2012

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.

1Trail 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
- M 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	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	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.

		- Cit	V OI NOITO									14		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~	From:		Virginia Be										_			_
(13) Military Highway	City of Norfolk	0.85	46000	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.641	49000	F
~	To: From:		I-264													
13 Military Highway	City of Norfolk	0.95	45000	F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.600	48000	F
$\bigcirc$	To:	US 58 V	irginia Beac	h Blvd												
13 Military Highway	City of Norfolk	1.23	42000	F	97%	1%	1%	0%	1%	0%	С	0.077	F	0.555	44000	F
(13)	To:		166 Princes			.,,		0,0	.,,	0,0		0.0	•	0.000		·
	From:		165; SR 16													
13 (165) (166) Northampton Blvd	City of Norfolk	0.26	32000	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	F
000	To:	CD 16	5 Kempsville	a D.d												
13 (166) Northampton Blvd	City of Norfolk	0.62	34000	F	97%	0%	1%	0%	2%	0%	F	0.092	F	0.602	35000	F
Northampton Blvd	City of Nortoix	0.02		•	31 /0	070	1 /0	070	2/0	076	•	0.032	•	0.002	33000	•
	To: From:		I-64													
(13) (166) Northampton Blvd	City of Norfolk	0.20	81000	F	97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	84000	F
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To:	WCL	. Virgini a Be	ach												
	From:	US 13-N045A U		A FROM	IRT 1											
(13) Ramp	City of Norfolk (Maint: 64)	0.12	24000	F								0.095	F		24000	F
$\bigcirc$	To:	I-64-l	E FROM RT	Г 13												
North	From:	US 13	TO I-64 W	EST												
13 Ramp	City of Norfolk (Maint: 64)	0.22	NA									NA			NA	
	To	US 13-S045A	US 13- 45A	FROM	RT 1											
North	From:	US 13 TO ROU	ITE 264 EA:	ST COI	I.RD											
13 Ramp	City of Norfolk (Maint: 64)	0.19	8900	F	L RD							0.114	F		8900	F
(13)		I-264-E013X FROM			LITARY	Н						•	•		-	•
Nouth	From:	US 13 TO ROU														
North (13) Ramp	City of Norfolk (Maint: 64)	0.10	2800	F	L KD							0.128	F		2800	F
13) Kamp		I-264-W013X FROM			100 MII	IТ	1					0.120			2000	
					100- MIL	11										
South	Prom:		S 13 TO I-64									0.000	_		00000	_
(13) Ramp	City of Norfolk (Maint: 64)	0.08	29000	F								0.086	F		29000	F
South	To: From:	US 13-S045B T	O RT 64 EA	ST & V	VEST?											
South 13 Ramp	City of Norfolk (Maint: 64)	0.35	NA									NA			NA	
(13) Ramp	To:	US 13-N045A		FPOM	DT 1							INA			INA	
	From															
South	City of Nierfell (Maint Od)	US 13-S045A		ST & W	EST							NIA.			NIA	
(13) Ramp	City of Norfolk (Maint: 64)	0.19	NA DOMESTIA	COLUEY	T							NA			NA	
	10:		ROM RT 13				<u> </u>									
South	From:	US 13 TO ROU			L RD										·	
(13) Ramp	City of Norfolk (Maint: 64)	0.11	9500	F								0.086	F		9500	F
~	То:	I-264-E013X FROM	RT 13 SOU	TH-MI	LITARY	Н										
South	From:	US 13 TO ROU	TE 264 WE	ST COI	L RD											
13 Ramp	City of Norfolk (Maint: 64)	0.19	7500	F			_					0.096	F		7500	F
$\hookrightarrow$	To:	I-264-W013X FROM	ROUTE 13	SOUTI	H00- MIL	ΙΤ										

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

5 .	1			4.77	_		Tru	ıck			K	014	Dir	4.414/DT	- ^
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:	ECL Ports								_					
Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>350</b> 0		96%	0%	0%	1%	2%	0%	С	0.091	Α	0.509	40000	,
~	To:	SR 337 Braml				_									
Drombleton Ave	City of Norfalls	SR 33		060/	00/	00/	40/	20/	00/	_	0.075	F	0.567	22000	
Brambleton Ave	City of Norfolk	0.26 <b>280</b> 0	00 F	96%	0%	0%	1%	2%	0%	Г	0.075	Г	0.567	32000	
	To: From:	Colley	Ave			}									
8 (337)Brambleton Ave	City of Norfolk	0.83 <b>350</b> 0	00 F	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	40000	
	То:	E SR 3													
~	From:	E SR 337 Bran													
8 Duke St	City of Norfolk	0.17 <b>900</b>	0 F	95%	1%	1%	1%	1%	0%	F	0.083	F	0.754	9600	
<u> </u>	To:	Olney	Rd			$\neg$ $\vdash$									
8 Virginia Beach Blvd	City of Norfolk	0.07 600	0 F	95%	1%	1%	1%	1%	0%	F	0.086	F	0.674	6400	
	To	P 10													
Virginia Danah Dhud	From:	Boush S 0.24 <b>550</b>		050/	40/	10/	10/	40/	00/	F	0.000	F	0.522	F000	
8 Virginia Beach Blvd	City of Norfolk			95%	1%	1%	1%	1%	0%	Г	0.089	Г	0.532	5800	
	From:	US 460 Monticello A Monticell		s Biva		-									
Virginia Beach Blvd	City of Norfolk	0.70 <b>140</b> 0		95%	1%	1%	1%	1%	0%	F	0.092	F	0.591	15000	
8) Viiginia Beach Biva	Only of Horion			3070	170		170	170	070	•	0.002	•	0.001	10000	
~	To: From:	SR 168 Tide													
8 Virginia Beach Blvd	City of Norfolk	0.53 <b>150</b> 0	00 F	95%	1%	1%	1%	1%	0%	С	0.099	F	0.522	16000	
~	To	Park A	Ave												
(8) Virginia Beach Blvd	City of Norfolk	0.96 <b>170</b> 0	00 F	95%	2%	1%	1%	1%	0%	С	0.09	F	0.516	18000	
	To:	SR 405 Balle	ntino Dlvid												
(8) Virginia Beach Blvd	City of Norfolk	0.88 <b>300</b>		95%	2%	1%	1%	1%	0%	F	0.086	F	0.552	32000	
S Virginia Beach Blvd	City of Nortolk	0.00 3000	, г	95 /6	2/0	1 /0	1 /0	1 /0	0 /6		0.000	-	0.552	32000	
~	To: From:	Azalea Ga	rden Rd												
8 Virginia Beach Blvd	City of Norfolk	1.35 <b>290</b> 0	00 F	95%	2%	1%	1%	1%	0%	F	0.098	F	0.635	31000	
<i></i>	To:	US 13 Mili	ary Hwy			$\neg$ $\vdash$									
8 Virginia Beach Blvd	City of Norfolk	0.79 <b>270</b> 0		98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	29000	
9) 3	-														
Whata's Decak Dhat	From:	SR 165 Kem		000/	40/		00/	00/	00/	_	0.007	_	0.500	00000	
8) Virginia Beach Blvd	City of Norfolk	0.93 <b>280</b> 0		98%	1%	1%	0%	0%	0%	С	0.097	F	0.539	30000	
	10.	WCL Va Beach;	Newtown F	kd .											
~ ~~	From:	I-64													
$0$ $\left\{60\right\}$ Ramp	City of Norfolk (Maint: 64)	0.13 <b>610</b>	-	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	
	To:	I-64-E FROM RTS 60 &		ERS LAND	)										
> = Hannatan Banda Brita -	Prom:	ECL Har	npton		010	4 ( 1)				· ·	. (		1		
Hampton Roads Bridge Tunn		0.09									s for this	segn	nent.		
Comb	ined Traffic Estimates for 2 Parallel Roadways	s on this Route: <b>8600</b>	00 F	97%	1%	1%	0%	2%	0%	С	NA			89000	
	To: From:	Bayvill	e St			$\neg$ $\vdash$									
0 64 Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74			See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	ined Traffic Estimates for 2 Parallel Roadways		00 F	96%	1%	1%	0%	3%	0%		0.069	F	0.54	89000	
Comb	To To	4th Vie		2370	. 70		2 / 0	270	2 / 0	•	5.555	•	0.0 .	23000	

