (M	laint: 64) 0.	42 <b>N</b> A	A								NA			NA	
$\overline{}$	То:	IS-00264-W008	A(R)/IS-002	64- 008A(I	L)/TO BER	KLE										
East	From:		I-264													_
Ramp	City of Norfolk (M		21 <b>140</b>									0.206			1400	G
	10.		JS 460 Bram													
East (264) Ramp	City of Norfolk (M	I-264-E TO R	OUTE 405 I			JE						0.102			6400	G
264) 1 10111	To:		SR 405; 122									0.102			0400	ŭ
East	From:	I-264-E013X	,		LITARY H	IG	i									
(264)Ramp	City of Norfolk (M		14 330			10						0.172			3300	G
	To:	US 13 FRC	M ROUTE	264 EAST	COLL RD											
East	From:	I-264-E013X				IG										
(264) Ramp	City of Norfolk (M		14 <b>610</b>									0.115			6100	G
	To:		M ROUTE													
East	From:	I-264-E BEG			13, 64 & 40	)3						N. A			NIA	
Ramp	City of Norfolk (M	,	11 <b>NA</b>		ITADN IN	WW.						NA			NA	
	10.	I-264-E013A T	O KT 13 SC	JU I H-MIL	JIAKY HV	NΥ										

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

			<u> </u>						
Route	Jurisdiction	Length AADT	QA 4Tire Bus	Truck 2Axle 3+Axle 1Tra	,	QC K C	Dir Factor	AAWDT	QW
East 264 Ramp	City of Norfolk (Maint: 64)	4-E013A TO RT 13 SOUTH 0.07 <b>18000</b>	-MILITARY HWY <b>G</b>			0.088		18000	G
East 264 Ramp	City of Norfolk (Maint: 64)	-S047A FROM RT 13 SOUT 0.11 <b>NA</b>	H-MILITARY HWY			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	4-E013B TO RT 13 NORTH 0.09 <b>20000</b>	G			0.09		20000	G
East 264 Collector Road at I-64	City of Norfolk (Maint: 64)	N047A FROM RT 13 NORT US 13 Military H 0.42 <b>26000</b>	Hwy <b>G</b> 98% 0%	1% 1% 1%	0%	F 0.091		27000	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64 Hampton Roads I-264-E014A TO RT 6				NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-E284B FROM RT 0.21 <b>NA</b>	64 EAST			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014B TO RT 6	G G			0.096		24000	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284B FROM RT 0.23 <b>51000</b>	G 64 WEST			0.082		51000	G
East 264 Ramp	City of Norfolk (Maint: 64)	4-E015A TO RT 403 SOUTE 0.15 <b>NA</b>				NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>	JTH-NEWTOWN RD			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	4-E015B TO RT 403 NORTI 0.17 <b>39000</b> 64-E END COLL RD FROM	<b>G</b> 97% 0%	0% 2% 1%	0%	F 0.078		38000	G
East 264 Ramp	From: City of Norfolk (Maint: 64)	I-264-E013X TO I-64  0.16 <b>8300</b> I-264-W014A I-264- 14.	4 EAST <b>G</b>			0.137		8300	G
East 264 Ramp	From: City of Norfolk (Maint: 64)	I-264-E013X TO I-64 0.12 <b>3700</b> I-64-W FROM I-264	4 WEST <b>G</b>			0.09		3700	G
East 264 Ramp	From City of Norfolk (Maint: 64)	I-264-E TO I-64 W 0.25 <b>NA</b>	VEST			NA		NA	
Rev 264 Ramp	FromCity of Norfolk (Maint: 64)	I-264-W014C I-264- 14 I-264-R I-264-W013C RAN 0.01 <b>NA</b>				NA		NA	

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

									Tru	ıck			K		Dir		
Route	Jurisdicti	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West ALT	Fro	m:		VCL Norfoll													
264 460 Elizabeth River Do		,	0.56	39000	G	94%	0%	1%	1%	4%	0%	F -	0.099			42000	G
	Combined Traffic Estimates for 2 Paralle	l Roadway	s on this Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	90000	G
West ALT	T From	io: m:	I	-464, SR 33	7												
(264) (460) (337) Berkley Brid	lge City of Norfolk (I	Maint: 64)	0.78	45000	G	94%	0%	1%	1%	4%	0%	F	0.081			48000	G
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Paralle	l Roadway	s on this Route:	95000	G	94%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	102000	G
West	T Pro	io: m:	Ti	dewater Dri	ve												
<del>vest</del> 337	City of Norfolk (I	Maint: 64)	0.84	41000	G	94%	0%	1%	1%	4%	0%	F	0.111			47000	G
2047 (007)	Combined Traffic Estimates for 2 Paralle	•	s on this Route:		N	94%	0%	1%	1%	4%	0%	Ν	NA			99000	Ν
		Co.	US 460, SR 16	8. SR 166 B	ramblet	on Ave											
West 264	City of Norfolk (I	Maint: 64)	0.87	57000	G	94%	0%	1%	1%	4%	0%	F	0.103			64000	G
264)	Combined Traffic Estimates for 2 Paralle	,			G	94%	0%	1%	1%	4%	0%	· F	0.088	F	0.601	125000	G
	Talled Traine Learnage for ET arang					0170	0 70		170	170	070	·	0.000		0.001	120000	<u> </u>
West	Fro	m:		5 Ballentine													_
264	City of Norfolk (I	,	2.01	57000	G	94%	0%	1%	1%	4%	0%	F	0.097	_		64000	G
	Combined Traffic Estimates for 2 Paralle	Roadway			G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.575	123000	G
West	T From	m:	US	13 Military I	Hwy												
264)	City of Norfolk (I	,	1.08	25000	G	97%	0%	1%	1%	1%	0%	F	0.11			29000	G
	Combined Traffic Estimates for Paralle	l Roadway	s on this Route:	NA									0.086	F	0.575	NA	
West	T From	n:	I-64 Han	npton Roads	Beltwa	/											
Virginia Beach Norfolk E	Expwy City of Norfolk (I	Maint: 75)	0.30	104000	G	99%	0%	0%	0%	0%	0%	F	0.082			112000	G
	Combined Traffic Estimates for 2 Paralle	l Roadway	s on this Route:	209000	G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	223000	G
	Т	o:	SR 403 Newtow	n Rd; WCL	. Virgini	a Beach											
West	Fro	m:	I-264-W I-46		IN MEI	DIAN											
264 337 Ramp	City of Norfolk (I	Maint: 64)	0.22	<b>NA</b> 008A TO BI	EDIZLE								NA			NA	
	En	TO (				(DECEDIA	OFFER										
West (264) Ramp	City of Norfolk (I		00264-W(B)/INSPEC 0.06	NA	ROAD	(RESTRIC	CTED						NA			NA	
204) 1 131119	The state of the s	To:	IS-00464-S(B)/FR		CTION	STATION	ſ										
West	From	m:		I-264 WB													
Ramp From I-264 WB to	City Hall Ave City of Norfolk (I	Maint: 64)	0.19	NA									NA			NA	
	Т	îo:	Cit	y Hall Ave V	WB												
West	Prot	m:	IS-00264-W(B)		RSIDE	DRIVE											
Ramp	City of Norfolk (I		0.44	NA	02.40	G							NA			NA	
	-	A A	A1SR-00337(U)/A1S			Gap Term	ıınu										
West (264) Ramp	City of Norfolk (I	Maint: 64\	0.06	I-264 West <b>6200</b>	G								0.136			6200	G
204) ( (a) ()	City of Noriolk (I	:: 04)	I-264 West Exit			rne Ave							0.130			0200	u
		-	- 20 : cot Exit														

	City of Nortolk			
Jurisdiction	Longth AADT OA ATiro Dug		C OK	Dir AAWDT QW
City of Norfolk (Maint: 64)	I-264 West Exit 11C Ramp to Claiborne Ave           0.09         NA           US 460 Brambleton Ave		NA	NA
City of Norfolk (Maint: 64)	I-264 West  0.12 11000 G  US 460 Brambleton Ave	]	0.086	11000 G
City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVENUE  0.07 NA  CLAIBORNE AVENUE		NA	NA
City of Norfolk (Maint: 64)	0.15 <b>5600 G</b>		0.076	5600 G
City of Norfolk (Maint: 64)			0.102	6500 G
City of Norfolk (Maint: 64)	0.15 <b>9200 G</b> US 13 FROM ROUTE 264 WEST COLL RD		0.078	9200 G
City of Norfolk (Maint: 64)	1-264-W RAMPS TO & FROM 64 H.O.V.IN ME 0.06 <b>2000 G</b> 1-264-R 1-264-R000A RAMPS TO & FR		0.266	2600 G
City of Norfolk (Maint: 64)	I-264 West 0.09 <b>46000 G</b> 99% 0% SR 403 N000B	0% 0% 0% 0% F	0.076	49000 G
City of Norfolk (Maint: 64)	0.27 <b>NA</b>	_	NA	NA
City of Norfolk (Maint: 64)	0.45 <b>67000 G</b>	_	0.079	67000 G
City of Norfolk (Maint: 64)	0.14 <b>NA</b>	7	NA	NA
City of Norfolk (Maint: 64)	0.17 <b>37000 G</b>	_	0.092	37000 G
City of Norfolk (Maint: 64)	0.13 <b>NA</b>		NA	NA
City of Norfolk (Maint: 64)	0.42 <b>40000 G</b>		0.083	40000 G
City of Norfolk (Maint: 64)	0.08 <b>NA</b> 3 13-N047B FROM ROUTE 13 NORTH00- MILIT		NA	NA
	City of Norfolk (Maint: 64)  From:  City of Norfolk (Maint: 64)	Legath AADT   QA   4 Tire   Bus   Legath   Legath   Bus   Legath   Legath	1-264 West Exist I1 C Ramp to Claibone Ave	City of Norfolk (Maint: 64)

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

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QV
West	From:	US 1	13-N047B FROM	1 ROUTE 1	3 NORT	TH00- MIL	IT	ZAXIE	3+Axie	TITALI	ZIIdii		Facioi	Factor		
Ramp	City of Norfolk (Mair	int: 64)	0.11	33000	G								0.089		33000	G
$\stackrel{\smile}{}$	To- From:	I-26	64-W013A TO R	T 13 SOUT	ΓH-MILI	TARY HIG	G									
Vest 264)Ramp	City of Norfolk (Mair	int: 64)	0.09	NA									NA		NA	
$\smile$	To- Prom-	US	13-S047B FROM	1 ROUTE 1	3 SOUT	H00- MIL	IT	<b>—</b>								
Vest 264)Ramp	City of Norfolk (Mair	int: 64)	0.16	32000	G								0.079		32000	G
204)	To:		264-W END CO			403, 64 &							0.0.0		02000	
Vest	From:			W TO I-64												
Ramp	City of Norfolk (Mair	int: 64)	0.24	18000	G								0.096		18000	G
	To:		I-264-E014	IA I-264- 14	4A TO I-	-64										
Vest	From:		I-264-W0	013X TO I-	64 EAS	Γ										
Ramp	City of Norfolk (Mair	int: 64)	0.18	10000	G								0.148		10000	C
<u> </u>	To:			ROM I-264												
Vest	From:			CD Road a	at Exit 14											
Ramp	City of Norfolk (Mair	int: 64)	0.08	NA V	***								NA		NA	
	.0.			amp to I-64												
Bainbridge Blvd	City of Norfolk	k	0.28	CL Chesape: 1500	ake <b>G</b>	93%	1%	2%	2%	2%	0%	С	0.087	0.616	1700	(
337 Dailibridge bivd	To:	N.	0.20	Main St	<u> </u>	30 /6	1 /0		2 /0	2 /0	0 78	O	0.007	0.010	1700	
	From:		Ва	ainbridge Bl	lvd											
Main St	City of Norfolk	k	0.21	6100	G	93%	1%	2%	2%	2%	0%	F	0.098	0.51	6600	C
<u> </u>	To: From:			Liberty St Main St												
Liberty St	City of Norfolk	k	0.11	5100	G	93%	1%	2%	2%	2%	0%	F	0.096	0.719	5500	
557)=	To:			State St				Ti.	_,-	-/-		-		• • • • • • • • • • • • • • • • • • • •		
	From:			Liberty St												
State St	City of Norfolk		0.05	5100	N	93%	1%	2%	2%	2%	0%	N	0.096	0.719		١
	Combined Traffic Estimates for Parallel Ro	oadways o	n this Route:	NA									NA		NA	
	To: From:			Berkley Av												
State St	City of Norfolk	k	0.07	13000	G								0.113	0.683	15000	C
<u> </u>	To: From:		SI	I-464 R 337 State	St											
337)(337)Ramp	City of Norfolk (Mair	int: 64)	0.12	7800	G								0.121		7800	(
101/001/ 11	To:	/		I-464 NB												
	From:			State St												
37 464	City of Norfolk (Mair	,	0.16											segment.		
	Combined Traffic Estimates for 2 Parallel Ro	oadways o	n this Route:		N	95%	0%	1%	1%	2%	0%	N	0.080	F 0.779	58000	١
ALT	To: From:			I-264 I-464				-								
337 264 460 Berkley Brid	ge City of Norfolk (Mair	int: 64)	0.41	1-707		Se	e I-264	for dire	ectional t	traffic v	olume es	stimat	es for this	segment.		
00, 204, (400) - 311111, 21101	Combined Traffic Estimates for 2 Parallel Ro		_	95000	G	94%	0%	1%	1%	4%	0%				102000	
	To:			EndLabel				<del>-</del> i		.,5						·