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

Davida	le uia di ati a a	Lawards AADT		4T:	D		Tru	ıck		00	K	OK	Dir	A A)A/DT	01
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~ ~~ -	From:	I-64-E TO 4TH VII	EW ST							_					
(60) $(64)$ Ramp	City of Norfolk (Maint: 64)	0.17			See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
<del>~</del> ~	To: From:	I-64 W I-64													
60 4th View St	City of Norfolk (Maint: 64)	0.25 <b>12000</b>	F	98%	1%	1%	0%	0%	0%	С	0.081	F	0.628	13000	F
60 4th View St	To:	Ocean View Ave		90 /0	1 /0		0 /6	0 /0	0 /6	C	0.001	-	0.020	13000	
	From:	4th View St	Last												
60 Ocean View Ave East	City of Norfolk	0.95 13000	F	98%	0%	1%	0%	0%	0%	С	0.12	F	0.525	14000	F
<del>(*)</del>	To:	US 460 Granby	C4												
60 Ocean View Ave East	City of Norfolk	0.47 <b>17000</b>	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.598	18000	F
60 Ocean View Ave East	City of Nortoik	0.47 17000	Г	90 /0	076	1 /0	0 /6	076	0 /6		0.094	-	0.590	10000	,
~~	To: From:	SR 194 Chesapeak													
60 Ocean View Ave East	City of Norfolk	1.41 <b>14000</b>	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.587	15000	F
<u> </u>	To: From:	122-8618 Cape Vie	w Ave			$\neg$ $\vdash$									
60 Ocean View Ave East	City of Norfolk	1.67 <b>16000</b>	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.53	17000	F
30	To:	21-4 94													
60 Shore Dr	City of Norfolk	0.88 <b>22000</b>	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.525	23000	F
60) Shore Dr	City of Nortoik	0.88 22000	Г	90 /0	1 /0	1 /0	0 /6	076	0 /6	C	0.091	-	0.323	23000	,
~~~	To: From:	SR 170 Little Cree													
60 Shore Dr	City of Norfolk	0.97 32000	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.729	33000	F
~	To:	WCL Virginia B	each												
~~	From:	US 60 Settlers Land	ling Rd												
60 Ramp	City of Norfolk (Maint: 64)	0.13 6100	F	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	F
~	То:	I-64 East													
	From:	I-64-E273A US 60 FROM	1 & TO	S 64											
60 Ramp	City of Norfolk (Maint: 64)	0.17 2500	F								0.12	F		2500	F
<i>→</i>	To:	I-64-E FROM 4TH VIE	W STRT	60											
	From:	US 60 I-64-W273A FROM	1 & TO	IS 64											
60 Ramp	City of Norfolk (Maint: 64)	0.18 6800	F								0.136	F		6800	F
\$\tilde{	To:	I-64-W FROM 4TH VIEW	STREE	ΓRT 60											
	From: I-64	-W FROM OCEAN VIEW	4VE60 I	PARALLE	Œ.										
60 (60) Ramp	City of Norfolk (Maint: 64)	0.03 970	F								0.124	F		970	F
Occas View Ave	From:	I-64 W	F	000/	40/	40/	00/	00/	00/	_	0.404	_	0.070	0000	F
60 Ocean View Ave	City of Norfolk	1.96 6200	- Г	98%	1%	1%	0%	0%	0%	С	0.124	F	0.876	6600	ı
*	10.	4th View St													
~~ <u>-</u>	From:	2US 60-P I-64-W272A OC		EW A								_		_	_
60 Ramp	City of Norfolk (Maint: 64)	0.03 970	F		_						0.124	F		970	F
~	To: I-64	-W FROM OCEAN VIEW	AVE60 I	PARALLE	EL										
East	From:	ECL Hampton													
60 Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09 44000	F	96%	1%	1%	0%	2%	0%	С	0.083	Α		45000	F
Combined Tra	affic Estimates for 2 Parallel Roadways o	n this Route: 86000	F	97%	1%	1%	0%	2%	0%	С	NA			89000	F
	To:	Bayville St													

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r Q
ast	From:		Bayville St													
(60) Hampton Roads Belty	vay City of Norfolk (Maint: 64)	1.74	43000	F	96%	1%	1%	0%	2%	0%	F	0.072	F		44000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	86000	F	96%	1%	1%	0%	3%	0%	F	0.069	F	0.54	89000	
Cont	To: From:		4th View St													
64)	City of Norfolk (Maint: 64)	1.30	42000	F	96%	1%	1%	0%	2%	0%	F	0.072	F		43000	
04)	Combined Traffic Estimates for 2 Parallel Roadway			F	96%	1%	1%	0%	2%	0%	F	0.07	F	0.547	82000	
	та.		Bay Ave													
ast	From:	4.00			000/	40/	40/	00/	00/	00/	_	0.000	_		40000	
64	City of Norfolk (Maint: 64)	1.09	47000	F	96%	1% 1%	1%	0%	2%	0%	F	0.069	F	0.540	49000	
	Combined Traffic Estimates for 2 Parallel Roadway			F	96%	1%	1%	0%	2%	0%	г	0.071	F	0.519	93000	
ast	To: From:	N	New Gate Rd													
64)	City of Norfolk (Maint: 64)	0.31	47000	F	96%	1%	1%	0%	2%	0%	F	0.07	F		49000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	86000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	88000	
oot	Ta: From:	I-564,	US 460 Grai	ıby St												
64)	City of Norfolk (Maint: 64)	1.38	48000	Α	97%	0%	1%	1%	2%	0%	F	0.114	Α		53000	
34)	Combined Traffic Estimates for 3 Parallel Roadway			G	98%	0%	0%	0%	1%	0%	F	0.005	В		134000	
	та:		68 Tidewate						.,,							
ast	From:				070/	201	40/	407	00/	00/	_				50000	
64	City of Norfolk (Maint: 64)	1.04	53000	F	97%	0%	1%	1%	2%	0%	F -	NA			58000	
	Combined Traffic Estimates for 3 Parallel Roadway			G	98%	0%	0%	0%	1%	0%	F	NA			145000	
ast	To: From:	SR 194	Chesapeak	e Blvd												
ast 64)	City of Norfolk (Maint: 64)	1.00	62000	G	97%	0%	1%	1%	2%	0%	F	NA			62000	
	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	148000	G	98%	0%	0%	0%	1%	0%	F	NA			156000	
oot	Ta: From:	SR 2	47 Norview	Ave												
64)	City of Norfolk (Maint: 64)	1.26	64000	F	97%	0%	1%	1%	2%	0%	F	NA			70000	
04)	Combined Traffic Estimates for 3 Parallel Roadway			G	97%	0%	0%	0%	1%	0%	F	NA			168000	
	то		65 Military l						.,,							
ast	From:				070/	201	40/	407	00/	00/	_	0.000	_		00000	
64)	City of Norfolk (Maint: 64)	1.19	55000	F	97%	0%	1%	1%	2%	0%	-	0.089	F		60000	
	Combined Traffic Estimates for 3 Parallel Roadway			G	97%	0%	0%	0%	1%	0%	F	NA			158000	
ast	To: From:	US 13, SR	166 Northan	npton Bl	vd											
<u>34</u>)	City of Norfolk (Maint: 64)	1.74	69000	F	97%	0%	1%	1%	2%	0%	F	0.078	F		75000	
	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	174000	G	97%	0%	0%	0%	1%	0%	F	NA			186000	
	To: From:		I-264													
ast 64)	City of Norfolk (Maint: 64)	1.34	68000	Α	97%	0%	1%	1%	2%	0%	С	0.111	Α		74000	
04)	Combined Traffic Estimates for 2 Parallel Roadway			Ā	97%	0%	1%	1%	2%	0%	С	NA	$\overline{}$		147000	
	Combined France Estimates for 2 Faralle Noadway	o on this reduce.	130000		31 /0	0 /0	1 /0	1 /0	2/0	0 /0	U	INA			147000	

		City of Norton				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-64-E TO BAYVILLE												
(64) Ramp	City of Norfolk (Maint: 64)	0.03 1600	F 98%	1%	1%	0%	0%	0%	F	0.133	F		1700	F
$\overline{}$	To:	122-99001- A BAYVILLE STI	REET FROM &											
East	From:	I-64-E TO 4TH VIE	W ST											
(64) (60) Ramp	City of Norfolk (Maint: 64)	0.17 5500	F		-					0.13	F		5500	F
	To:	US 60 US 60- 281A FROM	1 & TO I-64											
East	From:	I-64-E TO US 460-GRANDBY	ST & RT 564 N											
(64) Ramp	City of Norfolk (Maint: 64)	0.14 NA								NA			NA	
	To	I-64-E276B TO RT 460 GR	ANIDDV CT											
East	From:		ANDBISI											
(64) Ramp	City of Norfolk (Maint: 64)	0.15 NA								NA			NA	
<u> </u>	To:	I-564-N FROM RT 64	EAST											
East	From:	I-64-E276A TO US 460 GR	ANDBY ST											
(64) Ramp	City of Norfolk (Maint: 64)	0.06 NA								NA			NA	
$\overline{}$	To:	US 460 FROM I-64	EAST											
East	From:	I-64-E TO H.O.V. L	ANE											
East (64) Ramp	City of Norfolk (Maint: 64)	0.04 NA								NA			NA	
	To:	I-64-R I-64-R000A FROM	1 64 EAST											
East	From:	I-64-E RAMP TO RT 168 TO	ORT 16800- T											
(64) Ramp	City of Norfolk (Maint: 64)	0.35 8000	F							0.117	F		8000	F
	To:	SR 168 FROM I-64	EAST											
Fast	From:	I-64-E TO RT 168 NORTH-TIDI	FWATER DRIV	F										
East (64) Ramp	City of Norfolk (Maint: 64)	0.13 1800	F	L						0.090	F		1800	F
(64) · (3.1.)p	To:	SR 168 FROM I-64 I								0.000	•		.000	•
Face	From	I-64-E TO RT 194 SOUTH-CHE		D										
East (64) Ramp	City of Norfolk (Maint: 64)	0.18 2900	F	D						0.094	F		2900	F
64) Kamp	To:	SR 194 FROM I-64 I								0.004	'		2300	'
-	From				_									
East (64) Ramp	City of Norfolk (Maint: 64)	1-64-E TO RT 247 EAST-NOR' 0.17 3500	F							0.000	F		3500	F
64 Ramp	City of Norroik (Maint. 64)									0.082	Г		3500	Г
	-	SR 247 FROM I-64												
East	From:	I-64-E TO ROBIN HOO									_			_
(64) Ramp	City of Norfolk (Maint: 64)	0.16 2800	F							0.115	F		2800	F
<u> </u>	10:	122-8636 ALMEDA AVE FRO												
East (64) Ramp	From:	I-64-E TO RT 16500- MILITA												
(64) Ramp	City of Norfolk (Maint: 64)	0.17 7700	F							0.086	F		7700	F
$\overline{}$	To:	SR 165 FROM RT 64												
East	From:	I-64-E TO RT 13 NO												
(64) Ramp	City of Norfolk (Maint: 64)	0.19 11000	F							0.094	F		11000	F
$\overline{}$	To:	US 13 FROM I-64 F	EAST											
East	From:	I-64-E TO I-264	4											
(64) Ramp	City of Norfolk (Maint: 64)	0.16 38000	F							0.073	F		38000	F
\smile	To:	I-64-E284C TO RT 264 EAS	T264 WESTR											

_			0117 01						T	alı			V		Dir		
Route	Jurisdiction	on l	_ength AA	ADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
East	From				Г264 V	VESTR											
64 Ramp	City of Norfolk (N		-		64 E 4	am.							NA			NA	
	10	I-2				.51											
East	Ramp																
64 Ramp	Ramp																
East	From	•															
East 64 Ramp	City of Norfolk (N				1204	WEST							NA			NA	
04)	Rande																
Rev	From	· F	Begin Reversib	ole Lane	At I-56	4											
64)	City of Norfolk (N						0%	0%	0%	0%	0%	С	0.185	В		27000	G
	Combined Traffic Estimates for 3 Paralle	el Roadways on this	Route: 154	4000	G	97%	0%	0%	0%	1%	0%	F	NA			168000	G
<u> </u>	To From		Ramp T	o I-64 EI	3			_									
Rev (64)	City of Norfolk (M	Maint: 64)	2.18 25	5000	G	100%	0%	0%	0%	0%	0%	F	NA			25000	G
64)	•	,										F					
	То	:				0.70	0,0		0,0	.,,	0,0	•					
Rev	From	I-64	1-E276C I-64-1	R FROM	I 64 E	AST											
	City of Norfolk (N	Naint: 64)	0.24 N	NA									NA			NA	
$\overline{}$	To	. I-(64-W FROM I	H.O.V. L	ANEP	M											
Rev	From	:			AST												
64 Ramp	City of Norfolk (N	Maint: 64)											NA			NA	
<u> </u>	To																
Rev	From				FROM	I RT							NIA			NIA	
64 Ramp	City of Nortolk (N				CMEL	M A NI							NA			NA	
	From	1-04-			EWIEL	IAN											
West 64 60 Hampton Roads Bridge	dae Tunnel City of Norfolk (N	(laint: 64)		_	Δ	97%	0%	1%	0%	2%	0%	C	0 131	Δ		44000	Δ
64) (60) Hampton Roads Bill		,	-	.000										,,			F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this	Route: 86	000	F	97%	1%	1%	0%	2%	()%	(;	INA				
	Combined Traffic Estimates for 2 Paralli	el Roadways on this				97%	1%	1% —	0%	2%	0%	C	NA .			03000	
			US 60 Ocea	an View	Ave												
	tway City of Norfolk (N	Maint: 64)	US 60 Ocea	an View	Ave F	96%	1%	1%	1%	3%	0%	F -	0.072	F -		45000	F
~~~	tway City of Norfolk (N	Maint: 64)	US 60 Ocea	an View	Ave <b>F</b>	96%	1%	1%	1%	3%	0%	F F	0.072	F F	0.54	45000	F F
64 60 Hampton Roads Bel	tway City of Norfolk (N	Maint: 64)	US 60 Ocea 2.00 <b>44</b> Route: <b>86</b>	an View 1000 5000	Ave <b>F</b>	96%	1%	1%	1%	3%	0%	F F	0.072	F F	0.54	45000	F
64 60 Hampton Roads Bel	tway City of Norfolk (N Combined Traffic Estimates for 2 Parallo From	Maint: 64) el Roadways on this	US 60 Ocea 2.00 44 Route: 86 4th V	an View 1000 5000 View St	Ave F F	96% 96%	1% 1%	1% 1%	1% 0%	3%	0% 0%	F F	0.072 0.069	F F	0.54	45000 89000	F F
64 60 Hampton Roads Bel	tway City of Norfolk (N Combined Traffic Estimates for 2 Paralli From City of Norfolk (N	Maint: 64) el Roadways on this Maint: 64)	US 60 Ocea 2.00 44 Route: 86 4th V	an View 1000 5000 View St	Ave F F	96% 96% 96%	1% 1%	1% 1% 1%	1% 0%	3% 3%	0% 0%	F F F	0.072 0.069 0.069	F		45000 89000 40000	F F F
64 60 Hampton Roads Bel	tway City of Norfolk (N Combined Traffic Estimates for 2 Paralli From City of Norfolk (N	Maint: 64) el Roadways on this Maint: 64)	2.00 44 Route: 86 4th V 0.80 39 Route: 80	an View 1000 5000 View St	Ave F F	96% 96% 96%	1% 1%	1% 1% 1%	1% 0%	3% 3%	0% 0%	F F F	0.072 0.069 0.069	F		45000 89000 40000	F F F
64 60 Hampton Roads Bel	tway City of Norfolk (M Combined Traffic Estimates for 2 Paralli From City of Norfolk (M Combined Traffic Estimates for 2 Paralli From	Maint: 64) el Roadways on this Maint: 64) el Roadways on this	2.00 44 Route: 86 4th V 0.80 39 Route: 80 Bay	an View 4000 5000 View St 9000 9000 y Ave	F F F	96% 96% 96% 96%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 0% 1% 0%	3% 3% 3% 2%	0% 0% 0%	F F F	0.072 0.069 0.069 0.07	F		45000 89000 40000 82000	F F F
West 64 60 Hampton Roads Bel  West 64  West 64	tway City of Norfolk (M Combined Traffic Estimates for 2 Parallo From City of Norfolk (M Combined Traffic Estimates for 2 Parallo From City of Norfolk (M	Maint: 64) el Roadways on this Maint: 64) el Roadways on this el Roadways on this Maint: 64)	US 60 Ocea 2.00 44 Route: 86 4th V 0.80 39 Route: 80 Bay 0.90 43	an View 1000 5000 View St 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 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	F F F	96% 96% 96% 96%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 0% 1% 0%	3% 3% 3% 2%	0% 0% 0% 0%	F F F F	0.072 0.069 0.069 0.07	F F	0.547	45000 89000 40000 82000	F F F F

		City of i					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	New G	ate Rd			27 000	0171710	TTTGII	ZIIGII		1 40101		1 40101		
<del>64</del>	City of Norfolk (Maint: 64)	1.26 390		96%	1%	1%	1%	3%	0%	F	0.078	F		39000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 860	000 F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	88000	F
	To:	I-564, US 46	60 Granby St												
West 64	City of Norfolk (Maint: 64)	0.92 <b>510</b>	000 F	98%	0%	1%	0%	1%	0%	F	0.114	F		54000	F
64	Combined Traffic Estimates for 3 Parallel Roadways			98%	0%	0%	0%	1%	0%	F	NA	•		134000	-
	Tol.	SR 168 Tic		0070			0,0	.,0	0,0	•				.0.000	
West	From:			2001	00/	40/	00/	407	00/	_	0.444			00000	
64	City of Norfolk (Maint: 64)	0.98 570		98%	0%	1%	0%	1%	0%	С	0.111	Α		60000	A
	Combined Traffic Estimates for 3 Parallel Roadways			98%	0%	0%	0%	1%	0%	F	NA			145000	G
West	To: From:	SR 194 Ches	apeake Blvd												
<del>64</del> )	City of Norfolk (Maint: 64)	0.96 <b>640</b>	000 F	98%	0%	1%	0%	1%	0%	F	0.092	F		68000	F
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route: 148	000 G	98%	0%	0%	0%	1%	0%	F	NA			156000	G
West	To: From:	SR 247 No	rview Ave												
(64)	City of Norfolk (Maint: 64)	1.24 <b>680</b>	000 A	97%	0%	1%	1%	1%	0%	F	0.096	Α		71000	Α
04)	Combined Traffic Estimates for 3 Parallel Roadways			97%	0%	0%	0%	1%	0%	F	NA			168000	G
-	то	SR 165 Mi													
West	City of Novfolk (Moints C4)			97%	00/	10/	40/	40/	00/	_	0.004	۸		71000	_
64	City of Norfolk (Maint: 64)				0% 0%	1%	1%	1% 1%	0%	г г	0.094 NA	Α		71000	F G
	Combined Traffic Estimates for 3 Parallel Roadways			97%	0%	0%	0%	170	0%	Г	INA			158000	G
West	From:	US 13, SR 166 N	orthampton E	lvd											
64)	City of Norfolk (Maint: 64)	2.20 <b>800</b>		97%	0%	1%	1%	1%	0%	F	0.086	F		86000	F
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways	on this Route: 174	000 G	97%	0%	0%	0%	1%	0%	F	NA			186000	G
West	To- From:	I-2	64												
64)	City of Norfolk (Maint: 64)	0.83 670	000 A	97%	0%	1%	1%	1%	0%	С	0.101	Α		72000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 136	000 A	97%	0%	1%	1%	2%	0%	С	NA			147000	Α
	To:	WCL Virgi	inia Beach												
West		54-W TO OCEAN VIEW		) PARALI	E										
(64) Ramp	City of Norfolk (Maint: 64)	0.03 49									0.102	F		490	F
	10:	2US 60-P; 2US 60-P0													
West	From:	I-64-W TO 4TH VII		RT 60							0.004	_		4000	_
64 Ramp	City of Norfolk (Maint: 64)	0.18 <b>18</b> 0 US 60 US 60- 281B		11.64							0.081	F		1800	F
\\\ t	From:	I-64-W TO BA													
West (64) Ramp	City of Norfolk (Maint: 64)	0.15 <b>N</b>									NA			NA	
04) Rump	To:	122-8623 FRO		Γ							14/1			14/1	
West	From:	I-64-W TO US 4600													
(64) Ramp	City of Norfolk (Maint: 64)	0.11 39									0.153	F		3900	F
	To:	US 460 FRON	I I-64 WEST												