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

						_		Tru	ıck			K	01/	Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ALT 264 (460)	City of Norfolk (Mair	nt: 64) 0.65	State St		Se	e I-264	for dire	ctional t	raffic v	olume es	stimat	es for th	is sea	ment.		
7 (204) (400)	Combined Traffic Estimates for 2 Parallel Ro	*	92000	G	94%	0%	1%	1%	4%	0%	F	0.085		0.508	100000	
	To:	ALT U	S 460 St Pau	ıls Blvd												
ALT	From:	-t- 0.4\ 0.00	I-264		000/	40/	10/	00/	00/	00/		0.004		0.700	00000	
37) 460 \	City of Norfolk (Mai		27000	N	98%	1%	1%	0%	0%	0%	N	0.084		0.782	30000	
	From:		<mark>Fidewater D</mark> S 460 St Pau													
37)(264)	City of Norfolk (Mai		5 100 Bt 1 ac	110 DIVU	Se	e I-264	for dire	ctional t	raffic v	olume es	stimat	es for th	is seg	ment.		
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Combined Traffic Estimates for 2 Parallel Ro		88000	N	94%	0%	1%	1%	4%	0%	Ν	0.085	F	0.508	99000	
	To:	· · · · · · · · · · · · · · · · · · ·	Fidewater D													
	From:		S 460 St Pau													
Tidewater Dr	City of Norfolk		22000	G	95%	0%	0%	1%	3%	0%	F	0.085		0.524	26000	
<u> </u>	To:	US 460 Brai	nbleton Ave Brambleton		168											
37) (460) Brambleton Ave	L_ City of Norfolk		34000	G	96%	1%	1%	1%	1%	0%	F	0.077		0.595	37000	
37)(460) 21 ambiotori 7110	ony or Horion	0.10			0070	1 70		. 70	1 70	070	•	0.077		0.000	0,000	
Duranti latan Ann	From:	0.04	Church St		000/	40/	10/	40/	40/	00/		0.070		0.570	0.4000	
37 460 Brambleton Ave	City of Norfolk		22000	G	96%	1%	1%	1%	1%	0%	F	0.079		0.573	24000	
	From:		S 460 St Pau 0 Saint Paul:													
Brambleton Ave	City of Norfolk		27000	G	95%	0%	0%	1%	3%	0%	F	0.077		0.628	32000	
5,7)=	T.								-,-					0.000		
37)Brambleton Ave	From: City of Norfolk	k 0.07	Boush St <b>33000</b>	N	95%	0%	0%	1%	3%	0%	N	0.075		0.639	38000	
37) Brambicton Ave	Oity of Norion				33 76	0 70	0 70	1 /0	0 /0	0 70	14	0.075		0.000	30000	
	To: From:		337 Par Duk		050/	20/		40/	00/	00/		0.075		0.000	22222	
37 58 Brambleton Ave	City of Norfolk	k 0.83	33000	G	95%	0%	0%	1%	3%	0%	F	0.075		0.639	38000	
<u> </u>	To: From:		Colley Ave													
$37)$ $\{58\}$ Brambleton Ave	City of Norfolk	k 0.26	26000	G	95%	0%	0%	1%	3%	0%	F	0.08		0.561	30000	
	To:		US 58													
37)Brambleton Ave	City of Norfolk	k 0.22	US 58 . <b>26000</b>	N	95%	0%	0%	1%	3%	0%	N	0.08		0.561	30000	
37 Diambieton Ave	Combined Traffic Estimates for 2 Parallel Ro			N	33 /6	0 /6	0 /6	1 /0	J /6	0 /6	11	NA		0.501	NA	
	To:		Hampton Blv									INA			INA	
	From:		Brambleton													
37) Hampton Blvd	City of Norfolk	k 0.90	31000	G	95%	0%	0%	1%	3%	0%	F	0.079		0.639	36000	
	To		21st Street													
37) Hampton Blvd	From: City of Norfolk	k 0.22	31000	G	95%	0%	0%	1%	3%	0%	F	0.075		0.560	36000	
31)								.,.	-,-							
- Hampton Blud	City of Norfall		R 247, 26th 3		050/	00/	00/	10/	20/	00/	F	0.070		0.000	21000	
Hampton Blvd	City of Norfolk	k 0.71	21000	G	95%	0%	0%	1%	3%	0%	г	0.078		0.603	31000	
	To: From:		d Dominion		_		}									
37) Hampton Blvd	City of Norfolk	k 2.07	32000	Α	95%	0%	0%	1%	3%	0%	С	0.096		0.604	37000	
<u></u>	Ta: From:	SR 16	5 Little Cree	ek Rd												
37)Hampton Blvd	City of Norfolk	k 0.18	30000	G	95%	0%	0%	1%	3%	0%	F	0.078		0.609	35000	
$\mathcal{L}$	Tor	SR 4	06 Terminal	Blvd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 4	06 Terminal Blvd												
337 Hampton Blvd	City of Norfolk	1.94	22000 G	95%	0%	0%	1%	3%	0%	F	0.098		0.516	25000	G
$\smile$	To:	Adm	iral Taussig Blvd												
	From:		Blvd; Maryland							_					_
337) Admiral Taussig Blvd	City of Norfolk	0.91	22000 G	95%	0%	0%	1%	3%	0%	F	0.104		0.838	25000	C
<u> </u>	To:		I-564												
	From:		R 337 State St												
337 Ramp	City of Norfolk (Maint	:: 64) 0.12	7800 G								0.121			7800	G
$\smile$	To:		I-464 NB												
West	From:	1SR-00337-P(B	)/TO WATERSII	DE DRIVE											
337)Ramp	City of Norfolk (Maint	:: 64) 0.08	NA								NA			NA	
	To:	IS-00264-W010B(B	)/FROM TIDEW	ATER DRI	VE										
	From:	IS-00264-E008A(L)/IS	S-00264-W008A	ID/TO BER	KLE										
337)(264)Ramp	City of Norfolk (Maint		NA	C), TO BEI							NA			NA	
397/204	To:	1SR-00337-P(L)/122		)/TO RT 46	4 S										
	From:	IS-00264-W(B)/IS-0													
337)(264) Ramp	City of Norfolk (Maint	:: 64) 0.22		S	ee I-264	4 for dire	ectional t	traffic v	olume e	stimat	es for thi	s seg	ment.		
	To:	IS-00264-E008A(L)/I	IS-00264- 008A(U	J)/TO BERI	KLE										
	From:		I-264 W												
Ramp From Tidewater Dr	to I-264 W City of Norfolk	0.13	NA								NA			NA	
<u> </u>	To:		Fidewater Dr												
Tidawatan Du	City of North		mp to I-264 W								NIA			N I A	
337 Tidewater Dr	City of Norfolk	0.12	NA								NA			NA	
	To: From:	Eas	st City Hall Ave												
337 Tidewater Dr	City of Norfolk	0.15	NA								NA			NA	
<u> </u>	To:		Charlotte St												
ALT	From:	ALT US 460	Overpass; Berkle	y Bridge											
337) Waterside Dr/Boush St	City of Norfolk	0.72	22000 G	97%	1%	1%	0%	0%	0%	F	0.096		0.732	24000	(
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	24000 G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.598	26000	(
	To														
ALT	From:		City Hall Ave												
337) Waterside Dr/Boush St	City of Norfolk	0.44	20000 G	97%	1%	1%	0%	0%	0%	F	0.094		0.505	22000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	22000 G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.517	24000	(
	То:	N SR 3	37 Brambleton A	ve											
ALT	From:	A1SR	337 Waterside D	r											
337)Ramp	City of Norfolk (Maint		14000 G								0.166			14000	(
	To	•	I-264 East												
	From	CD 14	65 Kempsville Rd			<u> </u>									
403)Newtown Rd	City of Norfolk	0.31	28000 G		0%	1%	0%	0%	0%	С	0.078		0.549	30000	(
403/10/10/11/10	Oity of Norioik				0 /0	1 /0	0 /0	0 /0	0 /0	J	0.070		0.040	50000	
	To: From:		Beach Norfolk Ex												
403 Newtown Rd	City of Norfolk	0.71	35000 G	98%	0%	1%	0%	0%	0%	F	0.077		0.563	38000	C
$\sim$	To:	US 5	8 Va Beach Blvd												

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

_					_		Trι	ıck			K	Dir		
Route	Jurisdiction	n Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	SR 1	68; Tidewater Dr											
Princess Anne Rd	City of Norfo		16000 G	99%	0%	1%	0%	0%	0%	F	0.089	0.566	17000	G
$\overline{}$	To:	SR	2 166 Park Ave											
	From:		I-264											
405 Ballentine Blvd	City of Norfo		23000 G	92%	1%	2%	3%	2%	0%	С	0.086	0.582	25000	G
$\overline{}$	То:	US	5 58; 122-8573											
	From:		05; 122-8637 Ga											
A05)Ramp	City of Norfolk (Ma	,	4800 G								0.089		4800	G
<u> </u>	To:	I-264-E FROM ROU	TE 405-MERRIM	AC AVEN	IUE									
	From:		O & FROM ROU	TE										
A05 Ramp	City of Norfolk (Ma		7600 G								0.082		7600	G
<u> </u>	То:	I-264-W FROM ROU	JTE 405-MERRIN	IAC AVEN	NUE									
	From:		37 Hampton Blvd											
406)International Blvd	City of Norfo	olk 1.33	22000 A	95%	0%	0%	1%	4%	0%	С	0.089	0.601	25000	Α
$\smile$	combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000 G								NA		42000	G
	To:		Ruthven Rd			$\neg$ $\vdash$								
406) Terminal Blvd	City of Norfolk (Ma		22000 N	95%	0%	0%	1%	4%	0%	Ν	0.089	0.601	25000	Ν
	To:	,	I-564											
East	From:	Ramp from SR 406	Eastbound to I-50	4 Eastbour	nd									
Ramp	City of Norfolk (Ma		7200 G								0.119		7200	G
	To:	Ramps to I-64 Wes	stbound and US 46	0 Granby S	St									
	From:	I-5	64 Northbound											
496 Ramp	City of Norfolk (Ma		17000 G								0.102		17000	G
C. P. C.	Combined Traffic Estimates for 2 Parallel F		40000 G								NA		42000	G
	То:		rminal Blvd Westb	ound										
	From:	SR 16	8 Campostella Rd											
407) Indian River Rd	City of Norfo		18000 G	96%	1%	1%	1%	2%	0%	С	0.094	0.611	20000	G
	To:	Wo	CL Chesapeake											
	From:	NO	CL Chesapeake											
460 (166) Wilson Rd	City of Norfo		9100 G	98%	1%	1%	0%	0%	0%	F	0.109	0.604	9900	G
150).00	To:		ampostella Ave											
~~~	From:		Wilson Rd											
460 166 168 Campostella R	d City of Norfo	olk 0.73	51000 G	96%	1%	1%	1%	1%	0%	F	0.113	0.783	55000	G
$\Rightarrow$ $\bigcirc$ $\bigcirc$	To		Kimball Terr			$\neg$ $\vdash$								
460 (166) (168) Brambleton Av	re City of Norfo		46000 G	96%	1%	1%	1%	1%	0%	С	0.082	0.614	50000	G
	To		Park Ave											
460 (168) Brambleton Ave	City of Norfo	olk 0.40	36000 G	96%	1%	1%	1%	1%	0%	F	0.082	0.558	39000	G
400 108 Brainbieton Ave	Oity of North			JU /6	1 /0	1 /0	1 /0	1 /0	0 /0	1	0.002	0.550	55000	G
~~~	From		Fidewater Dr	0000			4.5.1	461	0.5.1		0.6==	2 = 2 =	07000	_
337 Brambleton Ave	City of Norfo	olk 0.10	34000 G	96%	1%	1%	1%	1%	0%	F	0.077	0.595	37000	G
~ ~	To		Church St											