-		City of Norio	IIN											
Route	Jurisdiction	Length AADT	QA 4	4Tire Bu	IC .	Tr xle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-64 West			2/	NIC STANIC	TITAL	ZIIali		i actor		i actor		
(64) Ramp	City of Norfolk (Maint: 64)	0.26 <b>23000</b>	F			l				0.078	F		23000	F
64) Rump	To:	SR 165 Little Cree				1				0.070	•		20000	•
	From:			D DDWE		l I								
West		I-64-W TO RT 168 SOUTH-TID		RDRIVE		l				0.400	F		4000	F
64 Ramp	City of Norfolk (Maint: 64)	0.11 <b>4600</b>	F			1				0.109	г		4600	г
	10.	SR 168 FROM I-64				ļ								
West		I-64-W TO RT 168 NORTH-TID		R DRIVE										
(64) Ramp	City of Norfolk (Maint: 64)	0.21 <b>4500</b>	F							0.133	F		4500	F
$\overline{}$	To:	SR 168 FROM I-64	WEST											
West	From:	I-64-W TO RT 194 NORTH-CHE	ESAPEAK	KE BLVD										
(64) Ramp	City of Norfolk (Maint: 64)	0.25 <b>8800</b>	F							0.115	F		8800	F
	To:	SR 194 FROM I-64	WEST											
West	From:	I-64-W TO RT 247 WEST00-		W Ave										
(64) Ramp	City of Norfolk (Maint: 64)	0.18 <b>3700</b>	F	717 / 1100		ı				0.130	F		3700	F
04) Tomp	To:	SR 247 FROM I-64				1				3.100	•		0,00	•
	Erom.			VIENIUE		I								
West	City of Name (AMaior CA)	I-64-W TO RT 247 WEST-NOR		VENUE		J				0.007	F		4000	F
Ramp	City of Norfolk (Maint: 64)	0.13 <b>4900</b>	F			1				0.087	г		4900	г
	10.	SR 247 FROM I-64												
West	From:	I-64-W TO RT 165MILITARY	HGWY V	VIA RO										
(64) Ramp	City of Norfolk (Maint: 64)	0.20 <b>9000</b>	F			_				0.087	F		9000	F
	To	ROBIN HOOD RO	DAD											
West	From	I-64-W TO RT	13											
(64) Ramp	City of Norfolk (Maint: 64)	0.11 <b>24000</b>	F			4				0.091	F		24000	F
	To	I 64 W202D TO DT 12	COLUTIA			1								
West	From:	I-64-W282B TO RT 13	SOUTH											
(64) Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b>				_				NA			NA	
	To:	US 13 FROM RT 64	WEST											
West	From:	I-64-W282A TO RT 13	SOUTH											
(64) Ramp	City of Norfolk (Maint: 64)	0.03 <b>NA</b>				•				NA			NA	
	To:	WCL Virginia Be	ach											
Wost	From:	I-64-W TO H.O.V. I												
West Ramp	City of Norfolk (Maint: 64)	0.09 <b>3100</b>	F			ı				0.185	F		3100	F
64 Ramp	To:	I-64-R FROM I-64 V				1				0.100	'		3100	'
						l								
West	O'the of Newfoll (Marie 1991)	I-64-W TO I-264 W				l				0.007	_		0700	_
64 Ramp	City of Norfolk (Maint: 64)	0.13 <b>8700</b>	F			1				0.097	F		8700	F
	To:	I-264-W013X FROM I-				<u> </u>								
West	From:	I-64-W TO I-264 EA								•				
(64) Ramp	City of Norfolk (Maint: 64)	0.23 <b>26000</b>	F			_				80.0	F		26000	F
$\overline{}$	To:	I-264-E013X FROM I-6	64 WEST											
West	From:	I-64-W TO H.O.V.LANE	EMEDIAN	N										
(64) Ramp	City of Norfolk (Maint: 64)	0.12 <b>NA</b>				•				NA			NA	
	To:		FROM R	RT										
	To:	I-64-R I-64-R008A TO &	FROM R	RT										

		. D	4	_		Tru	ıck			K	<u> </u>	Dir		۵
Jurisdiction .	Length A/	ADI QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
From:														
City of Norfolk	1.00 <b>20</b>	0000 F	98%	1%	1%	0%	0%	0%	С	0.095	F	0.641	21000	F
To: From:	US 58 Virgi	nia Beach Blvd												
City of Norfolk			98%	1%	1%	0%	0%	0%	F	0.097	F	0.538	13000	F
To:														
City of Novfolk			070/	40/	10/	00/	40/	00/	_	0.007	_	0.507	24000	F
City of Nortoik			97%	170	1%	0%	170	0%	Г	0.067	Г	0.567	34000	Г
From:			ess Anne R	ld										
			97%	1%	1%	0%	0%	0%	F	0.080	F	0.502	46000	F
To	т	1.61												
City of Norfolk			97%	1%	1%	0%	0%	0%	F	0.081	F	0.622	13000	F
Only of Norton			01 70	170		070	070	070	•	0.001	•	0.022	10000	•
To:			070/	407	40/	001	007	007		0.000		0.547	05000	
City of Norfolk	0.39 23	3000 F	97%	1%	1%	0%	0%	0%	C	0.082	F	0.547	25000	F
To: From:														
City of Norfolk	1.65 <b>23</b>	3000 F	97%	1%	1%	0%	0%	0%	F	0.084	F	0.538	24000	F
To:	SR 170 Lit	ttle Creek Rd			_									
City of Norfolk			97%	1%	1%	1%	1%	0%	F	0.081	F	0.507	38000	F
To														
City of Norfolk		_	97%	1%	1%	1%	1%	0%	F	0.079	F	0 545	27000	F
City of Meridia				170		170	170	070	•	0.070	•	0.010	2,000	•
From:				401			407		_					
City of Norfolk			97%	1%	1%	1%	1%	0%	F	0.094	F	0.674	23000	F
From:														
City of Norfolk			97%	1%	1%	1%	1%	0%	F	0.079	F	0.525	23000	F
2.i, 5. Henem			0.70	.,,		.,,	.,0	0,0	-	0.0.0	-	0.020		·
City of Norfolk			000/	10/	10/	00/	00/	00/		NΙΛ			21000	G
City of Norrolk	1.19 22	2000 G	99%	170	1 70	0%	070	0%	C	INA			21000	G
To: From:									_					_
City of Norfolk			99%	1%	1%	0%	0%	0%	F	NA			15000	G
10:	SR 337 H	ampton Blvd												
From:			54 SOU											
City of Norfolk (Maint: 64)										0.077	F		5700	F
10:	I-64-E FROM RT 10	65 NORTH & S	SOUTH											
From:														
City of Norfolk (Maint: 64)	0.11 <b>I</b>	NA								NA			NA	
To- From:	122-99026- A RROM	I ROBIN HOO	D ROAD		<u> </u>									
City of Norfolk (Maint: 64)			_							0 000	F		<b>0300</b>	F
			HIGHWAY	Y						0.090	Г		9300	Г
Erom			IndiiwA	•										
FIOII:	NCL C	nesapeake												
City of Norfolk	0.65 <b>8</b> 6	000 F								0.107	F	0.739	8500	F
	City of Norfolk  To: From:  City of Norfolk (Maint: 64) To:  City of Norfolk (Maint: 64)	City of Norfolk	City of Norfolk	Note	Norfolk	Durisdiction	Second   Color   Col	City of Norfolk   City of No	City of Norfolk	City of Norfolk   Despt   AADT   Cat   A 4 Tire   Bus   Cat   City of Norfolk   1.00   20000   F   98%   1%   1%   0%   0%   0%   0%   C   City of Norfolk   1.57   12000   F   98%   1%   1%   0%   0%   0%   0%   C   City of Norfolk   1.57   12000   F   98%   1%   1%   0%   0%   0%   0%   F   0%   0%   0%	Section   Continue   Continue	Second   Carre   Second   Carre   Second   Carre   Second   Carre   Second   Carre   Carre	Section   Length AADT   QA   4 Tire   Buse   2Axle   3+Axle   1 Trail   2	Authorition

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Wilson Rd													
66) (460) (168) Campostella Rd	City of Norfolk	0.73 <b>35000</b>	F								0.099	F	0.688	37000	F
	To- From:	Kimball Terr													
166)(460)(168) Brambleton Ave	City of Norfolk	0.30 <b>41000</b>	F								0.094	F	0.659	44000	F
	To: From:	US 460 Brambleton	Ave			<u> </u>									
166) Park Ave	City of Norfolk	0.45 <b>15000</b>	F	98%	1%	1%	1%	0%	0%	С	0.09	F	0.573	16000	ı
<u> </u>	To:	US 58 Va Beach B	lvd												
166) Park Ave	City of Norfolk	0.14 <b>12000</b>	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.503	14000	
1.00)	To:	Princess Anne Re	d												
	From:	Park Ave													
Princess Anne Rd	City of Norfolk	0.65 <b>16000</b>	F	97%	1%	1%	1%	1%	0%	F	0.092	F	0.518	17000	
<u> </u>	To: From:	Merrimac Ave													
166)Princess Anne Rd	City of Norfolk	0.30 <b>16000</b>	F	97%	1%	1%	1%	1%	0%	F	0.092	F	0.527	18000	
$\smile$	To	Ballentine Blvd	l												
166)Princess Anne Rd	City of Norfolk	0.95 <b>20000</b>	Α	97%	1%	1%	1%	1%	0%	С	0.098	Α	0.509	22000	
	To:	Azalea Garden R	1.1												
166) Princess Anne Rd	City of Norfolk	1.46 <b>20000</b>	F	97%	1%	1%	1%	1%	0%	F	0.082	F	0.549	22000	
166)1 1110000 7 11110 110	any ar Harrant			01.70	170		170	170	070	•	0.002	•	0.010	22000	
North country Dhad	Fig.	US 13 Military Hy		070/	40/	40/	00/	40/	00/	_	0.007	_	0.507	24000	
166 13 165 Northampton Blvd	City of Norfolk	0.26 <b>32000</b> SR 165 Princess Ann	F Dd	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	
	From:	SR 165 Military H													
166) (13) Northampton Blvd	City of Norfolk	0.62 <b>34000</b>	F	97%	0%	1%	0%	2%	0%	F	0.092	F	0.602	35000	
100	To	I-64													
166) 13 Northampton Blvd	City of Norfolk	0.20 <b>81000</b>	F	97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	84000	
166) (13) Northampton Blvd	To:	CL Virginia Beac		31 70	070	170	070	270	070	'	0.001	•	0.557	04000	
	From:	SCL Norfolk													
168)Campostella Rd	City of Norfolk	0.52 <b>18000</b>	F	97%	1%	1%	1%	1%	0%	F	0.099	F	0.681	20000	
168) Garripostolia rea	Only of Norton			01 70	170		170	170	070	•	0.000	•	0.001	20000	
Carracatalla Dd	Floring Toronto	SR 407 Indian Rive		070/	40/	40/	40/	40/	00/		0.404		0.700	20000	
Campostella Rd	City of Norfolk	0.26 <b>25000</b> US 460 Wilson R	F	97%	1%	1%	1%	1%	0%	F	0.104	F	0.703	26000	
	From:	Wilson Rd	Ka												
168)(460)(166)Campostella Rd	City of Norfolk	0.73 <b>35000</b>	F								0.099	F	0.688	37000	
100/(400)(100)	Tou														
168)(460)(166) Brambleton Ave	City of Norfolk	0.30 <b>Kimball Terr</b>	F								0.094	F	0.659	44000	
168 (460) (166) Brambleton Ave	City of Nortoik		Г								0.094		0.059	44000	
	To- From:	Park Ave													
168 (460) Brambleton Ave	City of Norfolk	0.40 <b>30000</b>	F								0.086	F	0.58	32000	
	To: From:	Brambleton Ave	2												
168 Tidewater Dr	City of Norfolk	0.31 <b>31000</b>	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.562	33000	ı
$\smile$	To	US 58 Va Beach B	lvd			i									