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

						Tru	ıck			K _	. Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle	-		QC	Factor Q	K Factor	AAWDT	QW
~~~	From:	Church St											
460 337 Brambleton Ave	City of Norfolk	0.31 <b>22000</b> G		1%	1%	1%	1%	0%	F	0.079	0.573	24000	G
ALT	To:	ALT US 460 St Pauls B											
~~~ ~~~	City of Norfolk	ALT US 460, Brambleton 0.24 <b>22000</b> G		2%	1%	0%	1%	0%	F	0.08	0.535	24000	G
460 460 St Pauls Blvd	Oity of Norioik	0.24 22000 0	30 /6	2 /6	1 /0	0 /6	1 /0	0 /6	'	0.00	0.555	24000	ч
~~~	To: From:	ALT US 460 Par; Monticell											
(460)St Pauls Blvd	City of Norfolk	0.07 <b>26000 G</b>	96%	2%	1%	0%	1%	0%	F	0.078	0.506	28000	G
<del></del>	To- From:	US 58 Virginia Beach B											
Monticello Ave	City of Norfolk	0.66 <b>21000</b> G	96%	2%	1%	0%	1%	0%	С	0.073	0.528	23000	G
<u> </u>	Tos	21st St			<u> </u>								
Monticello Ave	City of Norfolk	0.49 <b>17000</b> G	96%	2%	1%	0%	1%	0%	F	0.082	0.527	18000	G
(400)	T-1												
Cranby Ct	City of Norfalls	Church St	96%	2%	10/	0%	10/	0%	F	0.001	0.540	20000	
460 Granby St	City of Norfolk	0.81 <b>25000 G</b>	90%	2%	1%	0%	1%	0%	Г	0.091	0.543	28000	G
~~~	To: From:	Llewellyn Ave											
(460) Granby St	City of Norfolk	0.45 <b>30000 G</b>	96%	2%	1%	0%	1%	0%	F	0.095	0.649	33000	G
<u> </u>	To	Willow Wood Dr											
460 Granby St	City of Norfolk	1.30 <b>33000</b> G	96%	2%	1%	0%	1%	0%	F	0.082	0.537	36000	G
400) 3737737	T-1												-
460 Granby St	From:	Thole St 0.37 <b>30000</b> G	i 96%	2%	10/	00/	1%	0%	F	0.000	0.511	00000	$\overline{}$
460 Grandy St	City of Norfolk	0.37 <b>30000 G</b>	90%	2%	1%	0%	170	0%	Г	0.090	0.511	32000	G
~~~	To: From:	SR 165 Little Creek R											
(460) Granby St	City of Norfolk	0.44 <b>25000</b> G	96%	2%	1%	0%	1%	0%	F	0.095	0.569	28000	G
<u> </u>	To: From:	I-64; I-564											
(460) Granby St	City of Norfolk	0.69 <b>24000 G</b>	98%	1%	1%	0%	0%	0%	С	0.095	0.769	26000	G
	To	I-64 East											
460 Granby St	City of Norfolk	0.30 <b>22000</b> G	98%	1%	1%	0%	0%	0%	F	0.098	0.689	23000	G
460 Granby of	Oity of Norioik		30 70	1 /0	1 /0	0 70	0 70	0 70	'	0.000	0.000	20000	ч
~~~	To- From:	Bay View Blvd							_				
(460) Granby St	City of Norfolk	0.89 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	С	0.113	0.675	13000	G
<del>~</del>	To: From:	SR 168 Tidewater Dr											
460 Granby St	City of Norfolk	0.71 <b>12000</b> G	98%	1%	1%	0%	0%	0%	F	0.104	0.659	13000	G
$\bigcirc$	To:	US 60 Ocean View Av	e										
	From:	US 460 TO I-64 WES	Γ										
(460) Ramp	City of Norfolk (Maint: 64)	0.07 <b>4300</b> G								0.100		4300	G
1		I-64-W FROM US 460-GRANB											
East	From:	US 460 TO ROUTE 264 F			ĺ								
460 Ramp	City of Norfolk (Maint: 64)	0.14 <b>4400 G</b>								0.103		4400	G
(400)		4-E FROM ROUTE 460 EAST-E		ON						3.100		1100	~
F	From				<u></u>								
East	City of Norfolk (Maint: 64)	US 460 Granby St 0.13 <b>4300</b> G	<u> </u>							0.141		4300	G
(460)Ramp	Oity of Norioik (Mairit, 64)		1							0.141		4300	G
•		I-564 Northbound											

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

						4			Trı	uck			K	01/	Dir	A A14/DT	01
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
est	City of Norfolk (N	Acint. C4)	US 460 T 0.19	O ROUTE		Т							0.000			0000	G
Ramp	City of Norioik (N			8000 TE 460 WE	<b>G</b>	R AMRI F	TO						0.099			8000	(
LT	Fron	1-204-L11		WCL Norfol		IC/ HVIDLI	.10										
60 (264) Elizabeth River	Downtown Tunnel City of Norfolk (N	Maint: 64)	0.55	WCL NOITO	IK.	Se	e I-264	for dire	ctional	traffic v	olume e	stimat	es for thi	s sea	ment.		
00)(204)	Combined Traffic Estimates for 2 Parallel	,		82000	G	94%	0%	1%	1%	4%	0%		0.090			90000	(
	To			I-464													
LT Porklay P.	ridge City of Norfolk (N	Acint: 64)	0.41	1 101		0.0	0 1 264	l for dire	otional	troffic v	olumo o	atim at	oo for thi	0.000	mont		
60 264 337 Berkley B	Combined Traffic Estimates for 2 Parallel		-	05000	G	94%	0%	1%	1%	4%	0%	F F	es for thi 0.086	•	0.667	102000	(
	Combined Traine Estimates for 21 drainer	Tioadways on thi				34 /0	0 76	1 /0	1 /0	4 /0	0 /6	'	0.000	^	0.007	102000	,
I	From			337 Main S	treet												
60 (264 (337)	City of Norfolk (N	,	0.65										es for thi	_			
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	92000	G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.508	100000	•
LT	To From			I-264													
60 (337)	City of Norfolk (N	Maint: 64)	0.22	27000	N	98%	1%	1%	0%	0%	0%	Ν	0.084		0.782	30000	
$\sim$	To Table		SR 33	7 Tidewater	r Drive												
LT	City of Norfolk (N	Agint: 64)	0.24	27000	G	98%	1%	1%	0%	0%	0%	F	0.084		0.782	30000	
30)	Combined Traffic Estimates for 3 Parallel	,			G	JU /0	1 /0	1 /0	0 70	0 70	0 78	•	NA		0.702	40000	
	To To To Take The To To Take To To Take To To Take To To Take To To To Take To	·		St Pauls Blv												10000	
LT	From			Fenchurch S		2221	121										
St Pauls Blvd	City of Norfolk (M	Maint: 64)	0.45	45000	G	98%	1%	1%	0%	0%	0%	F	0.081		0.596	48000	(
LT	To From		US 46	0 Brambleto	on Ave												
60 (460 St Pauls Blvd	City of Nor	folk	0.24	22000	G	96%	2%	1%	0%	1%	0%	F	0.08		0.535	24000	(
	To	c	ALT US 4	60 Par; Mor	nticello A	ve											
Ţ	From			/TO CITY I	HALL A	VENUE											
Ramp	City of Norfolk (N		0.17	NA									NA			NA	
<u> </u>	10	IS-00264-W				ST VIA A	LT 4										
LT 60 (264) Elizabeth River	Downtown Tunnel City of Norfolk (M	12int: 64)	0.56	WCL Norfol	lk	Sc	o I-264	l for dire	ctional :	traffic v	oluma a	etimat	es for thi	e e o o	ment		
60 264 Elizabetii riivei	Combined Traffic Estimates for 2 Parallel	,		82000	G	94%	0%	1%	1%	4%	0%	F	0.099	a acy A	0.502	90000	(
	To T	:		-464, SR 33		0 + 70	0 70		1 70	470	0 70	•	0.000	,,	0.002	50000	
orth <sub>.</sub>	Fron	E		SCL Norfoll	k												
54)	City of Norfolk (N	Maint: 64)	0.41	28000	G	95%	0%	1%	1%	2%	0%	F	0.111			32000	
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	55000	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	63000	
				Main Street	t			$\neg$ $\vdash$									
orth 64	City of Norfolk (N	/aint: 64)	0.60	26000	G	95%	0%	1%	1%	2%	0%	F	0.112			30000	
04)	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	58000	,
	To To	:		SR 337	<u> </u>	0070	0 /0		. 70	_ /0	5 /0	•	0.000	•	0.770	55000	•

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

			Oil	LY OF INOTE	UIK												
Route	Jurisdictio	<b>.</b>	Longth	AADT	0.4	4Tiro	Puo		Trι	ıck		00	K	QK	Dir	AAWDT	OW
noute	Junsuiciic	JII	Lengin	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
North	From	1:		SR 337													
(464)(337)	City of Norfolk (N	Maint: 64)	0.16	26000	N	95%	0%	1%	1%	2%	0%	Ν	0.112			30000	Ν
404) (307)	Combined Traffic Estimates for 2 Parallel		on this Route:		N	95%	0%	1%	1%	2%	0%	N	0.080	F	0.779	58000	N
	To	iloadways	on this rioute.	I-264	- 14	33 /6	0 70		1 /0	2 /0	0 /0	14	0.000	'	0.773	30000	1 1
North	From			I-464 North								_					_
A64 Ramp	City of Norfolk (N	Л <u>aint: 64)</u>	0.12	2100	G	93%	1%	1%	2%	4%	0%	F	0.143			2200	G
$\overline{}$	To	0:		SR 337													
North	From	r: ]	I-464-N TO ROUT	E 264 WES	T & BE	RKLEY S	T										
(464)Ramp	City of Norfolk (N		0.13	NA									NA			NA	
404)	To	n:	SR 337-N025A		@ ROI	ITE 337											
	P																
North	O'the of New fells (A	1-1-1-04)	I-464-N006B INS		STATIO	N ROAD							NIA			N.1.A	
Ramp	City of Norfolk (N	/laint: 64)	0.07	NA									NA			NA	
<u> </u>	To	):	ST	ATE STRE	ET												
South	From	1:		SCL Norfol	k												
464)	City of Norfolk (N	/laint: 64)	0.36	27000	G	95%	0%	1%	1%	2%	0%	F	0.127			31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	55000	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	63000	G
						0070	0,70	. , ,	. , ,	_,,	0 / 0	•	0.000	•	0.002	00000	•
South	To From	1:		Main Street	t												
464)	City of Norfolk (N	/laint: 64)	0.87	25000	G	95%	0%	1%	1%	2%	0%	F	0.105			28000	G
404)	Combined Traffic Estimates for 2 Parallel				G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	58000	G
	To	: Toadways	on this rioute.	I-264	<u> </u>	33 /6	0 70		1 /0	2 /0	0 /0		0.000	•	0.773	30000	ч
North	From			64-Westbou	ınd												
564 Ramp	City of Norfolk (N	/laint: 64)	0.29	NA									NA			NA	
<u> </u>	To	<u>.</u>	Ramps from	1 US 460 an	d I-564	Rev		-									
North	From		•														
Total Ramp	City of Norfolk (N	/laint: 64)	0.16	NA									NA			NA	
<u> </u>	To	):		rom I-64 Ea													
North	C': (A) ( II (A			US 460 Gra		200/	00/		00/	00/	00/	_	0.407			00000	_
564	City of Norfolk (N		0.51	32000	G	98%	0%	0%	2%	0%	0%	F	0.127			38000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	52000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	62000	G
	To	):	SR 406 Inte														
North	From	1:	SR 406 Inte														
564)	City of Norfolk (N		1.81	12000	G	98%	0%	0%	2%	0%	0%	С	0.216			NA	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	32000	G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	To	):	SR 337 A	Admiral Tau	ssig Blv	d											
Rev	From	1:		I-64 Rev													
(564) Reversible Ramp	City of Norfolk (N	(laint: 64)	0.31	NA									NA			NA	
204 Tieversible Harrip	Oity of Notion (N	: U4)	Ramps to I-56		Zuo an I 5	64 CD							IVA			INC	
			Kamps to 1-50		-10m 1-30	04 <b>SB</b>											
Rev	From	1.		I-564 Rev													
(564) Ramp	City of Norfolk (N	//aint: 64)	0.08	4500	G								0.292			4500	G
$\smile$	To	·	I-5	64 Northbo	und												
		_	_		_	_					_				_	_	

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

Route	Jurisdiction	Longt	h AADT	0.4	4Tire	Due		1	uck		00	K	QK	Dir	AAWDT	- 011
Houle	Jurisdiction	Lengi	h <b>AADT</b>	QA	41116	Bus	2A	xle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
South	From:		I-64 Eastbou	ınd												
(564)Ramp	City of Norfolk (Main	nt: 64) 0.16	23000	G								0.140			23000	G
$\bigcirc$	То:		SR 165 Littl		Rd											
South 564	From:		; US 460 Gr													
564)	City of Norfolk (Main	nt: 64) 0.64	20000	G	98%	0%	0	% 0%	1%	0%	F	0.153			25000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route	: <b>52000</b>	G	98%	0%	09	% 1%	0%	0%	F	0.091	F	0.87	62000	G
	To:	SR	406 Termini	al Blvd												
South	From:		ternational T	erminial												
South 564	City of Norfolk (Main	nt: 64) 1.84	19000	G	98%	0%	09	% 0%	1%	0%	С	0.212			23000	G
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route	: <b>32000</b>	G	98%	0%	09	% 1%	1%	0%	С	0.13	В	0.865	NA	
	To:	SR 33	Admiral Ta	ussig Blv	⁄d											
South	From:	ĭ	-564 Southbo	und												
(564)Ramp	City of Norfolk (Main			G								0.136			2300	G
564 Hamp	To:	· · · · · · · · · · · · · · · · · · ·	5, East Little		d							0.100			2000	a
					u											
South	Prom:		-564 Southbo	ound												
564 Ramp	City of Norfolk (Main	· · · · · · · · · · · · · · · · · · ·						1				NA			NA	
<u> </u>	To:	Ramps from SR 406				3 460										
South	11000		-E001A FRC <b>NA</b>	M RT 40	06							NA			NA	
564 Ramp	City of Norfolk (Main	· · · · · · · · · · · · · · · · · · ·						İ				INA			INA	
Courth	From	1-564-S Ramp from I-564 So	000C TO RT			Dlod										
South (564) Ramp	L City of Norfolk (Main			u SK 400	o remini	DIVU						NA			NA	
564 hamp	City of Notion (Main	· · · · · · · · · · · · · · · · · · ·		C.				Ì				INA			INA	
	***	(	JS 460 Grant	y St												
South	From:		from I-564 S	outhboun	ıd											
(564)Ramp	City of Norfolk (Main	nt: 64) 0.45	6800	G				-				0.107			6800	G
$\overline{}$	To:		I-64 Westbo	ınd												
South	From:	I	-564 Southbo	ound												
(564) Ramp	City of Norfolk (Main			G				1				0.294			7400	G
307	To:	,	I-564 Rev													

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
Monticelle Ave	0.25	4900	G	000/	10/	SR 337 A1US		09/	F	0.001	0.570	E200	G	2017
460 7 Monticello Ave	0.25	4800 <sub>то</sub>	G	98%	1%	1% 0% US 460 St Pau		0%	Г	0.091	0.579	5200	G	2017
		From								1				
F157)	0.29	2600	G			Dead En	<u>u</u>			0.107	0.522	2600	G	2017
F15/)	0.23	To	_			US 13 Militar	v Hwv			0.107	0.522	2000	ч	2017
		From				Curlew I								
1 Corporate Blvd	0.47	2500	G	99%	0%	1% 0%		0%	F	0.144	0.577	2700	G	2017
		To				US 13 Militar	y Hwy							
		From				SR 247 Norvie	w Ave							
3 Sewells Point Rd	1.96	7600	G	97%	1%	2% 0%		0%	С	0.088	0.533	8300	G	2017
<u> </u>		To				SR 165 Little C	reek Rd							
		From				Duke St								
4 Tazewell St	0.06	1900	G							0.158	0.64	1900	G	2017
)		To				Alt SR 337 Bo	ush St							
		From				Tazewell	St							
5 Duke St	0.29	1900	G	97%	1%	1% 0%	0%	0%	С	0.11	0.622	2100	G	2017
	ed Traffic:	44000	G	97%	1%	1% 0%	0%	0%	F	NA		48000	G	
		To				Brambleton	Ave							
		From			SR 337	State St; 122-85	92 Berkley	Ave						
6 State St	0.40	850	G	92%	2%	4% 1%	1%	0%	С	0.137	0.872	900	G	2017
$\mathcal{L}$		To				End State Main	tenance							
		From			I-464-N	006A STATE ST	@ ROUTE	337						
6 Ramp	0.07	3500	G							0.127		3500	G	2017
$\mathcal{O}$		To			I-46	64-N006B FROM	I STATE ST							
		From				City Hall A	ve							
7 Monticello Ave	0.47	2800	G	98%	1%	1% 0%		0%	С	0.09	0.576	3000	G	2017
$\overline{}$		To				SR 337 Bramble	ton Ave							
7 Monticello Ave	0.25	4800 From:	G	98%	1%	1% 0%		0%	F	0.091	0.579	5200	G	2017
		To				US 460 St Pau				1				
		From:												
						Alt IIS 460 Ox								
City Hall Ave WB	0.13					Alt US 460 Ov	erpass			NA		NA		
8 City Hall Ave WB	0.13	NA To								NA		NA		
8 City Hall Ave WB	0.13	NA To				Ramp From I-	64 WB			NA		NA		
		NA To	G				64 WB						G	2017
	0.13	NA To	G		I-6	Ramp From I-0	64 WB 64 EAST			NA 0.205		NA 5800	G	2017
		NA To From 5800			I-6	Ramp From I-0 122-8623 TO I-0 64-E FROM BAY	54 WB 54 EAST Y AVENUE						G	2017
Ramp	0.14	From 5800		97%	I-6	Ramp From I- 122-8623 TO I- 64-E FROM BAY Powhatan A	54 WB 54 EAST Y AVENUE	0%	C	0.205	0.509	5800		
Ramp		From: 5800		97%		Ramp From I-0 122-8623 TO I-0 64-E FROM BAY	64 WB 64 EAST 64 VENUE 64 Ave 65 0%	0%	C		0.509		G G	
8023) Ramp 8560) 49th St	0.14	From 5800		97%		Ramp From I-122-8623 TO I-0 4-E FROM BAY Powhatan A 2% 0%	54 WB 54 EAST  AVENUE Ave 5 0% on Blvd	0%	C	0.205	0.509	5800		
8023) Ramp 8560) 49th St	0.14	From 5800 To 4900 To To		97%		Ramp From I-122-8623 TO I-0  4-E FROM BAY  Powhatan 2  2% 0%  SR 337 Hampton E  4-May 10 May	Ave 0% on Blvd lvd 0%	0%	C	0.205	0.509	5800		2017
8023 Ramp 8560) 49th St	0.14	From 4900  To From From 4900	G		1%	Ramp From I-122-8623 TO I-0 4-E FROM BAY Powhatan 2 2% 0% SR 337 Hampton E	Ave 0% on Blvd lvd 0%			0.205		5800	G	2017
8023) Ramp 8560) 49th St 8560) 49th St	0.14	From 4900  To From From 4900	G		1%	Ramp From I-122-8623 TO I-0  4-E FROM BAY  Powhatan 2  2% 0%  SR 337 Hampton E  4-May 10 May	AVENUE AVE O O O O O O O O O O O O O O O O O O O			0.205		5800	G	2017
8023 Ramp 8560 49th St 8560 49th St	0.14	From 4900 To From 4100 To T	G		1%	Ramp From I- 122-8623 TO I-0 4-E FROM BAY Powhatan A 2% 0% SR 337 Hampton B 2% 0% Colley A	Ave  O  O  O  O  O  O  O  O  O  O  O  O  O			0.205		5800	G	2017
3023 Ramp 3560) 49th St 3560) 49th St	0.14 0.56 0.42	From 5800 To From 4900 To From 4100 To T	G G	97%	1%	Ramp From I-122-8623 TO I-0  4-E FROM BAY  Powhatan A  2% 0%  SR 337 Hampto  Hampton E  2% 0%  Colley Av  Powhatan A  2% 0%	Ave on Blvd lvd ove Ave on 0% on Bvd lvd ove Ave on 0%	0%	F	0.205 0.075 0.075	0.562	5800 5300 4400	G G	2017
9023 Ramp 9560 49th St 9560 49th St 9561 Bolling Ave	0.14 0.56 0.42	From 5800 From 4900 From 4100 From From From From From From From From	G G	97%	1%	Ramp From I- 122-8623 TO I-0 4-E FROM BAY Powhatan A 2% 0% SR 337 Hampton B 2% 0% Colley Av Powhatan A	Ave on Blvd Ave on O% on Blvd on O% on Blvd on O% on Blvd on O% on Blvd	0%	F	0.205 0.075 0.075	0.562	5800 5300 4400	G G	2017
8023 Ramp 8560 49th St 8560 49th St 8561 Bolling Ave	0.14 0.56 0.42	From 2100	G G	97%	1%	Ramp From I-122-8623 TO I-0  44-E FROM BAY  Powhatan A  2% 0%  SR 337 Hampto  Hampton E  2% 0%  Colley A  Powhatan A  2% 0%  SR 337 Hampton B  SR 337 Hampton B  SR 337 Hampton B  SR 337 Hampton B	Ave 0% on Blvd	0%	F	0.205 0.075 0.075 0.089	0.562	5800 5300 4400 2300	G G G	2017
8023 Ramp 8560 49th St 8560 49th St 8561 Bolling Ave	0.14 0.56 0.42	From 2400	G G	97%	1%	Ramp From I- 122-8623 TO I- 122-8623 TO I- 14-E FROM BAY Powhatan 2 % 0% SR 337 Hampto Hampton E 2% 0% Colley Av Powhatan 2 % 0% SR 337 Hampto 2% 0% Jamestown Cr	Ave by O% on Blvd on Blvd on Blvd on Blvd on O% one on Blvd one	0%	F	0.205 0.075 0.075 0.089	0.562	5800 5300 4400 2300	G G G	2017
9023) Ramp 9560) 49th St 9560) 49th St 9561) Bolling Ave	0.14 0.56 0.42 0.48	From 5800 To From 4900 To From 2100 To From 2400 To From 2400 To From 2400 To From 2400 To From 500 To	G G G	97%	1% 1% 1%	Ramp From I- 122-8623 TO I-0 4-E FROM BAY Powhatan A 2% 0% SR 337 Hampto Hampton E 2% 0% Colley A Powhatan A 2% 0% SR 337 Hampto 2% 0% Jamestown Cr Powhatan A	Ave by O% on Blvd on Blvd on Blvd on Blvd on O% one on Blvd on O% one	0%	F	0.205 0.075 0.089 0.103	0.562 0.66 0.589	5800 5300 4400 2300 2600	G G G	2017 2017 2017 2017
8023) Ramp  8560) 49th St  8560) 49th St  8561) Bolling Ave	0.14 0.56 0.42	From 5800 To From 4900 To From 2100 To	G G	97%	1%	Ramp From I- 122-8623 TO I-0 4-E FROM BAY Powhatan 2 % 0% SR 337 Hampto Hampton E 2% 0% Colley Av Powhatan 2 % 0% SR 337 Hampto 2% 0% Jamestown Cr Powhatan 2 % 0%	Ave by 0% by	0%	F	0.205 0.075 0.075 0.089	0.562	5800 5300 4400 2300	G G G	2017 2017 2017 2017
8023) Ramp  8560) 49th St  8560) 49th St  8561) Bolling Ave	0.14 0.56 0.42 0.48	From 5800 To From 4900 To From 2100 To From 11000	G G G	97%	1% 1% 1%	Ramp From I- 122-8623 TO I- 122-8623 TO I- 14-E FROM BAY Powhatan A 2% 0% SR 337 Hampton B 2% 0% Colley A Powhatan A 2% 0% SR 337 Hampton B 2% 0% SR 337 Hampton B 2% 0% Jamestown Cr Powhatan A 2% 0% Colley A	Ave On Blvd On Blvd On Blvd On Blvd On O% On Blvd On O% On Blvd On O% ON	0%	F	0.205 0.075 0.089 0.103	0.562 0.66 0.589	5800 5300 4400 2300 2600	G G G	2017 2017 2017 2017
8023 Ramp  8560 49th St  8561 Bolling Ave  8562 43rd St	0.14 0.56 0.42 0.48 0.48	From 2400  To From 11000  To From 17000  To From 11000  To From 17000  To From 11000	G G G	97% 97% 97%	1% 1% 1% 1%	Ramp From I-  122-8623 TO I-  4-E FROM BAY  Powhatan A  2% 0%  SR 337 Hampton B  2% 0%  Colley A  Powhatan A  2% 0%  SR 337 Hampton B  2% 0%  Jamestown Cr  Powhatan A  2% 0%  Colley A  US 58 Bramble	Ave  o 0% on Blvd o 0% on Blvd o 0% on Blvd o 0% ove  Ave o 0% on Secont Ave o 0% ove	0%	F F F	0.205 0.075 0.089 0.103 0.123	0.562 0.66 0.589	5800 5300 4400 2300 2600	G G G	2017 2017 2017 2017 2017
8023 Ramp  8560 49th St  8561 Bolling Ave  8562 43rd St	0.14 0.56 0.42 0.48	From 11000 To	G G G	97%	1% 1% 1%	Ramp From I- 122-8623 TO I-0 122-8623 TO I-0 14-E FROM BAY Powhatan 2 8 0% Colley Av Powhatan 2 8 0% SR 337 Hampte 2% 0% SR 337 Hampte 2% 0% Jamestown Cr Powhatan 2 2% 0% Colley Av US 58 Bramble 1% 0%	Ave by 0% by	0%	F	0.205 0.075 0.089 0.103	0.562 0.66 0.589	5800 5300 4400 2300 2600	G G G	2017 2017 2017 2017 2017
8023 Ramp  8560 49th St  8560 49th St  8561 Bolling Ave  8561 Bolling Ave	0.14 0.56 0.42 0.48 0.48	From 2400  To From 11000  To From 17000  To From 11000  To From 17000  To From 11000	G G G	97% 97% 97%	1% 1% 1% 1%	Ramp From I-  122-8623 TO I-  4-E FROM BAY  Powhatan A  2% 0%  SR 337 Hampton B  2% 0%  Colley A  Powhatan A  2% 0%  SR 337 Hampton B  2% 0%  Jamestown Cr  Powhatan A  2% 0%  Colley A  US 58 Bramble	Ave  o 0% on Blvd lvd o 0% on Blvd o 0% on Blvd o 0% on Blvd o 0% on Ave o 0% on Ave o 0% on Blvd o 0% on Blv	0%	F F F	0.205 0.075 0.089 0.103 0.123	0.562 0.66 0.589	5800 5300 4400 2300 2600	G G G	2017 2017 2017 2017 2017 2017