		City of Nortoik					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 58 Va Beach Bl	lvd			1	017.000		211611		. 4010.				
168 Tidewater Dr	City of Norfolk	0.89 <b>29000</b>	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.526	31000	F
$\smile$	To-	Lindenwood Ave	e			<u> </u>									
168 Tidewater Dr	City of Norfolk	0.81 <b>26000</b>	F	98%	0%	1%	0%	1%	0%	F	0.080	F	0.502	28000	F
	To:	Cromwell Dr													
168 Tidewater Dr	City of Norfolk	1.03 <b>37000</b>	Α	98%	0%	1%	0%	1%	0%	С	0.093	Α	0.502	40000	А
100)	To														
Tidewater Dr	City of Norfolk	Norview Ave 1.11 <b>34000</b>	F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.549	36000	F
168) Flacward Di	City of Norton			3070	070	170	070	170	070	•	0.005	•	0.545	30000	
Tidowaton Du	From:	I-64	F	000/	007	40/	00/	00/	00/	F	0.000	F	0.004	22222	-
168 Tidewater Dr	City of Norfolk	0.60 <b>30000</b>	r	99%	0%	1%	0%	0%	0%	г	0.086	г	0.631	32000	F
	To: From:	SR 165 Little Creek													
168 Tidewater Dr	City of Norfolk	1.29 <b>18000</b>	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.581	19000	F
	To: From:	Bay View Blvd													
168 Tidewater Dr	City of Norfolk	1.01 <b>12000</b>	F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.586	13000	F
<u> </u>	To	US 460 Granby S	St												
168 Tidewater Dr	City of Norfolk	0.75 <b>8000</b>	F	99%	0%	1%	0%	0%	0%	F	0.102	F	0.659	8500	F
	То	US 60 Ocean View A	Ave												
North	From:	SR 168 TO I-64 WE	EST												
168)Ramp	City of Norfolk (Maint: 64)	0.27 <b>5100</b>	F								0.107	F		5100	F
$\smile$	To: I-6	4-W FROM RT 168 NORTH-T	IDEW	ATER DE	I										
North	From:	SR 168; 122-8626 TO I-64 EA		THOL											
168 Ramp	City of Norfolk (Maint: 64)	0.20 <b>5200</b>	F								0.105	F		5200	F
	To: I-64	4-E FROMRT 168 NORTH-TIL	DEWA	TER DRI	V										
South	From:	SR 168 TO I-64 EA													
168 Ramp	City of Norfolk (Maint: 64)	0.17 <b>3500</b>	F								0.090	F		3500	F
<u> </u>	10: I-6	54-E FROM RT 168 SOUTH-TI	IDEW.	ATER DR	I										
South	From:	SR 168 TO I-64 WE										_			_
168 Ramp	City of Norfolk (Maint: 64)	0.13 <b>3100</b>	F								0.102	F		3100	F
	10: I-6	64-W FROM RT 168 SOUTH-TI		ATER DI	a l										
	From:	SR 165 N Military H								_		_			
170 Little Creek Rd	City of Norfolk	1.08 <b>24000</b>	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.533	26000	I
	To- From:	Halprin Drive													
170) Little Creek Rd	City of Norfolk	0.48 <b>23000</b>	F	98%	0%	1%	0%	1%	0%	F	0.087	F	0.503	24000	F
$\smile$	To- From:	SR 192 Azalea Garde	en Rd												
170 Little Creek Rd	City of Norfolk	1.09 <b>20000</b>	F	98%	0%	1%	0%	1%	0%	F	0.093	F	0.530	21000	F
	To:	US 60 Shore Drive	/e												
<u> </u>	From:	SR 165 Military Hy	wy												
192) Azalea Garden Rd	City of Norfolk	2.02 11000	F	97%	1%	1%	1%	1%	0%	F	0.098	F	0.581	12000	F
	To:	SR 170 Little Cree	ek												

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

		y OI INOITOIN				Trı	ıck			K		Dir		—
Jurisdiction	Length	AADT QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
From:									_				-	
City of Norfolk			97%	1%	1%	1%	1%	0%	С	0.087	F	0.802	13000	F
To: From:		-												
City of Norfolk			97%	1%	1%	1%	1%	0%	F	0.084	F	0.539	18000	F
any or Horion			01 70	170		170	170	070	•	0.001	•	0.000	10000	
From:	. 0.05		000/	40/	40/	00/	007	00/		0.000		0.500	07000	
City of Nortok			96%	170	1%	0%	0%	0%	Г	0.062	Г	0.593	27000	
To: From:														—
City of Norfolk	( 1.31	23000 F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.588	25000	I
To: From:	Ва	y View Blvd												
City of Norfolk	k 0.61	12000 F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.586	12000	I
To:	П	nesaneake St												
City of Norfolk		7000 F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.532	7500	ı
To:		Ocean View Ave												
From:	SR 19/	1 TO I-64 WEST												
City of Norfolk (Mair										0.103	F		1600	
To:			SAPEAKE I	BL										
From:	SR 19.	4 TO L-64 FAST												
City of Norfolk (Mair										0.112	F		8700	
To:	,		APEAKE B	BL.										
From	SR 33	7 Hampton Blvd												
City of Norfolk			97%	1%	1%	1%	1%	0%	F	0.109	F		4500	
•									F		F	0.566		
Table 1			01 70	170		170	170	070	•	0.001	•	0.000	10000	
City of Nortalk			070/	10/	10/	10/	10/	00/		0.110			0500	
•									г -			0.040		
Combined Traffic Estimates for 2 Parallel F	•		97%	1%	1%	1%	1%	0%	F	0.088	F	0.618	18000	I
To: From:														
•														ı
Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	19000 F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	20000	
To: From:	Mo	onticello Ave												
City of Norfolk	k 0.23	7900 G	97%	1%	1%	1%	1%	0%	С	NA			8400	(
Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	17000 G	97%	1%	1%	1%	1%	0%	F	NA			18000	(
To:		Church St												
City of Norfolk			97%	1%	1%	1%	1%	0%	F	NA			9400	(
•									F					(
Tel-			,5	.,,										
From		27th St	070/	40/	40/	40/	40/	00/		0.000		0.040	45000	
City of Norfalls	4.07	1100C =												
City of Norfolk	k 1.07	14000 F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.613	15000	
City of Norfolk  City of Norfolk	SR 16	14000 F 58 Tidewater Dr 17000 F	97%	1%	1%	0%	0%	0%	C	0.089	F	0.556	18000	
	City of Norfolk  City of Norfolk (Main  To  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  City of Norfolk  City of Norfolk  Combined Traffic Estimates for 2 Parallel F  City of Norfolk  City of Norfolk	City of Norfolk   1.63   1.63   1.64   1.63   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.6	City of Norfolk	City of Norfolk   1.63   12000   F   97%	City of Norfolk	Length   AADT   QA   4Tire   Bus   2Axle	SR 165 Princess Anner Rd	SR 166   Princess Anne Rd	SR 166 Princess Ame Rd   City of Norfolk   1.63   12000   F   97%   1%   1%   1%   1%   0%	City of Norfolk   City of No	Section   Companies   Compan	City of Norfolk   City of No	Strict   S	March   Clity of Norfolk   1.63   12000   F   98%   1%   1%   1%   1%   1%   1%   1%

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	L	afayette Blv	d				0 17 11 10				. 4010.				
247) Chesapeake Blvd	City of Norfolk		17000	F	97%	1%	1%	0%	0%	0%	F	0.082	F	0.508	18000	F
	To:	SR 194	4 Sewells Po	int Rd												
	From:		esapeake Bl								_		_			_
Norview Ave	City of Norfolk	0.29	20000	F	97%	1%	1%	0%	0%	0%	F	0.083	F	0.537	22000	F
	To: From:		I-64													
Norview Ave	City of Norfolk		24000	F	99%	0%	1%	0%	0%	0%	С	0.084	F	0.538	25000	I
<u> </u>	To:	SR 1	65 Military	Hwy												
<u>East</u>	From:		17 TO I-64 E													
₂₄₇ )Ramp	City of Norfolk (Mair		12000	F			_					0.081	F		12000	F
<u> </u>	To:	I-64-E FROM RT 24	17 EAST-NO	ORVIEV	W AVENU	JE										
Vest	From:		7 TO I-64 E													
₂₄₇ )Ramp	City of Norfolk (Mair		7800	G								NA			7800	(
<u> </u>	To:	I-64-E FROM RT 24	7 WEST-N	ORVIE	W AVENU	JE										
Vest	From:	SR 247 JOHNS			WEST											
Ramp	City of Norfolk (Mair		4100	F								0.071	F		4100	ļ
	10:	I-64-W FROM RT 24			W AVENU	UE										
	From:		37 Hampton								_		_			
247) 27th St	City of Norfolk		8300	F	97%	1%	1%	1%	1%	0%	С	0.092	F		8900	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	13000	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	
	To: From:		lewellyn Av													
247) 27th St	City of Norfolk	0.77	9200	F	97%	1%	1%	1%	1%	0%	F	0.086	F		9800	١
	Combined Traffic Estimates for 2 Parallel F			F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	20000	
	To:	SI	R 247 26Th	St												
	From	I-264-E014A		4A TO	I-64											
Ramp	City of Norfolk (Mair		NA									NA			NA	
	To:	I-64-E FROM														
	From:	I-264-E0140		4C TO	I-64											
Ramp	City of Norfolk (Mair	,	NA	T. O. 1117	20m 4.4							NA			NA	
<u> </u>	10.	I-64-W FROM			EST44											
East ALT	From:		VCL Norfoll								_					
264 460 Elizabeth River Downt		,	44000	Α	96%	0%	1%	1%	2%	0%	F _	0.08	Α		46000	,
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	NA			96000	
East ALT	To: From:	I	-464, SR 33'	7												
264 460 337 Berkley Bridge	City of Norfolk (Mair	nt: 64) 0.41	54000	G	98%	0%	1%	1%	1%	0%	F	0.103	Α		59000	(
	Combined Traffic Estimates for 2 Parallel F	,	100000	G	97%	0%	1%	1%	2%	0%	F	0.086	Α	0.662	108000	(
	To	•	ALT US 460													
East	From:															
264 337	City of Norfolk (Mair	,	50000	N	98%	0%	1%	1%	1%	0%	N	NA			55000	1
$\smile$	Combined Traffic Estimates for 2 Parallel F			N	97%	0%	1%	1%	2%	0%	Ν	NA			106000	1
	То:	SR 3	37 Tidewate	er Dr												

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

		Ci	ty of Norfo	JIK					1 .					D:		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Foot ALT	From:	CD 2	37 Tidewate	D			ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
East ALT (264) (460) (337)	City of Norfolk (Maint: 64		50000	G	98%	0%	1%	1%	1%	0%	F	NA			55000	G
	Combined Traffic Estimates for 2 Parallel Roads			G	97%	0%	1%	1%	2%	0%	F	NA			104000	G
	To:		0 Brambleto		01 70	070		170	270	070	•				10 1000	
East	From															
264	City of Norfolk (Maint: 64	*	59000	G	96%	0%	1%	1%	2%	0%	F -	NA			65000	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	121000	G	96%	0%	0%	1%	2%	0%	F	NA			132000	G
East	To: From:	SR 40	5 Ballentine	Blvd												
264)	City of Norfolk (Maint: 64	2.34	58000	G	98%	0%	1%	1%	1%	0%	С	NA			63000	G
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	119000	G	97%	0%	0%	1%	2%	0%	F	NA			124000	G
	To	US	13 Military I	Hwy												
East 264)	City of Norfolk (Maint: 64	l) 1.05	38000	G	98%	0%	1%	1%	1%	0%	E	0.117	В		42000	G
264)	Combined Traffic Estimates for Parallel Road	•		G	90 /0	076	1 /0	1 /0	1 /0	0 /6		NA	ь		42000 NA	G
	Combined Trainic Estimates for Farallel Nodu											INA			INA	
East	From:		npton Roads													
264 Virginia Beach Norfolk Expwy		,	89000	N	98%	0%	1%	1%	1%	0%	N	NA			95000	Ν
	Combined Traffic Estimates for 2 Parallel Road			N	98%	0%	1%	1%	1%	0%	N	NA			195000	N
	102		L Virginia B													
East	From:	I-264-E TO ROUTE		00- BRA	MBLETC	N						N10			NIA	
Ramp	City of Norfolk (Maint: 64	US 460 RAMP FRO	NA OM PT 264	ED OM	POUTE 2	5						NA			NA	
	From	I-264-E TO ROUT					1									
East 264) Ramp	City of Norfolk (Maint: 64		NA NA	KIMAC	AVENUE	2						NA			NA	
264) (411)	To:	,	05; 122-863	7 Ga								14/1			1471	
East	From:	I-264-E013X TO R			TARY HIG	Ĩ										
264)Ramp	City of Norfolk (Maint: 64		NA	II WILL	1711(1711)	,						NA			NA	
2007	To:	US 13 FROM RO	OUTE 264 E	EAST C	OLL RD											
East	From:	I-264-E013X TO R	T 13 NORT	H-MILI	TARY HIG	3										
Ramp	City of Norfolk (Maint: 64	,	NA									NA			NA	
	To:	US 13 FROM RO	OUTE 364 E	EAST C	OLL RD											
East	From:	I-264-E BEGIN CO	OLL RD T0	RTS 13	, 64 & 403											
Ramp	City of Norfolk (Maint: 64	0.11	NA									NA			NA	
Foot	To: From:	I-264-E013A TO RT	13 SOUTH	I-MILIT	ARY HW	Y										
East 264 Ramp	City of Norfolk (Maint: 64	1) 0.07	NA									NA			NA	
204) 13111	a.	·		D11 > 47	TT A D X / X ×	(X/X/						. 4/ 1			. •/ •	
East	From:	US 13-S047A FROM		I H-MIL	ITARY H	WY										
Ramp	City of Norfolk (Maint: 64	0.11	NA									NA			NA	
East	To- From	I-264-E013B TO RT	13 NORTH	I-MILIT	ARY HW	Y										
East 264 Ramp	City of Norfolk (Maint: 64	1) 0.09	NA									NA			NA	
204)	To:	US 13-N047A FROM		TH-MII	JTARY H	WY										
		-														