						City	of Norfo	k								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				Dringe	ess Anne R	d								
8563) Colley Ave	0.37	13000	G	99%	0%	1%	0%	0%	0%	F	0.082		0.565	14000	G	2017
8563) Colley Ave	0.30	15000 To	G	99%	0%	1%	st Street 0% th Street	0%	0%	F	0.085		0.563	16000	G	2017
8563) Colley Ave	1.04	14000	G	99%	0%		27th St 0%	0%	0%	С	0.092		0.561	15000	G	2017
8563) Jamestown Crescent	0.74	7000	G	99%	0%	1%	rd Street 0%	0%	0%	F	0.095		0.558	7600	G	2017
			1				Hampton I	Siva								
8564) Powhatan Ave	0.75	1700	G	99%	0%	1%	ead End 0%	0%	0%	F	0.09		0.668	1800	G	2017
Powhatan Ave	0.81	6700 From	G	99%	0%	1%	0% 88th St	0%	0%	F	0.088		0.522	7200	G	2017
		From	12				hatan Ave									
8564) 38th St	0.57	5200	G	99%	0%	1% SR 337 I	0% Hampton I	0%	0%	F	0.084		0.616	5600	G	2017
38th St	0.41	6600 From	G	99%	0%	1%	0% olley Ave	0%	0%	F	0.107		0.644	7200	G	2017
8564) 38th St	0.53	10000 From	G	99%	0%	1%	0%	0%	0%	С	0.095		0.576	11000	G	2017
38th St	0.17	4700 From	G	99%	0%	1%	0% 0Granby	0%	0%	F	0.092		0.771	5100	G	2017
8564) La Vallette Ave	0.48	1700	G	99%	0%	1%	JS 460 0%	0%	0%	F	0.100		0.521	1900	G	2017
		10				Colu	ımbus Ave									
8565 Colonial Ave	1.08	5900	G	99%	0%	1%	lney Rd 0%	0%	0%	F	0.087		0.544	6400	G	2017
8565) Colonial Ave	1.07	2100 From	G	99%	0%	1%	27th St 0%	0%	0%	F	0.097		0.615	2200	G	2017
New Hampshire Ave	0.24	150	G	99%	0%	Gas 1%	ampshire A snold Ave 0%	0%	0%	F	0.177		0.519	160	G	2017
		10				Col	onial Ave									
8566) 41st St	0.05	860 To	G	99%	0%	0%	0%	0%	0%	F	0.1		0.587	940	G	2017
		From	10				flower Rd olina Ave									
Mayflower Ave	0.22	1700	G	99%	0%	0% Dela	0% nware Ave	0%	0%	F	0.1		0.587	1800	G	2017
8566) Delaware Ave	0.55	4400	G	99%	0%	0%	flower Rd 0%	0%	0%	F	0.084		0.543	4700	G	2017
8566) Delaware Ave	0.12	7400 From	G	99%	0%	0%	vellyn Ave 0% 0 Granby	0%	0%	С	0.102		0.762	8000	G	2017
		From	1								<del></del>					
Boush St	0.21	8900	G	99%	0%	0%	0%	0%	0%	F	0.109		0.622	9700	G	2017
8567) Llewellyn Ave	0.30	8100 From	G	99%	0%	1%	0%	0%	0%	F	0.111		0.533	8800	G	2017
8567) Llewellyn Ave	0.50	8600	G	99%	0%	1%	ess Anne R 0%	0%	0%	F	0.104		0.721	9300	G	2017
<u> </u>	0.70	From		0000	0-1		st Street	000	051	_			0.500	7000		00:-
8567) Llewellyn Ave	0.72	7000	G	99%	0%	1% 35	0% th Street	0%	0%	F	0.099		0.583	7600	G	2017

						City of I	NORTOIK								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk						ZI IXIC O	TAKE TITUI	ZIIdii		1 40101		1 dotoi			
		From				35th S								_	
(8567) Llewellyn Ave	0.14	6100	G	99%	0%		0% 0%	0%	С	0.094		0.519	6700	G	2017
		From				38th S 38th									
(8567) Llewellyn Ave	0.20	11000	G	99%	0%		0% 0%	0%	F	0.084		0.609	12000	G	2017
8567) 2.0110111711711	0.20			0070	0 70			070	•			0.000	12000	ŭ	2017
	0.00	From	ᄂ	000/	00/	Delawa		00/	F				0.400		0017
(8567) Llewellyn Ave	0.28	7800 <sub>To</sub>	G	99%	0%		0% 0%	0%	Г	0.088			8400	G	2017
			1			US 460 G	ranby St								
O 01 D1	0.50	From	<u> </u>	000/	00/	Colley		00/				0.075	10000	_	0017
(8568) Olney Rd	0.50	9600	G	98%	0%	1%	0% 0%	0%	С	0.097		0.675	10000	G	2017
		To From			US 5	8 Virginia Bea	ach Blvd; Duke	St							
(8568) Olney Rd	0.31	1600	G	98%	0%	1%	0% 0%	0%	F	0.133		0.602	1700	G	2017
<u> </u>		To				Montice	llo Ave								
		From				122-8585	Main St								
(8569) Granby St	0.36	4100	R							0.089		0.515	NA		05/18/2015
		To				US 58 Bram	bleton Ave								
		From				Bramblet									
(8569) Granby St	1.27	7300	G	98%	0%		0% 0%	0%	F	0.083		0.535	7900	G	2017
		То				Churc	ch St								
		From				Raleigl	h Ave								
(8572) Claremont Ave	0.51	840	G	99%	0%	0%	0% 0%	0%	F	0.13			910	G	2017
$\bigcirc$		To				SR 337 Han	nnton Blvd								
(8572) 21st St	0.29	6500 From	G	99%	0%		0% 0%	0%	С	0.092		0.559	7100	G	2017
6572) = 151 51	0.20	_			0 70			0,0				0.000		<u>.</u>	
04-1-01	0.40	From	<u> </u>	000/	00/	Colley		00/				0.500	4.4000	_	0047
(8572) 21st St	0.48	12000	G	99%	0%	0%	0% 0%	0%	F	0.086		0.563	14000	G	2017
		From				Llewel	lyn St								
(8572) 21st St	0.25	9200	G	99%	0%	0%	0% 0%	0%	F	0.08		0.592	9900	G	2017
$\bigcirc$		To				Montice	llo Ave								
		From				US 58 Va E	Beach Blvd								
(8573) Ballentine Blvd	0.50	13000	G	94%	1%	2%	3% 1%	0%	С	0.084		0.556	14000	G	2017
$\bigcirc$		To				SR 166 Prince	acc Anna Dd								
8573) Ballentine Blvd	0.54	9700 From	G	94%	1%		3% 1%	0%	F	0.086		0.514	11000	G	2017
8573 Ballentine Blvd	0.04	<b>3700</b>		0470	1 /0	Tait Te		070		-0.000		0.014	11000	ď	2017
		From				122-8834									
(8573) Ballentine Blvd	0.49	8300	G	94%	1%	2%	3% 1%	0%	F	0.086		0.534	9000	G	2017
		To			1	22-8613 Che	sapeake Blvd								
		From				US 460 G	ranby St								
(8574) Willow Wood Dr	1.10	9700	G	99%	0%		0% 0%	0%	С	0.087		0.621	11000	G	2017
(00/4)		To				SR 168 Tid									
		From				ALT SR 337 V				ī					
St Pauls Blvd	0.31	9500	G	99%	0%		0% 0%	0%	F	0.129		0.620	10000	G	2017
8575) St Pauls Blvd	0.01	5555		0070	J / J			- 70	•			5.520	. 5000	<u>~</u>	_517
O = 1 10	0.44	From	<u> </u>	000/	00/	Alt US 460;		00/				0.540	0000	_	0017
(8575) Fenchurch St	0.41	5700	G	99%	0%	1%	0% 0%	0%	F	0.091		0.542	6200	G	2017
		To From				US 460 Bran	nbleton Ave								
(8575) Church St	0.23	16000	G	97%	1%	1%	1% 1%	0%	F	0.086		0.572	18000	G	2017
$\overline{}$		To			ī	JS 58 Virginia	a Beach Blvd								
(8575) Church St	0.13	17000	G	97%	1%		1% 1%	0%	F	0.087		0.569	18000	G	2017
00,737	3				. , •			- , •	•					_	_,,,
Church Ct	0.04	From	᠆	0701	40/	Princess A		001				0.540	00000		0017
(8575) Church St	0.84	21000	G	97%	1%	1%	1% 1%	0%	С	0.089		0.549	22000	G	2017
<u>~</u>		To From			SR 2	247 Lafayette	Blvd; 26th Stree	et							
(8575) Church St	0.05	15000	G	97%	1%	1%	1% 1%	0%	F	0.087		0.557	16000	G	2017
$\bigcirc$		To				27th	St								
(8575) Church St	0.21	12000	G	97%	1%		1% 1%	0%	F	0.091		0.670	13000	G	2017
(8575) Church St	0.21	1 <b>2000</b>		01/0			; Monticello Av					0.070	.0000	J	2017
			<u> </u>		034	oo Grandy St	, wionneend A								

						City	of Norto	lK								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk			•													
Oringage Anna Dd	0.60	1000	G	079/	10/		ead End	00/	00/	С	0.100		0.500	1000	0	0017
(8576) Princess Anne Rd	0.62	1200	<u> </u>	97%	1%	1%	0%	0%	0%	C	0.102		0.593	1300	G	2017
	0.00	From	Ļ	000/	40/		Hampton 1		00/				0.50	0400		
(8576) Princess Anne Rd	0.08	5600	G	98%	1%	1%	0%	0%	0%	F	0.076		0.52	6100	G	2017
<u> </u>		From					lley Ave									
(8576) Princess Anne Rd	0.32	7800	G	98%	1%	1%	0%	0%	0%	F	0.079		0.568	8500	G	2017
		From					onial Ave 5 Colonial									
8576) Princess Anne Rd	0.18	11000	G	98%	1%	1%	0%	0%	0%	F	0.080		0.54	12000	G	2017
		To				I lev	vellyn Ave	a .			—					
(8576) Princess Anne Rd	0.28	9300 From	G	98%	1%	1%	0%	0%	0%	F	0.076		0.513	10000	G	2017
(6376)		To													-	
8576) Princess Anne Rd	0.49	7900 From	G	98%	1%	1%	ticello Av	e 0%	0%	С	0.08		0.587	8600	G	2017
(8576) Princess Anne Rd	0.40	7300		0070	1 /0			070	0 70				0.007	0000	ď	2017
Princess Anna Pd	0.20	From	<u> </u>	000/	10/		hurch St	00/	00/	F			0.540	12000	C	2017
Princess Anne Rd	0.29	11000 To	G	98%	1%	1% Tide	0% ewater Dr	0%	0%	٢	0.08		0.549	12000	G	2017
		From									_					
(8580) Charlotte St	0.17	3400	G			Mon	ticello Av	e			0.109		0.653	3700	G	2017
(8580) Charlotte St	0.17	To	$\overline{}$			US 460	Bus Woo	d St					0.000	3700	G	_017
		From					s US 460									
(8580) Wood St	0.13	830	G								0.087			910	G	2017
$\bigcirc$		To				Fen	church St				$\neg$ —					
(8580) Charlotte St	0.32	2200	G	97%	1%	1%	1%	1%	0%	F	0.09		0.501	2400	G	2017
$\bigcup$		To				Tide	ewater Dr									
		From				Chesa	peake Blv	vd								
(8581) Fishermans Rd	0.44	3700	G	98%	1%	1%	0%	0%	0%	С	0.092		0.684	4000	G	2017
<u> </u>		To					urgis Rd									
Cturaio Dd	0.11	From	<u> </u>	98%	1%	Fish 1%	ermans Ro	0%	00/	F	0.177		0.607	670	G	2017
(8581) Sturgis Rd	0.11	620	G	90%	1 70	1 70	0%	0%	0%	Г	0.177		0.607	670	G	2017
<u> </u>	0.04	From		000/	40/		View Blve		00/				0.540	4 400		
(8581) Sturgis St	0.64	1300	G	98%	1%	1%	0%	0%	0%	F	0.105		0.543	1400	G	2017
		10	1				1 View Av									
City Hall Ave	0.14	From				Alt SR	337 Boucl	h St					0.014	7100	_	0017
(8582) City Hall Ave	0.14	6600	G								0.099		0.614	7100	G	2017
<u> </u>		From				Mon	ticello Av	e			<u> </u>					
(8582) City Hall Ave	0.45	8700	G								0.112		0.704	9400	G	2017
Combin	ed Traffic:	36000	G								NA			40000	G	
		To From				Alı	US 460									
(8582) City Hall Ave	0.18	NA									NA			NA		
$\overline{}$		To		122-858	32-E0011	B MARKE	ET STREE	ET CONN	UNDERI	PA						
East		From			122-	08582(B)/	TO RTE	264 WES	Т							
(8582) Ramp	0.10	NA									NA_			NA		
		То		A1US-	00460-P	(L)/IS-002	264-W(B)/	FROM S	T PAULS	В						
East		From		122-8	8582 MA	ARKET ST	REET CO	ONN UNI	DERPASS							
(8582) Ramp	0.45	NA									NA			NA		
<u> </u>		To			I-264-I	E FROM C	CITY HAI	LL AVEN	UE							
$\bigcirc$		From					oush St									
(8585) Main St	0.25	5000	G	97%	1%	1%	1%	1%	0%	F	0.108		0.515	5300	G	2017
		To					Bank St				+					
(8585) Bank St	0.16	2300	G	97%	1%	1%	Main St 1%	1%	0%	F	0.129		0.82	2500	G	2017
(8585) Bank St	5.10	То	<u> </u>	J. /U		A1US 460			0,0	-	<u> </u>		0.02	_500	<u> </u>	_5.,
		From					oush St									
(8586) Plume St	0.42	2700	G	97%	1%	1%	1%	1%	0%	F	0.142		0.747	2800	G	2017
0000)		To	Ť	- ,-			auls Blvd			•					-	
						5(1	DIVU				-					