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ast Callector Board at I C4	From:		13 Military		000/	00/	40/	40/	40/	00/	_	0.005	_		20000	
Collector Road at I-64	City of Norfolk (Maint: 64)	0.42 L-64 Han	26000 npton Roads	G Reltwa	98%	0%	1%	1%	1%	0%	F	0.095	В		28000	G
ast_	From:		14A TO RT													
64)Ramp	City of Norfolk (Maint: 64)	0.18	NA									NA			NA	
oot	To: From:	I-64-E284	B FROM R	Т 64 ЕА	ST											
ast 64)Ramp	City of Norfolk (Maint: 64)	0.21	NA									NA			NA	
04)	To:		4B TO RT	64 W/ES	T											
ast	From:				01											
Ramp	City of Norfolk (Maint: 64)	0.09	24000	G								NA			24000	(
ast_	To: From:	I-64-W284	B FROM R	T 64 WE	EST											
Ramp	City of Norfolk (Maint: 64)	0.23	51000	G								NA			51000	
	To	I-264-E015A TO RT	Γ 403 SOUT	ΓH-NEW	TOWN RI	)										
ast 64)Ramp	City of Norfolk (Maint: 64)	0.15	NA									NA			NA	
64 Marip												INA			INA	
ast	11011.	R 403-S000A FROM		UTH-NI	EWTOWN	RD										
Ramp	City of Norfolk (Maint: 64)	0.21	NA									NA			NA	
ast	To: From:	I-264-E015B TO RT	T 403 NORT	ΓH-NEW	VTOWN RI	D										
Ramp	City of Norfolk (Maint: 64)	0.17	35000	G								NA			72000	
9	To:	I-264-E END COL		A RTS 1	3, 64 & 403	3										
ast	From:	I-264-E0	)13X TO I-6	64 EAST												
Ramp	City of Norfolk (Maint: 64)	0.16	NA									NA			NA	
	To:		4A I-264- 1													
ast D	From:		13X TO I-6	54 WEST	Γ							<b>N</b> 10			NIA	
Ramp	City of Norfolk (Maint: 64)	0.12	NA FROM I-26	A FAST								NA			NA	
	From		E TO I-64 V													
ast 64)Ramp	City of Norfolk (Maint: 64)	0.25	NA	WESI								NA			NA	
04)	To:		4C I-264- 1	4C TO I	-64											
lev	From:	I-264-R I-264-	W013C RA	MPS TO	) & FR											
(ev)	City of Norfolk (Maint: 64)	0.01	NA									NA			NA	
<u> </u>	To:	I-264-E FROM I	-64 REVER	RSIBLE	IN MED											
est ALT	From:		WCL Norfol							_	_					
64 460 Elizabeth River Downt		0.56	47000	Α	96%	0%	0%	1%	2%	0%	F -	0.076	Α		50000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	NA			96000	
est ALT	To: From:	I	-464, SR 33	37												
64) (460) (337) Berkley Bridge	City of Norfolk (Maint: 64)	0.78	46000	G	96%	0%	0%	1%	2%	0%	F	0.081	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	100000	G	97%	0%	1%	1%	2%	0%	F	0.086	Α	0.662	108000	(
	To:	Ti	dewater Dri	ive												

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

									Tru	ck			K		Dir		
Route	Juriso	liction_	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	City of North	From:		dewater Dri		060/	00/	00/	40/	20/	00/	_	NIA			F1000	
264 337	City of Norfol Combined Traffic Estimates for 2 Pa	,	0.84		G N	96% 97%	0% 0%	0% 1%	1% 1%	2% 2%	0% 0%	F N	NA NA			51000 106000	G N
	Combined Hamic Estimates for 2 Fa	To: TOOUWA	•				076	176	170	270	076	IN	INA			100000	IN
West		From:	US 460, SR 16														
264)	City of Norfol		0.87	61000	G	96%	0%	0%	1%	2%	0%	F	NA			67000	G
	Combined Traffic Estimates for 2 Page 1	arallel Roadwa				96%	0%	0%	1%	2%	0%	F	NA			132000	G
West		From:	SR 40	5 Ballentin	e Blvd												
264)	City of Norfol	k (Maint: 64)	2.01	61000	G	96%	0%	0%	1%	2%	0%	F	NA			61000	G
$\smile$	Combined Traffic Estimates for 2 Page 1	arallel Roadwa	ays on this Route:	119000	G	97%	0%	0%	1%	2%	0%	F	NA			124000	G
Most		To: From:	US	13 Military	Hwy												
West (264)	City of Norfol	k (Maint: 64)	1.08	27000	G								NA			31000	G
204)	Combined Traffic Estimates for Pa	` ,											NA			NA	_
		To:	<u>*                                    </u>	npton Roads	s Beltwa	v											
West (264) Virginia Beach Norfolk Exp	owy City of Norfol	From:	0.30	93000	N	98%	0%	1%	0%	1%	0%	N	NA			100000	N
264) VII GII II a Beach Nortoik Exp	City of Norrol  Combined Traffic Estimates for 2 Pa	. ,				98%	0%	1%	1%	1%	0%	N	NA			195000	
	Combined Hamic Estimates for 2 Fa	To:		L Virginia E		90 /0	076		1 /0	1 /0	0 /0	IN	INA			193000	IN
West		From:		I-264 WB													
Ramp From I-264 WB to 0	City Hall Ave City of Norfol	k (Maint: 64)	0.19	NA									NA			NA	
		To:	Cit	y Hall Ave	WB												
West		From:	I-264-W TO ROUTE		-BRAM	BLETON .	ΑV										
Ramp	City of Norfol	k (Maint: 64)	0.06	NA									NA			NA	
West		To: From:	I-264-W011C T	O CLAIBO	RNE A	VENUE											
(264) Ramp	City of Norfol	k (Maint: 64)	0.09	NA									NA			NA	
1	•	To:	US 460 FR	OM ROUTE	E 264 WI	EST											
West		From:	I-264-W TO ROUTE	460 EAST-	-BRAMI	BLETON A	ΑV										
(264) Ramp	City of Norfol	k (Maint: 64)	0.12	NA									NA			NA	
$\overline{}$		To:	US 460 FR	OM ROUTE	E 264 W	EST											
West		From:	I-264-W011A T		RNE A	VENUE											
Ramp	City of Norfol	k (Maint: 64)	0.07	NA BORNE AV	/EXILIE								NA			NA	
		From															
West 264)Ramp	City of Norfol	k (Maint: 64)	I-264-W TO ROUT 0.15	E 405-MEI	RRIMAC	AVENUI	3						NA			NA	
264) (Valinp	Oity of Norrol	To:		O & FROM	1 ROUT	E							IVA			14/3	
West		From:	I-264-W013X TO R				G										
(264) Ramp	City of Norfol	k (Maint: 64)	0.12	NA			_						NA			NA	
		To	US 13 FROM RO	OUTE 264 V	WEST C	OLL RD											
West	-	From:	I-264-W013X O RO	UTE 13 NO	RTH00-	MILITAR	Y										
(264) Ramp	City of Norfol	k (Maint: 64)	0.15	NA									NA			NA	
$\sim$		To:	US 13 FROM RO	OUTE 264 V	WEST C	OLL RD											

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4Tire Bu	•	e 3+Axle			QC	Factor	QK Factor	AAWDT	QW
West		I-264-W RAMPS TO & FROM	M 64 H.O.V.IN ME									
264	City of Norfolk (Maint: 64)	0.06 <b>NA</b>							NA		NA	
	То:	I-264-R I-264-R000A RA	MPS TO & FR									
West	From:	I-264 West	t									
Ramp	City of Norfolk (Maint: 64)	0.09 <b>49000</b>	<b>G</b> 98% 0%	<u>6 1%</u>	0%	1%	0%	F	NA		52000	G
$\smile$	To:	SR 403 N000										
West	City of Norfolk (Maint: 64)	I-64-W284A FROM R 0.27 <b>NA</b>	T 64 WEST						NA		NA	
Ramp	,								INA		INA	
West	From: SF	R 403-S000B FROM RT 403 SC	OUTH-NEWTOWN R									
West 264 Ramp	City of Norfolk (Maint: 64)	0.45 <b>67000</b>	G						NA		67000	G
	To- From:	I-264-W014C TO RT	64 WEST									
West	·		OT WEST									
Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>							NA		NA	
West	To: From:	I-64-W284A FROM R	T 64 WEST									
West (264) Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>							NA		NA	
204)	T-		- C4 F 4 CF									
West	From:	I-264-W014B TO RT	64 EAST									
264 Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>							NA		NA	
$\smile$	To: From:	I-64-E284A FROM R	T 64 EAST	<u> </u>								
West Ramp	City of Norfolk (Maint: 64)	0.42 <b>NA</b>							NA		NA	
(264) Kamp	,								INA		INA	
West	To- From:	-264-W013B O ROUTE 13 NO	DRTH00- MILITARY									
264 Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>							NA		NA	
<u> </u>	To: U	S 13-N047B FROM ROUTE 1	13 NORTH00- MILIT	<u> </u>								
West	11000			·					NIA		NIA	
Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>							NA		NA	
West	To: From:	I-264-W013A TO RT 13 SOUT	TH-MILITARY HIG	-								
Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b>							NA		NA	
		US 13-S047B FROM ROUTE 1	3 SOUTHOO MILIT									
West			13 300 11100- WILLI									
264 Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>							NA		NA	
	10:	I-264-W END COLL RD FRO										
West	From:	I-264-W TO I-64	EAST									
Ramp	City of Norfolk (Maint: 64)	0.24 <b>NA</b>							NA		NA	
	10:	I-264-E014A I-264- 14										
West	From:	I-264-W013X TO I-	-64 EAST									
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>	XXTOTA 4						NA		NA	
	10:	I-64-E FROM I-264										
West	From:	I-264-W013X TO I-	64 WEST									
Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>							NA		NA	
$\sim$	To:	I-264-E014C I-264- 14	4C TO I-64									

		Cit	ty of Norfoll	k													
Deste	la colonidad a co	Lananth	AADT	^^	4T'	D		Tru	ıck		-00	K	01/	Dir	A A)A/DT	01/	
Route	Jurisdiction	Length	AADI	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷	
	From:	NC	L Chesapeak	e													
₃₃₇ )Bainbridge Blvd	City of Norfolk	0.28	1400	F	93%	1%	2%	2%	3%	0%	С	0.113	F	0.835	1500	F	
<u> </u>	To:																
Main St	City of Norfalls				020/	10/	20/	20/	20/	00/	_	0.110	_	0.702	0000		
337 Iviain St	City of Nortoik			Г	93%	170	2%	2%	3%	0%	Г	0.119	Г	0.703	8800	Г	
	From:																
337 Liberty St	City of Norfolk	0.11		F	93%	1%	2%	2%	3%	0%	F	0.091	F	0.643	4000	-	
331),	To:		State St				ΤÏ			-,-							
	From:		Liberty St														
State St	City of Norfolk	0.05	3800	N	93%	1%	2%	2%	3%	0%	Ν	0.091	Ν	0.643	4000	1	
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									NA			NA		
	To																
State St	From: City of Norfolk			N	97%	1%	1%	1%	0%	0%	N	0.078	N	0 548	13000	1	
337) Giale Gi	To:	0.01			01 70	170		170	070	070	.,	0.070	.,	0.040	10000		
	From:	SR		:													
337)(337)Ramp From SR 337 S	State St to I-464 NB City of Norfolk (Maint:	: 64) 0.12	NA									NA			NA		
Route   Jurisdiction   Length   AAD Transpeace   AAD Tr																	
	From:		State St														
337)(464)	City of Norfolk (Maint:	: 64) 0.16			5	See I-46	4 for di	rectional t	traffic v	olume es	stimate	es for this	segr	ment.			
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	43000	N	95%	0%	1%	1%	2%	0%	Ν	NA			49000	1	
	Section   Langth   AADT   QA   AADT   QA																
	O'the of Nie well with Andries	04) 0.44	I-464			2 1-00	4 (1'		(('					AAWDT QW Factor Factor AAWDT QW F 0.835 1500 F F 0.703 8800 F F 0.643 4000 F N 0.643 4000 N NA N 0.548 13000 N NA Regment. 49000 N Regment. 104000 G Regment. 104000 G N 0.757 31000 N Regment. 106000 N			
337 264 460 Berkley Bridge	•	*		_							stimate _						
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:		G	97%	0%	1%	1%	2%	0%	F	0.086	Α	0.662	108000	(	
ALT.	From:																
	City of Norfolk (Maint:	. 64) 0.65	State St			See I-26	4 for di	rectional t	traffic v	oluma as	etimate	es for this	e conr	ment			
337 (264) (460)	` `	,	00000	_									o ocgi	non.	104000	,	
	To:				9170	0%	170	1 70	270	0%	Г	INA			104000	,	
ALT	From:	ALT OD		DIVU													
$\overline{}$	City of Norfolk (Maint:	: 64) 0.22		N	98%	1%	1%	0%	0%	0%	Ν	0.086	Ν	0.757	31000	١	
337/400	To:																
	From:	ALT US		s Blvd													
337)(264)	City of Norfolk (Maint:	: 64) 0.26			5	See I-26	4 for di	rectional t	traffic v	olume es	stimate	es for this	segr	ment.			
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	97000	N	97%	0%	1%	1%	2%	0%	Ν	NA			106000	1	
	To:																
	From:										_		_				
337 Tidewater Dr	City of Norfolk					0%	0%	1%	2%	0%	F	0.086	F	0.531	23000	I	
<u> </u>	To:																
Prombleton Ave	City of Name II				:							0.004	_	0.600	27000		
337 460 Drambleton Ave	City of Nortolk	0.10	20000	г								0.084	Г	0.002	21000	ı	
	To: From:		Church St														
337)(460) Brambleton Ave	City of Norfolk	0.31	17000	F								0.088	F	0.594	19000	F	
$\sim$	To:	ALT US	S 460 St Pauls	Blvd													