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK Dir Factor	AAWDT	QW	Year
	From				D1-									
0.77		G	97%	1%			1%	0%	F	0.086	0.586	4900	G	2017
	Tα													
	From:				SR 337	State St								
0.23	1100	G	97%	1%	1%	1%	1%	0%	F	0.137	0.844	1200	G	2017
	T_Q				Main	Street				$\neg$ —				
0.66	2200	G	97%	1%		1%	1%	0%	С	0.124	0.707	2400	G	2017
	To													
0.52		<u></u>	079/	10/			10/	00/		0.106	0.520	15000	G	2017
0.55	14000 To		91 /0	1 /0				0 /6		0.100	0.559	13000	G	2017
	From									_				
0.57		G			SK 337	Maiii 3				0.095	0.515	5000	G	2017
0.07	Τα	r <u> </u>			WCL Ch	esapeake	;				0.0.0	0000	<b>.</b>	_0.,
	From:													
0.11	12000	G	95%	1%		1%	2%	0%	С	0.088	0.552	13000	G	2017
	To				Mai	in St				<b>—</b> —				
0.21	13000	G	96%	0%		1%	1%	0%	F	0.101	0.547	14000	G	2017
	To													
0.80	3700 From:	G	96%	0%			1%	0%	С	0.091	0.534	4000	G	2017
0.00	3700	<u> </u>	0070	0 70				0 70			0.004	4000	u	2017
0.45	3700		06%	Nº/-				0%	F	0.085	0.538	4000	G	2017
0.43	3700		30 /6	0 /6			1 /0	0 /6	1	0.065	0.556	4000	G	2017
0.07	From:	<u> </u>	000/	00/			40/	00/			0.500			0047
0.27	3300 To		96%	0%				0%	F	0.086	0.569	3600	G	2017
	F													
0.00		<u></u>		1SR 3.	37-P; 122-85	92 BERI	KLEY A	V		0.228		1500	G	2017
0.09	1 <b>500</b>			I-464-9	S FROM RE	RKIFY	AVFNI	IF.		0.220		1500	G	2017
	From			1 101 1			TIVETIC	·L		+				
0.52		G	96%	1%			0%	0%	С	0.113	0.65	180	G	2017
	Τα									i i				
	From:				Militar	v Hwv								
0.55	740	G	00%	N%		0%	0%	0%	С	0.091	0.613	800	G	2017
		•	33/6	0 /0	1 /0									
~	Τα		33 /6	0 70		t Rd								
	To:		33 /6	070										
0.27	From:		95%	1%	Hun Liber		1%	0%	С	0.120	0.692	1800	G	2017
0.27					Hun Liber 2%	rty St		0%	С	0.120	0.692	1800	G	2017
					Hun Liber 2%	rty St 1% River Rd		0%	С	0.120	0.692	1800	G	2017
0.27 oint <b>1</b> R <b>0</b> /7	1700 <sub>To:</sub>				Liber 2% Indian R Inglesi	rty St 1% River Rd ide Rd 3%	1%	0%	C	0.120	0.692	1800	G	2017
	1700 To:	G	95%	1%	Liber 2% Indian R Inglesi	rty St 1% River Rd ide Rd	1%							
oint <b>13:0</b> 17	1700 From: 3600 From:	G G	95%	1%	Liber 2% Indian R Inglesi 1% Princess	rty St 1% River Rd ide Rd 3% Anne Rd	1%	0%	С	0.11	0.534	3900	G	2017
	1700 To:	G	95%	1%	Liber 2% Indian R Inglesi 1% Princess	rty St 1% River Rd ide Rd 3% Anne Rd	1%							
oint <b>13:0</b> 17	1700 From: 3600 From:	G G	95%	1%	Liber 2% Indian R Inglesi 1% Princess	rty St 1% River Rd ide Rd 3% Anne Rd arry Rd 1%	1%	0%	С	0.11	0.534	3900	G	2017
oint <b>13:0</b> 17	1700 From: 3600 From:	G G	95%	1%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2%	rty St 1% River Rd ide Rd 3% Anne Rd urry Rd 1% on Blvd 1%	1%	0%	С	0.11	0.534	3900	G	2017
oint <b>190</b> 17	1700 To: From: 3600 To: From: 560  1400 To:	G G G	95% 88% 97%	1%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive	rty St 1% River Rd ide Rd 3% Anne Rd arry Rd 1% on Blvd 1% en St	1%	0%	C F	0.11	0.534	3900 610	G G	2017
0.57 0.73	1700 To: From: 3600 To: From: 560  1400 To: From: From	G G G	95% 88% 97%	1% 2% 1%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd	1% 6% 0%	0%	C F	0.11	0.534 0.525 0.669	3900 610 1500	G G G	2017 2017
oint <b>190</b> 17	1700 To: From: 3600 To: From: 560  1400 To:	G G G	95% 88% 97%	1% 2% 1% 0%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd 1%	1% 6% 0%	0%	C F	0.11	0.534	3900 610	G G	2017
0.57 0.73	1700 To: From: 3600 To: From: 560  1400 To: From: From	G G G	95% 88% 97%	1% 2% 1% 0%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive North S 1%	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd 1%	1% 6% 0% 1%	0%	C F	0.11	0.534 0.525 0.669	3900 610 1500	G G G	2017 2017
0.57 0.73	1700 To: From: 3600 To: From: 1400 To: From: 1400 To: From: 1400 To: From:	G G G	95% 88% 97%	1% 2% 1% 0%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive North S 1% nternational 7	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd 1%	1% 6% 0% 1%	0%	C F	0.11 0.092 0.092 0.084	0.534 0.525 0.669	3900 610 1500	G G G	2017 2017 2017 2017
0.57 0.73	1700 To: From: 3600 To: From: 1400 To: To: To: To: To: To: To: To:	G G G	95% 88% 97% 96%	1% 2% 1% 0% 1%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive North S 1% nternational 7	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd 1% Terminal	1% 6% 0% 1% 0% Blvd vd	0%	C F C	0.11	0.534 0.525 0.669 0.555	3900 610 1500 1600	G G G	2017
0.57 0.73	1700 To:  From: 3600 To:  From: 560  1400 To:  From: 1400 To:  From: 260	G G G	95% 88% 97% 96%	1% 2% 1% 0% 1%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive North S 1% sternational 7 SR 337 Har 1% Beechween	rty St 1% River Rd ide Rd 3% Anne Rd urry Rd 1% on Blvd 1% en St hore Rd 1% Terminal mpton Bl 0% ood Ave	1% 6% 0% 1% 0% Blvd vd	0%	C F C	0.11 0.092 0.092 0.084	0.534 0.525 0.669 0.555	3900 610 1500 1600	G G G	2017 2017 2017 2017
0.57 0.73	1700 To:  From: 3600 To:  From: 560  To:  1400 To:  From: 260 To:  To:  To:  To:  To:  To:  To:  To:	G G G	95% 88% 97% 96%	1% 2% 1% 0% 1%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive North S 1% SR 337 Har 1% Beechwe	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd 1% Terminal	1% 6% 0% 1% 0% Blvd vd	0%	C F C	0.11 0.092 0.092 0.084	0.534 0.525 0.669 0.555	3900 610 1500 1600	G G G	2017 2017 2017 2017
0.57 0.73 0.60	1700 To:  From: 3600 To:  From: 560  1400 To:  From: 1400 To:  From: 4100 To:  From: 4100 To:  From: 4100	G G G G	95% 88% 97% 96% 97%	1% 2% 1% 0% 1% 0%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive North S 1% SR 337 Har 1% Beechwe Gran 1%	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd 1% ood Ave by St 0% ort Ave	1% 6% 0% 1% 0% Blvd vd 0%	0% 0% 0%	C F	0.11 0.092 0.092 0.092 0.084 0.112	0.534 0.525 0.669 0.555	3900 610 1500 1600	G G G	2017 2017 2017 2017 2017
0.57 0.73 0.60	1700 To:  From: 3600 To:  From: 560  1400 To:  From: 1400 To:  From: 1400 To:  From: 260 To:	G G G G	95% 88% 97% 96% 97%	1% 2% 1% 0% 1% 0%	Hun Liber 2% Indian R Inglesi 1% Princess Cloncu 1% Hampto 2% Dive North S 1% SR 337 Han 1% Beechwe Gran 1% Newpo Kingsle	rty St 1% River Rd ide Rd 3% Anne Rd 1% on Blvd 1% en St hore Rd 1% ood Ave by St 0% ort Ave	1% 6% 0% 1% 0% Blvd vd 0%	0% 0% 0%	C F	0.11 0.092 0.092 0.092 0.084 0.112	0.534 0.525 0.669 0.555	3900 610 1500 1600	G G G	2017 2017 2017 2017 2017
	0.77  0.23  0.66  0.53  0.57  0.11  0.21  0.80  0.45  0.27  0.09  0.52	0.23 1100  0.66 2200  To From 0.53 14000  To From 0.57 4600  To From 0.11 12000  0.21 13000  0.21 13000  0.21 3300  To From 0.45 3700  0.45 3700  0.57 4600  To From 0.58 500 760  To From 0.58 7600  To From 0.58 7600  To From 0.58 7600  To From 0.58 7600	0.77	0.77	0.77	Campos	Park Ave   Park Ave   Park Ave	Compostella Rd	Park Ave	Campostella Rd	Campostella Rd   Camp	Carrier   Carr	AADT	AADT

						City of	Norfolk	(								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				Dringas	Anne Ro	1								
Maltby Ave	0.27	2800	G	96%	0%	2%	1%	1%	0%	F	0.098		0.547	2900	G	2017
8613) Maltby Ave	0.15	3300 From	G	96%	0%	2%	ry St 1%	1%	0%	F	0.092		0.507	3500	G	2017
Maltby Ave	0.20	920 From	G	96%	0%	2%	ian Ave 1% gby St	1%	0%	F	0.092		0.537	1000	G	2017
8613) Maltby Ave	0.12	70	G	96%	0%	Rugb 2%	y Street 1%	1%	0%	F	0.123		0.632	70	G	2017
Ref13) Chesapeake Blvd	0.62	From	G	96%	0%		d End Ferrace 1%	1%	0%	F	0.091		0.558	1200	G	2017
Ref 13) Chesapeake Blvd	0.14	1300	G	96%	0%	Kitche	ner Ave	1%	0%	F	0.085		0.506	1400	G	2017
		To					tine Blvd									
8613) Norview Ave	0.51	13000	G	99%	0%	0%	0%	0%	0%	С	0.068		0.571	14000	G	2017
Norview Ave	0.21	13000 From	G	99%	0% N	Azalea 0% orfolk Inter	Garden Ro 0% national A	0%	0%	F	0.070		0.626	14000	G	2017
		From					nby St									
Bay View Blvd	0.61	<b>7500</b>	G	99%	0%	1%	0% vater Dr	0%	0%	F	0.089		0.53	8200	G	2017
Bay View Blvd	0.52	11000	G	99%	0%	1%	0%	0%	0%	С	0.087		0.608	12000	G	2017
Bay View Blvd	1.10	<b>5700</b>	G	99%	0%	1%	0% View Ave	0%	0%	F	0.086		0.595	6200	G	2017
8618) Cape View Ave	0.41	3500 To	G	98%	1%	1% US 60 Oce	0%	0% Ave	0%	С	0.095		0.544	3800	G	2017
		From					eake Blvd									
Beach View St	0.71	990 To	G	99%	0%	0%	1% View St	0%	0%	F	0.115		0.576	1100	G	2017
_		From				Tidev	vater Dr									
Shepard Ave	0.54	1000	G	99%	0%	0% Chesap	1% eake Blvd	0%	0%	С	0.112		0.504	1100	G	2017
Shepard Ave	0.49	1100	G	99%	0%	0% Cape V	1% View Ave	0%	0%	F	0.101		0.622	1200	G	2017
8620 Cape View Ave	0.19	280	G	99%	0%	0%	1%	0%	0%	F	0.125		0.632	300	G	2017
8620 Cape View Ave	0.04	280 From	N	99%	0%	0%	1% End; Gap	0%	0%	N	0.125		0.632	300	N	2017
8620) Cape View Ave	0.46	450	G	98%	1%	Sunse 1%	et Drive 0% iew Blvd	0%	0%	F	0.104		0.555	490	G	2017
_		From	<u> </u>													
Old Ocean View Rd	0.64	2100	G	98%	1%	1%	0%	0%	0%	F	0.094		0.698	2300	G	2017
Old Ocean View Rd	0.73	2200 From	G	98%	1%	1%	oard Ave	0%	0%	F	0.095		0.604	2400	G	2017
Old Ocean View Rd	0.76	820 From	G	98%	1%	1%	0% vater Dr	0%	0%	F	0.099		0.558	890	G	2017
		From					Granby S	t								
8623 Bay Ave	0.33	1800 To	G	98%	1%	1%	0% -64	0%	0%	F	0.184			1900	G	2017
											-					