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Saint Paul													
337 Brambleton Ave	City of Norfolk	0.20	27000	F	96%	0%	0%	1%	2%	0%	F	0.071	F	0.629	31000	F
<u>~</u>	To: From:		Boush St													
337 Brambleton Ave	City of Norfolk	0.07	35000	N	96%	0%	0%	1%	2%	0%	Ν	0.072	Ν	0.638	40000	Ν
<u> </u>	To: From:	SR 3	37 Par Duk	e St												
(337) (58) Brambleton Ave	City of Norfolk	0.83	35000	F	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	40000	F
	To:		Colley Ave				$\neg$ —									
337) (58) Brambleton Ave	City of Norfolk	0.26	28000	F	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	32000	F
	To		US 58													
	From:		US 58 .													
337 Brambleton Ave	City of Norfolk	0.22	28000	N	96%	0%	0%	1%	2%	0%	N	0.075	Ν	0.567	32000	N
Combined Traffic	Estimates for 2 Parallel Roadways			N								NA			NA	
	From:		ampton Blv Brambleton													
(337) Hampton Blvd	City of Norfolk	0.90	30000	F	96%	0%	0%	1%	2%	0%	F	0.069	F	0.580	35000	F
337)				-		0,0		.,,	_,0	0,0	•	0.000	•	0.000	00000	•
Hampton Plyd	From: City of Norfolk	0.22	21st Street 35000	F	96%	0%	0%	1%	2%	0%	F	0.071	F	0.515	40000	F
Hampton Blvd	City of Norfolk	0.22	35000	Г	96%	0%	0%	170	2%	0%	Г	0.071	Г	0.515	40000	Г
	To: From:		R 247, 26th S													
(337) Hampton Blvd	City of Norfolk	0.71	36000	F	96%	0%	0%	1%	2%	0%	F	0.071	F	0.542	41000	F
<u> </u>	To: From:	49th St, Old	d Dominion	Univers	ity											
(337) Hampton Blvd	City of Norfolk	2.07	34000	Α	96%	0%	0%	1%	2%	0%	С	0.096	Α	0.541	40000	Α
$\bigcirc$	To:	SR 16	5 Little Cree	ek Rd												
(337) Hampton Blvd	City of Norfolk	0.18	34000	F	96%	0%	0%	1%	2%	0%	F	0.077	F	0.609	40000	F
937) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T-1							.,.			•		-			-
Lloweston Dlud	From:	SR 406 Inter 1.94	24000	rminal I	96%	0%	0%	10/	20/	0%	F	NA			20000	G
337 Hampton Blvd	City of Norfolk		ral Taussig		90%	0%	0%	1%	2%	0%	Г	INA			28000	G
	From:		Blvd; Mary		2											
(337) Admiral Taussig Blvd	City of Norfolk	0.91	25000	F	96%	0%	0%	1%	2%	0%	F	0.096	F	0.867	29000	F
3	To:		I-564													
	From:	SR	R 337 State S	St												
(337) Ramp From SR 337 State St to I-464 NB	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
	То:		I-464 NB													
West	From:	1SR-00337-P(B)	/TO WATE	ERSIDE	DRIVE											
(337)	City of Norfolk (Maint: 64)	0.08	NA									NA			NA	
<u> </u>		5-00264-W010B(B)	/FROM TII	DEWA	ER DRIV	Е										
-	From:		I-264 W		_											
Ramp From Tidewater Dr to I-264 W	City of Norfolk	0.13	NA									NA			NA	
OB.	To:		idewater Di	r												
	From:		mp to I-264													
337 Tidewater Dr	City of Norfolk	0.12	NA									NA			NA	
•	To:	East	t City Hall A	Ave												

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

			LY OF INOTIC					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	ALT US 460	Overpass: B	Berklev B	idge		2, 540	017040	· · · · · ·	Ziiaii		1 40101		1 40101		
Waterside Dr/Boush St	City of Norfol	k 0.72	29000	G	98%	0%	1%	1%	0%	0%	F	NA			31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	G	98%	0%	1%	1%	0%	0%	F	NA			33000	G
	To:	(	City Hall Av	e												
ALT (337) Waterside Dr/Boush St	City of Norfol	lk 0.44	23000	F	98%	0%	1%	1%	0%	0%	F	0.094	E	0.53	24000	F
Waterside Dr/Boush St	Combined Traffic Estimates for 2 Parallel			F	98%	0%	1%	1%	0%	0%	F	0.094	F	0.503	26000	F
	To:		37 Bramblet		30 /0	070	1 /0	1 70	070	076	'	0.033	'	0.505	20000	'
ALT	From:	A1SR-00337(R)/IS-0			n Termini	ıs/	1									
337)	City of Norfolk (Ma		NA	л <b>Б</b> ( <b>Б</b> )/ Ос	p remine	1.5)						NA			NA	
337)	To:	IS-00264-E(B)/F	ROM WAT	ERSIDE	DRIVE											
	From:	SR 10	65 Kempsvil	lle Rd												
(403) Newtown Rd	City of Norfol		28000	F	98%	0%	1%	0%	1%	0%	С	0.082	F	0.548	30000	F
	To	I-264 Va l	Beach Norfo	olk Exnw	V											
(403) Newtown Rd	City of Norfol		33000	F	98%	0%	1%	0%	1%	0%	F	0.077	F	0.563	35000	F
4.00)	To	US 5	8 Va Beach	Blvd												
	From:	SR 1	68; Tidewat	er Dr												
404) Princess Anne Rd	City of Norfol	k 0.53	15000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.566	16000	F
	To:	SR	166 Park A	ve												
	From:		I-264													
405 Ballentine Blvd	City of Norfol		21000	F	94%	1%	1%	2%	2%	0%	С	0.082	F	0.589	22000	F
	To:	US	5 58; 122-85	573												
	From:		05; 122-863													
405 Ramp	City of Norfolk (Ma		4800	F	~							0.089	F		4800	F
<u> </u>	10:	I-264-E FROM ROU				JE										
Dame	From:		O & FROM									0.000	_		7000	_
405 Ramp	City of Norfolk (Ma	int: 64) 0.12 I-264-W FROM ROU	7600	F	CAVENI	TIE						0.082	F		7600	F
	From				CAVEN	JE.	1									
(406) International Blvd	City of Norfol		37 Hampton <b>25000</b>	A	95%	0%	0%	1%	4%	0%	С	0.094	Α	0.609	28000	Α
406) International Bivo	Combined Traffic Estimates for 2 Parallel			F	3370	070	070	170	770	070	O	0.005	В	0.003	47000	F
	Table 1 Table 1 Estimates for 2 Table 1											0.000			47000	•
International Blvd	From: City of Norfolk (Ma		Ruthven Rd 25000	N	95%	0%	0%	1%	4%	0%	N	0.094	N	0.609	28000	N
106 International Blvd	To:	IIII. 04) 0.20	I-564	IN	95%	0%	0%	1 70	470	0%	IN	0.094	IN	0.009	20000	IN
Cont	From:	SR 406 I-564-		2 406 E 4	CT P											
East (406) Ramp	City of Norfolk (Ma		7200	F 406 EA	31 X							0.119	F		7200	F
400) ( ( )	To:	-	000B FROM									0.710	•		. 200	•
	From:		8 Camposte				<u>'</u>									
407 Indian River Rd	L City of Norfol		16000	F	97%	0%	1%	1%	1%	0%	С	0.094	F	0.62	17000	F
407)	To:		CL Chesape		0.70	- 70	<del>-</del> i	. 70	. 70	270	-	0.50	•	3.02		•

Route	Jurisdiction	Longth	AADT	QA	4Tire	Buc		Tru	ıck		QC	K	QK	Dir	AAWDT	· 0/
Noute	Junsulction				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIV	Factor	AAWDI	QV
160 (166) Wilson Rd	City of Norfolk	NC 0.65	L Chesapea 8000	ke <b>F</b>								0.107	F	0.739	8500	F
60 Milson Rd	To:		npostella A									0.107	'	0.759	0300	'
	From:		Wilson Rd													
460 (166) (168) Campostella Ro	d City of Norfolk	0.73	35000	F								0.099	F	0.688	37000	I
	To: From:	K	imball Terr													
160 (166) (168) Brambleton Ave	e City of Norfolk	0.30	41000	F								0.094	F	0.659	44000	
	To		Park Ave													
Brambleton Ave	City of Norfolk	0.40	30000	F								0.086	F	0.58	32000	
	To	т		_												
Brambleton Ave	City of Norfolk	0.10	idewater Dr 25000	F								0.084	F	0.602	27000	
60 337 Brambleton Ave	Oity of Nortoix			•								0.004	•	0.002	27000	
~~	To: From:		Church St									0.000	_	0.504	10000	
60 337 Brambleton Ave	City of Norfolk	0.31	17000	F								0.088	F	0.594	19000	
ALT	From:		460 St Pau 60, Brambl		re											
60 460 460 St Pauls Blvd	City of Norfolk	0.24	21000	F	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	22000	
90)(400)(480) 911 uuis 211u	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	2%	1%	0%	1%	0%	F	NA	•	0.0.0	27000	
	Table 11 and 20 annales for 21 arailer readways					270		070	170	070	•	14/			27000	
60 St Pauls Blvd	City of Norfolk	ALT US 46 0.07	0 Par; Mont <b>24000</b>	F	95%	2%	2%	0%	1%	0%	F	0.081	F	0.503	26000	
60 St Fauls Bivd	City of Nortoix	0.07	24000	Г	95 /6	2/0	2/0	0 /6	1 /0	0 /6	-	0.001	-	0.505	20000	
~	To: From:		irginia Bead													
60 Monticello Ave	City of Norfolk	0.66	23000	F	95%	2%	2%	0%	1%	0%	С	0.078	F	0.543	24000	
<del>~</del>	To- From:		21st St													
60 Monticello Ave	City of Norfolk	0.49	17000	F	95%	2%	2%	0%	1%	0%	F	0.115	F	0.558	18000	
<i>~</i>	To:		Church St													
Granby St	City of Norfolk	0.81	25000	F	98%	1%	1%	0%	0%	0%	F	0.081	F	0.587	27000	
00)	Tec															
Graphy St	City of Norfolk	0.45	ewellyn Av	e G	98%	1%	1%	0%	0%	0%	F	NA			39000	(
Granby St	City of Nortoix				90 /0	1 /0	1 /0	0 /6	076	0 /6	-	INA			39000	•
~	To: From:		llow Wood l													
Granby St	City of Norfolk	1.30	34000	F	98%	1%	1%	0%	0%	0%	С	0.084	F	0.559	36000	
<del>~</del>	To: From:		Thole St													
Granby St	City of Norfolk	0.37	32000	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.535	34000	
~ <i>_</i>	To:	SR 169	5 Little Cree	ık Rd												
Granby St	City of Norfolk	0.44	22000	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.504	24000	
00) = 1 = 1 = 1	5.i, 5. 1.516ik			-		.,,		0,0	0,0	0,0	•	3.331	•	3.001		
Cronby Ct	From:		I-64; I-564 <b>24000</b>		000/	10/	10/	00/	00/	00/	F	NΙΔ			25000	
Granby St	City of Norfolk	0.99	24000	G	98%	1%	1%	0%	0%	0%	۲	NA			25000	(
~	To- From:		y View Blv													
Granby St	City of Norfolk	0.89	12000	F	98%	1%	1%	0%	0%	0%	С	0.122	F	0.765	13000	
<u>~</u>	To:	SR 16	58 Tidewate	r Dr												

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

		Cit	ty of Norfolk	i												
Route	Jurisdiction				4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- QV
60 Granby St	From: City of Norfo		12000		98%	1%	1%	0%	0%	0%	F	0.098	F	0.674	13000	F
~	To:	US 60	Ocean View A	Ave												
	From:		60 TO I-64 WE	ST												
60 Ramp	City of Norfolk (Ma			F								0.100	F		4300	F
<i></i>	To:	I-64-W FROM U	JS 460-GRAN	BY ST	REET											
ast	From:		O ROUTE 264													
Ramp	City of Norfolk (Ma			F								0.103	F		4400	I
<u> </u>	To:	I-264-E FROM ROU	TE 460 EAST	'-BRAN	<u> 1BLETO</u>	N										
st	From		TO RT 564 NC	ORTH												
Ramp	City of Norfolk (Ma	,		F								0.141	F		4300	
<u> </u>	То:	I-564-N I-564	-R000A FROM	1.O.V	V. L		┸									
est	From:		O ROUTE 264	4 EAST												
Ramp	City of Norfolk (Ma			F								0.099	F		8000	
	To:	I-264-E FROM ROUT	ΓE 460 WEST(	00- BR	AMBLET	O										
Т	From:	V	WCL Norfolk													
60 (264) Elizabeth River Downt	town Tunnel City of Norfolk (Ma	laint: 64) 0.55			S	ee I-264	for dir	ectional f	traffic v	olume es	stimate	es for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	NA			96000	
	To:		I-464				$\neg$ —									
.T	From:L	(-1-1-04)	1 101			1 004										
337 Berkley Bridge	City of Norfolk (Ma	,		_							stimate	es for this	_			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	100000	G	97%	0%	1%	1%	2%	0%	F	0.086	Α	0.662	108000	
	To: From:	SR 3	337 Main Stree	et			$\Box$ $-$									
(264)(337)	City of Norfolk (Ma	laint: 64) 0.65			s	ee I-264	for dir	ectional f	traffic v	olume es	stimate	es for this	sear	ment.		
30) (204) (337)	Combined Traffic Estimates for 2 Parallel	,	96000	G	97%	0%	1%	1%	2%	0%	F	NA	3.		104000	
	T	Trodawayo on the reduct.		<u> </u>				170	270	070	•				10 1000	
T	From:		I-264													
60 (337)	City of Norfolk (Ma	laint: 64) 0.22	29000	N	98%	1%	1%	0%	0%	0%	Ν	0.086	Ν	0.757	31000	
	To:	SR 33'	7 Tidewater Dr	rive			$\neg$ —									
Ţ	Prom:L				000/	40/	40/	00/	007	00/	_	0.000	_	0.757	04000	
50}	City of Norfolk (Ma	•			98%	1%	1%	0%	0%	0%	F	0.086	-	0.757	31000	
	Combined Traffic Estimates for 3 Parallel		St Pauls Blvd	F			_					0.086	F	0.757	NA	
T	From:		Fenchurch St				+									
St Pauls Blvd	L City of Norfolk (Ma			F	98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	44000	
9-11 4410 2114	Combined Traffic Estimates for 2 Parallel				98%	1%	1%	0%	0%	0%	F	NA	•	0.000	48000	
	_ F	•				1 /0		0 /0	070	0 /0	•	14/7			-10000	
-T	To: From:	US 460	0 Brambleton A	Ave			$egin{array}{cccccccccccccccccccccccccccccccccccc$									
60 (460) 460 St Pauls Blvd	City of Norfo	olk 0.24	21000	F	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	22000	
	Combined Traffic Estimates for 2 Parallel	A Poadways on this Pouts:	26000	G	96%	2%	1%	0%	1%	0%	F	NA			27000	(
	Combined Hamic Estimates for 2 Faralle.	i Noadways on this Noute.	20000	G	90 /0	Z /0	1 /0	0 /0	1 /0	0 /0		1 1//1			21000	٠,