						City of Norfo	IK							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
O		From	<u> </u>			I-64							_	
8623) Bay Ave	0.30	13000	G	99%	0%	0% 0%	0%	0%	С	0.114	0.842	14000	G	2017
<u> </u>		From				First View St								
8623 First View St	0.36	7300	G	99%	0%	Bay Ave 0%	0%	0%	F	0.107	0.671	7900	G	2017
8623 First View St	0.00	7000		00 70	0 /0	070 070	0 70	070		<u> </u>	0.07 1	7000	ď	2017
C 5: 11/1 0:	0.47	From	<u> </u>	000/	00/	Beardon Ave	00/	00/			0.015	0.400		0047
8623 First View St	0.47	5900	G	99%	0%	0% 0%	0%	0%	F	0.098	0.815	6400	G	2017
		To From				Cherry St								
8623) First View St	0.44	5800	G	99%	0%	0% 0%	0%	0%	F	0.091	0.631	6400	G	2017
$\bigcirc$		To				US 60 Ocean View	Ave							
		From				First View St								
8624) Maple Ave	0.35	590	G	99%	0%	0% 0%	0%	0%	F	0.132	0.593	640	G	2017
		To				Dead End								
		From				Granby St								
8625) Suburban Pkwy	0.87	1200	G	98%	1%	1% 0%	0%	0%	F	0.095	0.554	1300	G	2017
0023)		To				Thole St			-				-	
		From								<u> </u>				
R626) Thole St	0.39	8200	G	98%	1%	Granby St 1% 0%	0%	0%	F	0.080	0.506	8900	G	2017
Thole St	0.39	0200	<u> </u>	JU /0	1 /0	1 /0 U 7/0	U /0	U /0	1.	0.000	0.506	0900	G	2017
^		From				Parkdale Dr								
8626 Thole St	0.72	8100	G	98%	1%	1% 0%	0%	0%	С	0.088	0.541	8800	G	2017
<u> </u>		To				SR 168 Tidewater	Dr							
		From				Little Creek Ro	i							
8629) Meadow Creek Rd	0.49	2300	G	98%	1%	1% 0%	0%	0%	F	0.092	0.603	2500	G	2017
		To				Dead End								
		From	1			Azalea Garden F	Rd							
8630) Heutte Dr	1.20	2300	G	98%	1%	1% 0%	0%	0%	F	0.110	0.502	2500	G	2017
5555		To				Shore Dr								
		From				122-3 Sewells Point	Pond							
3631 Johnstons Rd	0.21	6200	G	97%	1%	1% 1%	0%	0%	С	0.087	0.561	6700	G	2017
Johnstons Rd	0.21	0200		01 70	1,0			070			0.001	0700	G	2017
<u> </u>		From		a==:		Chesapeake Bly								
8631 Johnstons Rd	0.58	10000	G	97%	1%	1% 1%	0%	0%	F	0.088	0.615	11000	G	2017
<u> </u>		To From				Military Hwy								
3631) Johnstons Rd	0.93	6800	G	98%	1%	1% 0%	0%	0%	С	0.095	0.512	7400	G	2017
		To				Linte Corele De	1							
Halprin Dr	1.05	3800 From	G	98%	1%	Little Creek Ro	0%	0%	F	0.121	0.724	4200	G	2017
8631 Halprin Dr	1.05	3000	<u> </u>	30 /6	1 /0	176 076	0 76	0 /6		0.121	0.724	4200	ч	2017
$\overline{}$		From				Dead End								
8631) 5th Bay St	0.16	450	G	98%	1%	1% 0%	0%	0%	F	0.116	0.545	490	G	2017
$\overline{}$		To				Pleasant Ave								
		From				Tidewater Dr								
8632) Norview Ave	0.29	5900	G	98%	1%	1% 0%	0%	0%	F	0.106	0.686	6400	G	2017
$\bigcirc$		То				Sedgefield Dr								
8632) Norview Ave	0.79	5400 From	G	98%	1%	1% 0%	0%	0%	С	0.105	0.628	5900	G	2017
8632 Norview Ave	0.70	To	<u> </u>	JJ /6	1 /0	Chesapeake Bly		0 /0			0.020	5500	J	2017
		-	l				u .			-				
Walters D	0.00	From	<u> </u>	070/	40/	Heutte Dr	00/	007			0.050	450	_	0017
8633) Walters Dr	0.20	410	G	97%	1%	1% 0%	0%	0%	F	0.106	0.653	450	G	2017
		To				Little Creek Ro	i							
8633) Walters Dr	0.53	1200	G	97%	1%	1% 0%	0%	0%	С	0.096	0.648	1300	G	2017
$\bigcirc$		To				Creekwood Ro	1							
		From				Military Hwy								
8634) Meadow Lake Dr	0.43	720	G	98%	1%	1% 0%	0%	0%	F	0.109	0.601	780	G	2017
Meadow Lake Dr	0.10	To	Ť	2070	. 70	Aldow Dr	5,0	3,0	•	1	0.001	, 50	<u>~</u>	_0.7
		From					.1							
Pohin Hood Pd	0.00		᠆	070/	10/	Chesapeake Bly		09/		0.006	0 E1E	GEOO	G	2017
8636 Robin Hood Rd	0.99	6000 To	G	97%	1%	1% 0%	1%	0%	F	0.096	0.515	6500	G	2017
		To	1			Sewells Point R	α							

						City of it	IOHOIK							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			QC	K Factor	QK Dir Facto	r AAWDT	QW	Year
City of Norfolk		From				C11-	D. D.1							
Robin Hood Rd	0.36	4600	G	97%	1%	Sewells 1% (	)% 1%	0%	F	0.099	0.607	5000	G	2017
8030)		To				Azalea Ga								
8636) Robin Hood Rd	0.40	9000	G	97%	1%		)% 1%	0%	С	0.116	0.579	9800	G	2017
		To				Ellsmere	Ave							
8636) Robin Hood Rd	0.33	12000	G	97%	1%		)% 1%	0%	F	0.094	0.533	13000	G	2017
		To			S	R 165 North N	Ailitary Hwy	r						
		From				122-8639 Kim	ball Terrace							
8637 Ballentine Blvd	0.23	4300	G	98%	1%		0% 0%		С	0.103	0.604	4700	G	2017
		From	-			l; SR 405 Balle 58 Virginia Be				-				
8637) Merrimac Ave	0.36	1100	G	98%	1%		)% 0%		F	0.107	0.51	1200	G	2017
		To				SR 166 Prince	ss Anne Rd							
		From				Northampt	on Blvd							
8638) Wesleyan Dr	0.36	20000	G	97%	1%	1% (	)% 1%	0%	F	0.093	0.683	22000	G	2017
<u> </u>		То				WCL Virgir	ia Beach							
(Vissball Tax	0.00	From	Ļ	0001	401	Brambleto		001		0.100	0.04	4000		001
Kimball Terrace	0.99	4200 To	G	96%	1%	1% 1 Ballentin	% 1%	0%	F	0.103	0.647	4600	G	2017
		From				Chick								
8639 Westminister Ave	0.50	2900	G	96%	1%	1% 1	% 1%	0%	F	0.089	0.503	3100	G	2017
<u> </u>		To From				Stapleton								
8639) Westminister Ave	0.33	100	G	96%	1%	Dead 1	% 1%	0%	F	0.149	0.73	110	G	2017
8639	0.00	То	Ť	0070	1 /0	Ingleside		0 70		0.143	0.70	110	ď	2017
$\sim$		From				Westminis								
8639 Ingleside Rd	1.00	3200	G	96%	1%	1% 1	% 1%	0%	F	0.090	0.577	3400	G	2017
<u> </u>		From				Va Beacl								
8639 Ingleside Rd	0.65	13000	G	96%	1%	1% 1	% 1%	0%	F	0.096	0.546	15000	G	2017
<u> </u>		To From				Princess A				ightharpoons				
8639 Ingleside Rd	0.46	15000	G	96%	1%	1% 1	% 1%	0%	С	0.089	0.509	16000	G	2017
<u> </u>		To From				Tait Tei								
(8639) Cromwell Rd	0.58	15000	G	96%	1%	1% 1	% 1%	0%	F	0.092	0.514	16000	G	2017
<u> </u>		To From				Chesapeal	ke Blvd							
8639 Cromwell Rd	0.85	12000	G	96%	1%		% 1%	0%	F	0.089	0.524	13000	G	2017
<u> </u>		То				Tidewat	er Dr							
A - ala a O - ada a Dal	0.70	From				Va Beacl	n Blvd				0.504	44000	_	0047
Azalea Garden Rd	0.79	9700	G							0.102	0.524	11000	G	2017
<u> </u>	0.04	From				Princess A	nne Rd				0.500	47000		004
Azalea Garden Rd	0.31	16000	G							0.111	0.593	17000	G	2017
<u> </u>		From		2221		Sewells				$\neg$				
Azalea Garden Rd	0.64	8500	G	96%	1%	1% 1	% 1%	0%	F	0.105	0.537	9200	G	2017
<u> </u>		From				Robin Ho	od Rd							
8641) Azalea Garden Rd	0.39	8500	G							0.097	0.587	9300	G	2017
$\overline{}$		To From				Elmhurs	t Ave							
Azalea Garden Rd	0.42	8700	G							0.094	0.579	9500	G	2017
		То	<u> </u>			Military								
Pahy Pd	0.05	12000	<u> </u>	040/	20/	US 58 Va Be		00/		0.005	0.644	12000	G	2017
Raby Rd	0.25	12000 To	G	94%	2%	3% 1 Harmon	% 1%	0%	С	0.085	0.611	13000	G	2017
_		From				Raby								
8642) Sabre Rd/Lowery Rd	0.45	10000	G	94%	2%		% 1%	0%	F	0.080	0.512	11000	G	2017
$\smile$		To From				US 13 Milit	ary Hwy			$\neg$				
<u> </u>		11000	_	_	_				_					
8642) Lowery Rd	0.43	7600	G	94%	2%	3% 1	% 1%	0%	F	0.098	0.539	8300	G	2017

						City	of Norfolk							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Norfolk														
		From					piper Lane							
(8644) Poplar Hall Dr	0.56	2000	G	98%	1%	1%	0% 0%	0%	F	0.091	0.572	2200	G	2017
<u> </u>		To From				US 13 I	Military Hwy							
8644) Poplar Hall Dr	0.59	14000	G	98%	1%	1%	0% 0%	0%	С	0.098	0.507	15000	G	2017
$\bigcup$		To	c				nrock Rd							
Clanyaak Dd	0.40	From	Щ_	000/	10/		ar Hall Dr	00/		0.100	0.506	EC00	0	2017
6644 Glenrock Rd	0.40	<b>5200</b>	G	98%	1%	1%	0% 0%	0%	F	0.108	0.536	5600	G	2017
			1				a Beach Blvd							
0.1477	0.40	From	<u> </u>	000/	00/		rlew Dr	00/			0.500	0700	•	0047
8646 S Military Hwy	0.19	2400	G	99%	0%	1%	0% 0%	0%	F	0.121	0.569	2700	G	2017
		From					llger Dr tary Hwy							
8646) Sellger Dr	0.59	3600	G	99%	0%	1%	0% 0%	0%	С	0.097	0.532	3900	G	2017
Sellger Dr	0.00	To	<u> </u>	00 /0	0 70		dd Blvd	0 70		0.007	0.002	0000	ď	2017
		From	ı				llger Dr							
8646) Kidd Blvd	0.24	3200	G	99%	0%	1%	0% 0%	0%	F	0.116	0.6	3500	G	2017
		To	c			Ct	ırlew Dr							
<u> </u>		From				Susai	iehanna Dr							
8678) Newtown Rd	0.57	5000	G	98%	0%	1%	0% 0%	0%	F	0.082	0.551	5500	G	2017
30.0		To		/ -			incess Anne Rd		-		2.001		-	
		From					a Beach Blvd							
8678) Newtown Rd	0.16	38000	G	98%	0%	1%	0% 0%	0%	F	0.083	0.53	41000	G	2017
		To	c			NCL	Va Beach							
		From	ı			Robi	n Hood Rd							
8754) Herbert St	0.42	440	G	97%	1%	1%	0% 0%	0%	С	0.112	0.590	480	G	2017
5154)		To	·			Wind	ermere Ave							
_		From	·				erbert St							
8754) Windermere Ave	0.23	340	G	97%	1%	1%	0% 0%	0%	F	0.103	0.562	370	G	2017
$\bigcirc$		To	Y.			Sew	ells Pt Rd							
		From	i:			Cu	l-de-Sac							
8763 Raleigh Ave	0.15	2000	G	90%	0%	1%	3% 6%	0%	С	0.103	0.594	2200	G	2017
		To	0			Cla	remont St							
		From				Nor	view Ave			1				
8765) Sedgefield Dr	0.54	960	G	94%	2%	3%	1% 1%	0%	F	0.097	0.538	1000	G	2017
0703)		To	c				lpotts Rd							
		From					h Bay St							
8766) Pleasant Ave	1.18	910	G	96%	2%	2%	1% 0%	0%	F	0.095	0.55	980	G	2017
8766) 1 10000111 7110	1.10	To	Ť	0070	270	-	nore Dr	0 70	•	0.000	0.00	000	ŭ	2017
		From	i.				Shore Ave							
8766) Pleasant Ave	0.49	1400	G	96%	2%	2%	1% 0%	0%	С	0.086	0.618	1500	G	2017
		To	c			30th	Bay Street							
		From	c				ailles Ave							
8767) Norway Place	0.76	1100	G	98%	1%	1%	0% 0%	0%	F	0.147	0.603	1200	G	2017
8/8/)	0.70	To	Ť	0070	. , ,		w Wood Dr	0,0	•	$\neg$	0.000	00	<b>O</b> .	
		From												
8768) Dominion Ave	1.49	1300	G	98%	1%	1%	w Creek Rd 0% 0%	0%	F	0.097	0.537	1400	G	2017
200 Dominion Ave	1.43	1300 To		30 /6	1 /0		alters Dr	0 /0		0.097	0.557	1400	G	2017
			<u> </u>											
	0.40	From	<u> </u>	000/	40/		ore Place	00/			0.000	000	_	0047
8770) Alsace Ave	0.16	880	G	98%	1%	1%	0% 0%	0%	F	0.161	0.636	960	G	2017
<u> </u>		To	<u> </u>				ewater Dr							
<u> </u>		From		·			6Th St	<del>-</del>			<u></u>			<del></del>
8780 Lindenwood Ave	0.52	4300	G	98%	1%	1%	0% 0%	0%	С	0.086	0.503	4600	G	2017
$\smile$		To	c			Tide	ewater Dr							
		From				Тарра	hannock Dr							
8782) Muskogee Ave	0.29	1400	G	95%	2%	3%	0% 0%	0%	F	0.106	0.663	1500	G	2017
		To	_				water Dr							
8782 Philpotts Rd	0.80	1900	G	95%	2%	3%	ewater Dr 0% 0%	0%	С	0.096	0.634	2100	G	2017
(8782) Philipotts Rd	0.00	1.900 To		JJ /6	∠ /0			0 /0		0.000	0.004	2100	G	2017
			<u> </u>			sewe	ls Point Rd							

						City of i	NOTIOIR	`								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	_	-		QC	K Factor	C)K	Dir actor	AAWDT	QW	Year
City of Norfolk		From				**										
8784) Curlew Dr	1.61	2900 <sub>To</sub>	G	98%	1%	Huntsm 1% (	0%	0%	0%	F	0.088	0	.554	3200	G	2017
		From	1			Hampton										
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	G	98%	1%		0%	0%	0%	F	0.117	0	.718	1700	G	2017
3791) 35th St	0.47	3300 From	G	98%	1%	Colley 1%	Ave	0%	0%	С	0.099	(	0.54	3600	G	2017
35th St	0.08	3400 From	G	98%	1%	Debree	e Ave 0%	0%	0%	F	0.094	0	.589	3700	G	2017
$\frac{\bigcirc}{\bigcirc}$		From				Llewelly	yn Ave									
35th St	0.16	3400 To	G	98%	1%	1% ( Granb	0% by St	0%	0%	F	0.106	0	.684	3600	G	2017
$\widehat{}$		From				Olney I										
Mowbray Arch	0.66	580	G	98%	1%	1% Olney	0% Rd E	0%	0%	F	0.104	0	.519	630	G	2017
		From				Ballentin					<del>-  </del> -					
Tait Terrace	0.09	<b>2300</b>	G	98%	1%	1% (	0%	0%	0%	F	0.088	(	0.52	2500	G	2017
_		From	1			Inglesio										
Ocean View Ave	0.44	320 To	G	98%	1%	21St S 1% ( 28Th S	0%	0%	0%	F	0.098	0	.714	350	G	2017
		From	1			Tidewa										
Rugby St	0.33	1000 <sub>To</sub>	G	98%	1%		0%	0%	0%	F	0.099	0	.566	1100	G	2017
		From	1			122-8644 GI		Rd								
Poplar Hall Dr	0.41	8400 <sub>To</sub>	G	99%	1%		0%	0%	0%	С	0.109	0	.642	9100	G	2017
_		From				A1SR 337 W										
Atlantic St	0.07	2300 <sub>та</sub>	G	96%	0%		1%	1%	0%	F	0.133	0	.800	2500	G	2017
		From	1	Υ.	(4 F272	122-8585 M			M 0 T							
9001)Ramp	0.03	640	G	1-4	64-E2/2	A BAYVILLE	SIKE	ET FRO	VI & I		0.122			640	G	2017
		To	d		I-64-I	E FROM BAY	VILLE	STREE	T							
	0.40	From	<u> </u>			New Ga	ate Rd				2.150			1000	_	004
9002 Ramp	0.13	1200 To	G			I-64	E				0.152			1200	G	2017
		From				SR 3										
9017 Ramp	0.10	1900 <sub>To</sub>	G	93%	1%		2%	4%	0%	F	0.22			2100	G	2017
		From				ROBIN HOO		AD								
<sub>9026</sub> )Ramp	0.06	NA									NA			NA		
<u> </u>		To		SI	R 165-N(	34A FROM F			ROAD							
16th Bay St		750	G			Ocean Vi	ew Ave	:			0.093	0	.644	920	G	2017
Tolli Day St		7 JU				Pleasan	nt Ave				0.093		.044	820		2017
		From				Llewelly										
24th St		710	G								0.109	0	.523	780	G	2017
		To	1			Omohund										
36th St		330	L			Killam	Ave				0.085	n	.516	360	G	2017
		To				Colley	Ave									
		From				Colley	Ave									
45th St		1800	G			**	D				0.089	0	.544	2000	G	2017
		To	1			Hampton	n Blvd									

					City of Nortolk							
Route	Length AADT	QA 4T	ire Bı	Rus	Truck Axle 3+Axle 1Trail	O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk	From				Glen Oak Dr							
Albert Ave	100	G			Olen Olik Di		0.128		0.862	110	G	2017
	Τα				Pugh St							
	From				Robin Hood Rd							
Almeda Ave	3600	G					0.142		0.731	3900	G	2017
	То				Henneman Dr							
Arlington Ave	Prom:	G			Campostella Rd		0.111		0.64	220	G	201
Annigion Ave	210 <sub>то</sub>	G			Oakwood St		0.111		0.64	220	G	201
	From				Brookville Rd							
Berry Hill Rd	310	G			BIOOKVIIIC Ku		0.108		0.568	340	G	201
,	То				Poplar Hall Dr							
	From				Merrit St							
Brentwood Dr	1100	G					0.11		0.612	1200	G	201
	To				Glade Rd							
Brookville Rd	From				Barn Hollow Rd				0.000		_	001
	240 To	G			Payhamy D.		0.097		0.633	260	G	2017
	From				Bayberry Dr							
Burksdale Rd	680	G		C	Old Ocean View Rd		0.098		0.531	740	G	201
	To	G			Colin Dr		0.030		0.551	740	u	201
	From				Ridgefield Dr							
Camellia Rd	470	G			Riageneia Di		0.104		0.529	510	G	201
	To				Faber Rd							
	From				Newport Ave							
Carlisle Way	290	<b>G</b> 98	3% 0°	)%	1% 0% 0%	0% C	0.106		0.698	290	G	201
	Τα				Colonial Ave							
Catherine St	From				Oak Grove Rd						_	
	110	G			G: 1: G:		0.134		0.636	120	G	201
	From				Sinclair St							
Chambers St	210	G			Wellman St		0.101		0.571	220	G	201
Onambers of	Z I O	<u>u</u>			Frizzell Ave		0.101		0.57 1	220	ч	201
	From				Swanson Rd		İ					
Commodore Dr	290	G			Swanson Ru		0.109		0.536	310	G	201
	To				Rodman Rd							
	From:				Kempsville Rd							
Cornick Rd	190	G					0.132		0.643	210	G	201
	To				Mary Ave							
	From				Beatty St				0.50	400		
Dean Dr	120	G			M:11 1 G		0.124		0.531	130	G	201
					Millard St							
Decker St	80	G			Springfield Ave		0.12		0.5	80	G	201
Decker St	Tα	<u> </u>			Wheeling Ave		0.12		0.5	00	u	201
	From				Galveston Blvd							
Dixie Dr	420	G			Gaiveston Bivu		0.126		0.653	450	G	201
	To				Glen Rd							
	From				Beamon Rd							
Dunway St	150	G					0.123		0.55	160	G	201
	Τα				Kennebeck Ave							
	From				Herbert St							
Elmhurst Ave	660	G					0.106		0.698	710	G	201
	To				Thomas St							
F	From:				Haven Dr			_	0.055	750	_	004
Evans St	690	G			Stratford St		0.18		0.655	750	G	2017
	10.				Stratford St							

					City of Norion	<u> </u>								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK I	Dir Factor	AAWDT	QW	Year
tv of Norfolk	From	n-			Whitney Blvd									
Faulk Rd	210	G			Windley Bivu				0.106		0.66	220	G	2017
	To	n.			McClure Rd									
	Fron				Wellman St				<b>J</b>					
Finney St	110	G			Dead End				0.134		0.516	120	G	2017
	Fron	n.			Pythian Ave				_					
Frank St	170	G			Fyuliali Ave				0.14		0.549	190	G	2017
	T	0:			Quincy St									
	Fron				River Oaks Dr								_	
Gabriel Dr	160	G			Darahan Da				0.132		0.556	170	G	2017
	Fron	<u> </u>			Roslyn Dr									
Gardner Dr	700	G	99%	0%	Springmeadow Blv 1% 0%	0%	0%	С	0.097		0.511	700	G	2017
Garanor D.	T		0070	0,0	Banning Rd		0,0				0.0			
	Fron	n:			Hudson Ave									
George St	850	G							0.093		0.609	920	G	2017
	To	00			Cabot Ave									
Glen Rd	Fron	<u> </u>			Keene Rd				2 005		0.000	500	0	004
	540	_G			Bee Pl				0.095		0.699	590	G	2017
	Fron	1												
Gosnold Avenue	690	G	98%	0%	Virginia Ave	0%	0%	С	0.091		0.605	690	G	2017
	To	0:			Maryland Ave									
	Fron	n.			New St									
Hammet Ave	310	G							0.165		0.583	340	G	201
	To	n'			Dune St									
Hanbury St	Fron				Grandy Ave				0115		0 504	010	_	004
	560	G			Ballentine Blvd				0.115		0.521	610	G	201
	Fron	n:			Raby Rd									
Harmony Rd	1100	G			Raby Ru				0.103		0.636	1200	G	201
<u>,                                      </u>	Te				Quail Rd									
	Fron	n:			Military Hwy									
Hilton St	1700	G							0.091		0.557	1800	G	201
	To	1			Caribou Ave									
Inventors Rd	Fron	<u> </u>			Gondola Rd				0 1 4 0		0.614	410	_	004
inventors Au	380 To	. G			Production Rd				0.148		0.614	410	G	201
	Fron	n:			Thurston St									
Iowa Ave	560	G			Thurston St				0.127		0.745	610	G	201
	Te	00			Bessie St									
	Fron	n:			Nottoway St									
Jersey Ave	460	G							0.108		0.67	500	G	201
	To				Amherst St									
Kennebec Avenue	Fron		000/	00/	Sewells Point Ro		00/		0.000		0 570	1000	_	004
	1300 <sub>то</sub>	G	98%	0%	2% 0% Humboldt St	0%	0%	С	0.093		0.576	1300	G	201
	Fron	n-			Village Ave									
Kingwood Ave	1400	G			v mage Ave				0.087		0.519	1500	G	201
	т.	n			Va Beach Blvd									
	Fron	n:			Liberty St									
Lancaster St	710	G							0.097		0.526	770	G	2017
	To	0:			Walker Ave									
	Fron	<u> </u>			Eagle Ave									
Lion Ave	320	G			¥ 10.4 ~				0.103		0.528	350	G	201
	To				Little Creek Rd									

					City of Norioi	n								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Norfolk	From				Carlllo Ave				1					
Magnolia Ave	1700	G			Carmo Ave		-		0.087		0.503	1800	G	2017
	To				Upper Brandon I	21.								
	From				Olney Rd									
Marshall Ave	1100	G							0.113		0.618	1100	G	2017
	То				Brambleton Ave	e								
	From	<u> </u>			Whitney Blvd								_	
McGuinnis Cir	210 To	G			Faulk Ave				0.113		0.588	230	G	2017
	From	_							+					
Millbrook Rd	140	G			Colony Pt Rd				 0.126		0.539	150	G	201
William Cont Tid	To	Ť			Ruthven Rd						0.000	100	ŭ	
	From				Azalea Garden R	Rd			Ì					
Miller Store Rd	2100	G							0.118		0.817	2300	G	201
	То				Wise St									
	From				Elaine Ave									
Mona Avenue	2000	G	99%	0%	0% 0%	1%	0%	С	0.089		0.55	2000	G	201
	То	<u></u>			Calvin Ave				<u> </u>					
	From				Tarpon Pl									
Murray Ave	170	G							0.129		0.553	190	G	201
					Azalea Garden R	<u>td</u>								
New York Ave	250	G			Newport Ave				<b>_</b> 0.097		0.5	270	G	201
New York Ave	<b>250</b>				Colonial Ave				0.097		0.5	270	G	201
	From				Tidewater Dr									
Norman Ave	650	G			Tidewater Di				 0.108		0.673	710	G	201
	To	ſ			Old Ocean View	Rd					0.07.0		<u>.</u>	_0.
	From				Colonial Ave									
Oxford St	1500	G							0.121		0.697	1600	G	201
	To				Granby St									
	From				Winward Rd									
Patridge St	1000	G							0.265		0.749	1100	G	201
	То				Palem Rd									
Dinadala Ct	From	<u> </u>			Euwanee Pl				0.100		0.515	140	_	001
Pinedale St	130 To	G			E Chester St				0.122		0.515	140	G	201
	From								1					
Selden Ave	350	G			Hatton St				0.11		0.530	380	G	201
SCIUCII AVC	To	r <u> </u>			Cass St				٦		0.000	000	u	201
	From	$\equiv$			Woodbine Rd				Ī					
Shorewood Dr	310	G							0.142		0.698	340	G	201
	То	1			Levine Ct									
	From				Dixie Dr									
Simons Dr	1300	G							0.099		0.664	1400	G	201
	To	<u> </u>			Marchant Rd									
Summit Ave	From	<u> </u>			West Ave									
	120	G							0.124		0.594	130	G	201
	То	느			Middle Ave									
Toit Tamass	Prom	<u> </u>			Arkansas Ave						0.500	0000	_	004
Tait Terrace	2100 <sub>то</sub>	G			Wyoming Ave				0.103		0.520	2300	G	201
	From	<del></del>												
Tennessee Ave	140	G			Wakefield Ave				 0.126		0.537	150	G	201
TOTTIOSSEE AVE	140 To	<u> </u>			Ingleside Rd				7		0.007	130	u	201
	From	_			Workwood Rd				İ					
		1			W DOOWNIO W									
Tifton Dr	170	G							0.114		0.537	180	G	2017

						Only of Horronic							
Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K	QK	Dir	AAWDT	ΟW	Yea
noute	Lengin	AADI	QA	41116	Dus	2Axle 3+Axle 1Trail 2Trail	QC	Factor	QIN	Factor	AAVVDI	QW	rear
v of Norfolk													
		From				George St							
Tuttle Ave		80	G					0.206		0.529	80	G	201
		Tr				Dead End							
		Fron				Tifton St							
University Dr		270	G					0.103		0.65	290	G	201
		To				Workwood Rd							
		From	1			Old Ocean View Rd							
Vero St		670	G					0.096		0.647	730	G	201
		To				Chesapeake Blvd							
		From				Huntsman Rd							
Welaka Rd		40	G					0.171		0.714	40	G	201
		To				Kimberly Lane							
		From				Texas Ave							
Wellington St		270	G					0.113		0.586	290	G	201
		To				Windermere Ave							