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
ALT	From:	A1US-00460(B)	/TO CITY H	HALL A	VENUE										
460	City of Norfolk (Maint:		NA									NA		NA	
<del>~</del>	To:	IS-00264-W010B(B)/F	ROM RTE	264 EAS	T VIA AI	LT 4									
ALT	From:		WCL Norfoll	k											
460 264 Elizabeth Riv	ver Downtown Tunnel City of Norfolk (Maint:	•				See I-26	4 for d	irectional	traffic v	olume e	stimate	es for this s	egment.		
	Combined Traffic Estimates for 2 Parallel Ro			Α	96%	0%	0%	1%	2%	0%	F	NA		96000	A
	10:	I	-464, SR 33	7											
North	From:		SCL Norfolk								_				_
464	City of Norfolk (Maint:	•	25000	G	95%	0%	1%	1%	2%	0%	F	NA		29000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	46000	G	95%	0%	1%	1%	2%	0%	F	NA		52000	(
North	To: From:		Main Street												
464)	City of Norfolk (Maint:	64) 0.60	24000	G	95%	0%	1%	1%	2%	0%	F	NA		27000	(
404)	Combined Traffic Estimates for 2 Parallel Ro	•	43000	G	95%	0%	1%	1%	2%	0%	F	NA		49000	(
	Too		SR 337												
North	From:														
464 337	City of Norfolk (Maint:	•	24000	N	95%	0%	1%	1%	2%	0%	N	NA		27000	1
0 0	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:		N	95%	0%	1%	1%	2%	0%	N	NA		49000	1
	10*		I-264												
North	From:	0.1)	I-464 North											4000	
464 Ramp	City of Norfolk (Maint:	64) 0.12	1100 SR 337	G								NA		1200	(
N  4 -	From	I-464-N TO ROUT		T 0 DEI	IZI EX CO	г	_								
North 464 Ramp	City of Norfolk (Maint:		NA NA	I & BEF	KKLEY S	l						NA		NA	
464 (Kamp	To:	SR 337-N025A		@ ROU	TE 337							INA		INA	
North	From:	I-464-N006A													
North 464)Ramp	City of Norfolk (Maint:		NA	L 20+ W.	LSI							NA		NA	
404) . (3.1.)	and an internal contract of the contract of th	•		~~.~~	~										
North	From:	SR 337-N0	25A FROM	STATE	ST										
Ramp	City of Norfolk (Maint:	64) 0.08	NA									NA		NA	
<u> </u>	To: From:	I-464-N006T INS	PECTION S	STATIO	N ROAD		$\neg$ $\vdash$								
North 464 Ramp	City of Norfolk (Maint:	64) 0.25	NA									NA		NA	
464 (Kamp	To:	I-264-W FRO		464 NO	RTH		1					INA		INA	
North	From:	I-464-N006B INS													
North 464 Ramp	City of Norfolk (Maint:		NA	STATIO	N KOAD							NA		NA	
464) ((311)	To:		ATE STRE	ET								10.			
South	From:		SCL Norfolk												
South 464	City of Norfolk (Maint:		21000	G	95%	0%	1%	1%	2%	0%	F	NA		23000	(
101	Combined Traffic Estimates for 2 Parallel Ro	•		G	95%	0%	1%	1%	2%	0%	F	NA		52000	(
	To:		Main Street		0070	J /0		1 /0	_/0	J / U	•			32000	•

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Norfolk

			LV OI NOITC					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		Main Street													
464)	City of Norfolk (Maint: 6		20000	G	95%	0%	1%	1%	2%	0%	F	NA			22000	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:		G	95%	0%	1%	1%	2%	0%	F	NA			49000	G
	10:		I-264													
North	From:		I-64								_		_			_
564	City of Norfolk (Maint: 6	•	32000	F	97%	0%	0%	0%	2%	0%	F _	0.126	F		39000	F
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route: SR 406 Inter		G	98%	0%	0%	0%	1%	0%	F	NA			66000	G
North	From:	SR 406 Inte														
North 564	City of Norfolk (Maint: 6	4) 1.81	17000	Α	97%	0%	0%	0%	2%	0%	С	0.216	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	35000	Α	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.880	43000	Α
	То:	SR 337 A	Admiral Taus	ssig Blvo	1											
Rev	From:	I-564-S000D	I-564-R FR	OM IS :	564A											
(564) Ramp	City of Norfolk (Maint: 6	·	NA									NA			NA	
$\overline{}$	To:	I-564-N US 46	0-E403A FR	ROM H.	O.V. L											
South	From:		I-64													
564	City of Norfolk (Maint: 6	•	22000	G	98%	0%	0%	0%	1%	0%	F	NA			27000	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	54000	G	98%	0%	0%	0%	1%	0%	F	NA			66000	G
South	To: From:	SR 406 Inter	rnational Ter	rminial I	Blvd											
564)	City of Norfolk (Maint: 6	(4) 1.84	18000	Α	98%	0%	0%	0%	1%	0%	С	0.224	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	35000	Α	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.880	43000	Α
	To:	SR 337 A	Admiral Taus	ssig Blvo	i											
South	From:	I-564-S TO RT 1	65-LITTLE	CREE	K ROAD											
(564) Ramp	City of Norfolk (Maint: 6		NA									NA			NA	
$\overline{}$	To:	SR 165 RAMP T	O I-64 EAS	T FROM	1 RT 564											
South	From:	I-564-S TO I-64		60-GRA	NBY ST											
(564) Ramp	City of Norfolk (Maint: 6	(4) 0.35	NA									NA			NA	
South	To: From:	SR 406-E	001A FROM	A RT 40	6											
(564) Ramp	City of Norfolk (Maint: 6	(4) 0.12	NA									NA			NA	
304)	Tol	<u> </u>		CA MIEC	Т											
South	From:		OC TO RT 6	04 WES	1					_						
Ramp	City of Norfolk (Maint: 6		NA									NA			NA	
	To:	US 460 Gap														
South	From:		00B TO I-64	4 WEST												
564 Ramp	City of Norfolk (Maint: 6		NA NOME DE SC	4 001 77	**		i					NA			NA	
	10:		ROM RT 564		H											
South	From:		TO H.O.V.	LANE								NIA			NIA	
Ramp	City of Norfolk (Maint: 6	,	NA 4 DOOGA ED	OM I 5	611							NA			NA	
	10.	I-564-R I-56	4-KUUUA FR	COM 1-5	04A											

									OI INOITOI									
Ro	oute		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of N	Norfolk				ā													
~ ~		- II - A	0.05	From:	<u> </u>	000/	40/		A1US 460		00/					4700	_	0046
160)(	7) Montice	ello Ave	0.25	5000	G	98%	1%	1%	0%	0%	0%	F	NA			4700	G	2012
		Combine	d Traffic:	26000 To	G	96%	2%	1%	0% St Pauls B	1%	0%	F	NA NA			27000	G	
					<u> </u>					īvu								
$\frown$			0.20	From:	<u> </u>			De	ead End							2600	0	2041
F157)			0.29	2600 To:	G			I IC 12	Militory II				NA			2600	G	2012
									Military H	wy			<u> </u>					
$\bigcirc$ $\alpha$ .	Db		0.47	From:	ᄂ	000/	40/		urlew Dr	00/	00/			_	0.507	2000	_	0046
1) (	orporate Blv	ď	0.47	2800 To:	F	98%	1%	0%	0%	0%	0%	F	0.128	F	0.527	3000	F	2012
				From:	l				Military H				_					
	ovella Daint	. רים	1.00		F	000/	1%		Norview A		00/		0.006	_	0.550	0400	F	2011
3) 56	ewells Point	. Ku	1.96	7600 To:		98%	1%	1%	0%	0%	0%	С	0.096	F	0.550	8100	Г	2012
									Little Creel	K Ku								
			0.00	From	<u> </u>				Ouke St							N. A		
4) la	azewell St		0.06	NA To:				A1. OP	227 D.	C4			NA			NA		
				10.	<u> </u>				337 Boush	ısı			_					
<u> </u>	ulas Ot		0.00	From:	<u> </u>	0001	001		zewell St	001	007			_	0.001	0000	_	004
5 ) Du	uke St		0.29	2100	F	98%	0%	1%	1%	0%	0%	С	0.109	F	0.664	2200	F	2012
_		Combine	d I raffic:	54000	G	98%	0%	1%	1%	0%	0%	F	NA			58000	G	
				10:					bleton Av									
<u> </u>			0.07	From	<u> </u>		I-464-N	006A STA	ATE ST @	ROUTE	337					<b>.</b>		
6) Ra	amp		0.07	NA To:	·			C4 NICO CT	ED ON 1 CO	A FIDE CO			NA			NA		
							I-46	64-N006B	FROM ST	ATEST								
<u> </u>				From	L				Hall Ave									
7 ) M	onticello Av	е	0.47	3000	F	98%	1%	1%	0%	0%	0%	С	0.11	F	0.569	3200	F	2012
		Combine	d Traffic:	45000	F	98%	1%	1%	0%	0%	0%	F	NA			48000	F	
				To: From:				SR 337 B	Brambleton	Ave								
7) Ma	onticello Av	е	0.25	5000	G	98%	1%	1%	0%	0%	0%	F	NA			4700	G	2012
		Combine	d Traffic:	26000	G	96%	2%	1%	0%	1%	0%	F	NA			27000	G	
				To:				US 460	St Pauls B	lvd								
				From				Alt US	460 Overp	ass								
8 Cit	ity Hall Ave	WB	0.13	NA									NA			NA		
<u> </u>				To:				Ramp F	From I-64 V	VB								
				From				122-8623	TO I-64 E	AST								
3023) Ra	amp		0.14	5800	F								0.205	F		5800	F	2012
				To			I-6	4-E FROM	M BAY A	VENUE								
				From:				Pow	hatan Ave									
3560) 49	th St		0.56	5600	F	95%	1%	4%	0%	0%	0%	С	0.087	F	0.51	6000	F	2012
				To:					Hampton I									
$\overline{}$				From				Ham	npton Blvd									
3 ₅₆₀ ) 49	9th St		0.42	3800	F	95%	1%	4%	0%	0%	0%	F	0.086	F	0.518	4100	F	2012
				To:				Co	lley Ave									
_				From:				Pow	hatan Ave									
3561) Bo	olling Ave		0.48	2200	F	95%	1%	4%	0%	0%	0%	F	0.090	F	0.563	2300	F	2012
				To				SR 337 I	Hampton I	Blvd			<b>—</b> —					
3561) Bo	olling Ave		0.48	2000 From:	F	95%	1%	4%	0%	0%	0%	F	0.133	F	0.567	2200	F	2012
				To					own Cresco									
_				From	ĺ	_	_		hatan Ave	_	_		1				_	_
3562) 43	Brd St		0.98	11000	F	95%	1%	4%	0%	0%	0%	F	0.085	F	0.517	12000	F	2012
.002) .0			2.00	To:	<u> </u>	/-	. , ,		olley Ave	- / 0	- / 0	-		-		000	-	
				From	I					Ave			<del>- i</del>					
	olley Ave		0.21	16000	F	98%	1%	0% 58 Bi	rambleton 0%	Ave 0%	0%	F	0.083	F	0.649	17000	F	2012
3563) Co	oney Ave		0.21	10000		JU /0	1 /0			0 /0	0 /0	'	0.000	'	0.043	17000		2012
<u> </u>			_	From	<u> </u>				lney Rd				<u> </u>	_				
\ O	olley Ave		0.40	14000	F	98%	1%	0%	0%	0%	0%	F	0.082	F	0.614	14000	F	2012
₈₅₆₃ ) Co	olley Ave		0.40						ess Anne R		0 70	_ '	0.002	•	0.0		-	

					Only of Horic									
Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.07		<u> </u>	000/	40/			00/		0.000	_	0.504	40000	_	0040
0.37	15000		98%	1%	0% 0%	0%	0%	F	0.082	F	0.524	16000	F	2012
	To From	<u></u>			21st Street									
0.30	16000	F_	98%	1%		0%	0%	F	0.089	F	0.510	17000	F	2012
	From	<u> </u>												
1 04	14000	F	98%	1%		0%	0%	C	0.089	F	0.500	15000	F	2012
1.04	14000		3070	1 70		070	070		0.000	•	0.000	10000	•	2012
	From	<u> </u>	2221	401						_				
0.74	7200	. F	98%	1%			0%	F	0.093	F	0.506	7600	F	2012
	10				SR 337 Hampton	Blvd								
	From	·			Dead End									
0.75	1700	F	99%	0%	1% 0%	0%	0%	F	0.09	F	0.562	1800	F	2012
	To	-			Bolling Ave				$\neg$ —					
0.81	6000	F	99%	0%	1% 0%	0%	0%	F	0.075	F	0.569	6400	F	2012
	To	:			38th St									
	From													
0.57	4200	F	99%	0%	1% 0%	0%	0%	F	0.081	F	0.651	4500	F	2012
	To	-			SR 337 Hampton	Blvd			$\neg$ —					
0.41	6000 From	F	99%	0%			0%	F	0.08	F	0.629	6400	F	2012
		_	/-	- / 0			- / 0	-		-	2.2 <b>_0</b>	00		
0.50	From	<u> </u>	0007	001	•	001	00/		0.000		0.045	0000	_	004
0.53	8/00	F	99%	υ%	1% 0%	0%	υ%	C	0.088	F	0.645	9300	۲	2012
	To From	:			Llewellyn Av	e			$\Box$					
0.17	4400	F	99%	0%	1% 0%	0%	0%	F	0.078	F	0.684	4700	F	2012
	To	:			US 460 Granby	St								
	From				US 460									
0.48	2000	_ <u>F</u> _	99%	0%			0%	F	0.099	F	0.504	2200	F	2012
	To	:			Columbus Av	e								
	From				Olney Rd									
1.08	6700	F	99%	0%	1% 0%	0%	0%	F	0.095	F	0.523	7200	F	2012
	To				27th St				$\neg$ —					
							00/	F	0.112	F	0.687			2012
1.07	2500 From	F	99%	0%	1% 0%	0%	0%					2600	F	
1.07	<b>2500</b> From To	F	99%	0%	1% 0% New Hampshire	0% Ave	0%	'	<u> </u>		0.007	2600	F	
1.07	2500 To	F	99%	0%	1% 0% New Hampshire Gasnold Ave		0%				0.007	2600	F	
1.07	To	F	99%	0%	New Hampshire		0%	F	0.139	F	0.646	2600 ———————————————————————————————————	F F	
	To				New Hampshire Gasnold Ave	Ave 0%				F				
	From <b>140</b>	F			New Hampshire Gasnold Ave 1% 0% Colonial Ave	Ave 0%				F				
0.24	To From To From	F	99%	0%	New Hampshire Gasnold Ave 1% 0% Colonial Ave Colley Ave	Ave 0%	0%		0.139	F	0.646			2012
	To From <b>140</b>	F			New Hampshire Gasnold Ave 1% 0% Colonial Ave Colley Ave 0% 0%	0% 0%		F				150	F	2012
0.24	To From To From	F	99%	0%	New Hampshire Gasnold Ave 1% 0% Colonial Ave Colley Ave	0% 0%	0%	F	0.139		0.646	150	F	2012
0.24	140 To From 850	F	99%	0%	New Hampshire  Gasnold Ave  1% 0%  Colonial Ave  Colley Ave  0% 0%  Mayflower Ro	0% 0%	0%	F	0.139		0.646	150	F	2012
0.24	140 To  From  140 To  From  850 To	F	99%	1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave Colley Ave 0% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0%	F	0.139	F	0.646	150	F	2012
0.24 0.05 0.22	From 140 To From 1850 To From 1800 To From 1800	F	99%	0% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave O% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave Mayflower Re	0% 0% 1 0% c 1 1	0%	F	0.139 0.179 0.100	F	0.646 0.765 0.718	150	F F	2012
0.24	From 140 To From 1850 To From 1800 To	F	99%	1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave Colley Ave 0% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0%	F	0.139	F	0.646	150	F	2012
0.24 0.05 0.22	From 140 To From 1850 To From 1800 To From 4100	F	99%	0% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave Mayflower Re 0% 0%	0% 0% 0% 1 0% 1 0% 2 1 0%	0%	F	0.139 0.179 0.100	F	0.646 0.765 0.718	900 1900	F F	2012
0.24 0.05 0.22 0.55	140 140 From 850 From 1800 From 4100	F	99% 99% 99%	0% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave O% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave Mayflower Re	0% 0% 0% 11 0% 21 0% 22 11 0% 22	0%	F	0.139 0.179 0.100 0.084	F	0.646 0.765 0.718 0.543	900 1900 4400	F F	2012
0.24 0.05 0.22	From 140 To From 1850 To From 1800 To From 4100	F	99%	1% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave Mayflower Re 0% 0% Llewellyn Ave 0% 0%	0% 0% 0% 1 0% 0 00 00 00 00 00 00 00 00 00 00 00 0	0%	F	0.139 0.179 0.100	F F	0.646 0.765 0.718	900 1900	F F	2012 2012 2012 2012
0.24 0.05 0.22 0.55	140 140 From 850 From 1800 From 4100	F	99% 99% 99%	1% 1%	New Hampshire  Gasnold Ave  1% 0%  Colonial Ave  O% 0%  Mayflower Re Carolina Ave  0% 0%  Delaware Ave Mayflower Re 0% 0%  Llewellyn Ave 0% 0%  US 460 Granby	0% 0% 0% 11 0% 21 0% 22 11 0% 25 15 0% 55 15 0%	0%	F	0.139 0.179 0.100 0.084	F F	0.646 0.765 0.718 0.543	900 1900 4400	F F	2012 2012 2012 2012
0.24 0.05 0.22 0.55 0.12	140 150 From 850 To From 1800 To From 4100 To From From 7700 To From From From To From From From From From From From Fro	F	99% 99% 99% 99%	0% 1% 1% 1%	New Hampshire  Gasnold Ave  1% 0%  Colonial Ave  O% 0%  Mayflower Re Carolina Ave  0% 0%  Delaware Ave Mayflower Re 0% 0%  Llewellyn Ave 0% 0%  US 460 Granby  Brambleton Ave	0% 0% 0% ii 0% c ii 0% c ii 0% s ti	0% 0% 0%	F F C	0.139 0.179 0.100 0.084	F F	0.646 0.765 0.718 0.543	150 900 1900 4400 8200	F F F	2012 2012 2012 2012 2012
0.24 0.05 0.22 0.55	140 To From 850 To From 1800 To From 4100 To Tr T7700 To	F	99% 99% 99%	1% 1%	New Hampshire  Gasnold Ave  1% 0%  Colonial Ave  O% 0%  Mayflower Re Carolina Ave  0% 0%  Delaware Ave Mayflower Re 0% 0%  Llewellyn Ave 0% 0%  US 460 Granby	0% 0% 0% 11 0% 21 0% 22 11 0% 25 15 0% 55 15 0%	0%	F	0.139 0.179 0.100 0.084	F F	0.646 0.765 0.718 0.543	900 1900 4400	F F	2012 2012 2012 2012 2012
0.24 0.05 0.22 0.55 0.12	140 From 150 From 1800 From 1800 From 7700 From 7700 From 6000	F F G G	99% 99% 99% 99%	1% 1% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0%  Mayflower Re Carolina Ave 0% 0%  Delaware Ave Mayflower Re 0% 0%  Llewellyn Ave 0% 0%  US 460 Granby  Brambleton Ave 0% 0%  Va Beach Blv	0% 0% 0% 1 0% 1 0% 1 0% 1 0% 1 0% 1 0%	0% 0% 0% 0%	F F C C	0.139 0.179 0.100 0.084 0.108	F F	0.646 0.765 0.718 0.543	150 900 1900 4400 8200	F F F	2012 2012 2012 2012 2012
0.24 0.05 0.22 0.55 0.12	140 150 From 850 To From 1800 To From 4100 To From 60000	F	99% 99% 99% 99%	0% 1% 1% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0%  Mayflower Re Carolina Ave 0% 0%  Delaware Ave Mayflower Re 0% 0%  Llewellyn Ave 0% 0%  US 460 Granby  Brambleton Ave 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0%	F F C	0.139 0.179 0.100 0.084	F F	0.646 0.765 0.718 0.543	150 900 1900 4400 8200	F F F	2012 2012 2012 2012 2012
0.24 0.05 0.22 0.55 0.12	140 From 150 From 1800 From 1800 From 1700 From 4100 From 6000 From 8300	F F G G	99% 99% 99% 99%	1% 1% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave Mayflower Re 0% 0% Llewellyn Av- 0% 0% US 460 Granby Brambleton Av- 0% 0% Va Beach Blv 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0%	F F C C	0.139 0.179 0.100 0.084 0.108	F F	0.646 0.765 0.718 0.543	150 900 1900 4400 8200	F F F	2012 2012 2012 2012 2012
0.24 0.05 0.22 0.55 0.12 0.21 0.30	140 140 150 From 1800 To From 1800 To From 4100 To From 6000  8300	F F G G G	99% 99% 99% 99% 99%	1% 1% 1% 1% 0%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave Mayflower Re 0% 0% Llewellyn Ave 0% 0% US 460 Granby Brambleton Av 0% 0% Va Beach Blv 0% 0% Princess Anne 1	0% 0% 0% 0% 0 0% 0 0% 0 0% 0 0% 0 0 0 0	0% 0% 0% 0% 0%	F F C F	0.139 0.179 0.100 0.084 0.108	F F F	0.646 0.765 0.718 0.543 0.803	150 900 1900 4400 8200 6400	F F G G	2012 2012 2012 2012 2012 2012
0.24 0.05 0.22 0.55 0.12	140 From 150 From 1800 From 1800 From 1700 From 4100 From 6000 From 8300	F F G G	99% 99% 99% 99%	1% 1% 1%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0%  Mayflower Re Carolina Ave 0% 0%  Delaware Ave Mayflower Re 0% 0%  Llewellyn Ave 0% 0%  US 460 Granby  Brambleton Ave 0% 0%  Va Beach Blv 0% 0%  Princess Anne 1 0% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0%	F F C C	0.139 0.179 0.100 0.084 0.108	F F	0.646 0.765 0.718 0.543	150 900 1900 4400 8200	F F F	2012 2012 2012 2012 2012 2012
0.24 0.05 0.22 0.55 0.12 0.21 0.30	140 140 150 From 1800 To From 1800 To From 4100 To From 6000  8300	F F G G G	99% 99% 99% 99% 99%	1% 1% 1% 1% 0%	New Hampshire Gasnold Ave 1% 0% Colonial Ave 0% 0% Mayflower Re Carolina Ave 0% 0% Delaware Ave Mayflower Re 0% 0% Llewellyn Ave 0% 0% US 460 Granby Brambleton Av 0% 0% Va Beach Blv 0% 0% Princess Anne 1	0% 0% 0% 0% 0 0% 0 0% 0 0% 0 0% 0 0 0 0	0% 0% 0% 0% 0%	F F C F	0.139 0.179 0.100 0.084 0.108	F F F	0.646 0.765 0.718 0.543 0.803	150 900 1900 4400 8200 6400	F F G G	2012 2012 2012 2012 2012 2012 2012 2012
	0.37 0.30 1.04 0.74 0.75 0.81 0.57 0.41 0.53 0.17 0.48	0.30 16000 To From 1.04 14000  0.74 7200  0.75 1700  0.81 6000  0.57 4200  0.41 6000  0.53 8700  0.17 4400  0.48 2000  To From 0.48 2000  To From 0.48 2000	0.37 15000 F  0.30 16000 F  1.04 14000 F  1.04 14000 F  1.07 7200 F  1.07 To:  1.08 6000 F  1.09 From:  0.75 1700 F  1.09 From:  0.75 4200 F  0.75 4200 F  0.75 From:  0.77 4200 F  0.78 From:  0.79 From:  0.79 From:  0.70 F	0.37 15000 F 98%  0.30 16000 F 98%  1.04 14000 F 98%  1.04 7200 F 98%  1.05 From	0.37	Length   AADT   QA   4Tire   Bus   Eax   Eax   Eax   Eax	Length   AADT   QA	Prince	Length   AADT   QA   4Tire   Bus     Caxile   3+Axle   1Trail   2Trail     QC	Length   AADT   QA   4Tire   Bus     Caxie   3+Axie   1Trail   2Trail     QC   Factor	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Caxile   3+Axle   1Trail   2Trail   Caxile   Caxile   3+Axle   1Trail   2Trail   Caxile   Caxile	Length   AADT   QA   4Tire   Bus     Columbus Area   Truck   Columbus Area   Truck   Columbus Area   Truck   Columbus Area   Columbus Area	Length   AADT   QA   4Tire   Bus     SAPANE   Trail   2Trail   2Trail   2Trail   2Trail   QC   Factor   QK   Factor   AAWDT   QW   AAWDT   QW   AADT   QW   AADT

						City Oi	Norfolk								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra	ail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk			_			2,000	317000 1110	211011				i dotoi			
	2.4.4	From	<u> </u>	000/	00/		Street	201			_	0.504	0.400	_	0040
(8567) Llewellyn Ave	0.14	6000	F	99%	0%	0%	0% 0%	0%	С	0.101	F	0.521	6400	F	2012
		From	:				Street th St								
(8567) Llewellyn Ave	0.20	11000	G	99%	0%	0%	0% 0%	0%	F	NA			12000	G	2012
$\cup$		To				Delaw	are Ave								
(8567) Llewellyn Ave	0.28	7200	G	99%	0%	0%	0% 0%	0%	F	NA			7900	G	2012
,		To	:			US 460	Granby St								
		From	•			Colle	ey Ave			i					
8568) Olney Rd	0.50	8600	F	98%	1%	1%	0% 0%	0%	С	0.1	F	0.689	9200	F	2012
		To			US 5	8 Virginia B	each Blvd; Dul	e St							
8568) Olney Rd	0.31	2400 From	G	98%	1%	1%	0% 0%		F	NA			2600	G	2012
,		To	:			Montic	cello Ave								
		From	:			122-858	5 Main St								
(8569) Granby St	0.36	4500	F	98%	1%	1%	0% 0%	0%	F	0.089	F	0.515	4800	F	2012
		To	:			US 58 Bran	mbleton Ave								
O 0 1 0	4.07	From	<u> </u>	000/	407		leton Ave	00/		<u> </u>			0000	_	0040
(8569) Granby St	1.27	8800 To	G	98%	1%	1%	0% 0%	0%	F	NA			8300	G	2012
		-	<u>.                                    </u>				rch St			<u> </u>					
Clarement Ave	0.51	From		000/	1%		gh Ave 0% 0%	0%	F	0.14	F		1200	F	2012
(8572) Claremont Ave	0.51	1100		98%	170	0%	0% 0%	0 76	F	0.14	Г		1200	Г	2012
O 24 + 21		From	<u> </u>		401		ampton Blvd			<u> </u>	_				
₈₅₇₂ 21st St	0.29	7300	F	98%	1%	0%	0% 0%	0%	С	0.089	F	0.527	7800	F	2012
		To From				Colle	ey Ave								
(8572) 21st St	0.48	14000	F	98%	1%	0%	0% 0%	0%	F	0.081	F	0.558	15000	F	2012
$\bigcirc$		To	:			Llewe	ellyn St								
8572) 21st St	0.25	9700	F	98%	1%	0%	0% 0%	0%	F	0.085	F	0.568	10000	F	2012
$\cup$		To				Montic	cello Ave								
_		From	:			US 58 Va	Beach Blvd								-
8573) Ballentine Blvd	0.50	12000	F	95%	1%	2%	2% 1%	0%	С	0.084	F	0.584	13000	F	2012
<u> </u>		To From				SR 166 Prin	ncess Anne Rd								
8573) Ballentine Blvd	0.54	9800	F	95%	1%	2%	2% 1%	0%	F	0.081	F	0.511	10000	F	2012
		To				Tait 7	Terrace			-					
$\widehat{}$		From	·				4 Tait Terr								
(8573) Ballentine Blvd	0.49	8600	<u>_F</u>	95%	1%	2%	2% 1%	0%	F	0.079	F	0.513	9100	F	2012
		To				122-8613 Ch	nesapeake Blvd								
O 14/31 14/ 15	4.40	From	<u> </u>	000/	407		Granby St	201			_	0.54	40000	_	0040
8574 Willow Wood Dr	1.10	11000	F	99%	1%	1%	0% 0%	0%	С	0.095	F	0.54	12000	F	2012
		-	<u> </u>				idewater Dr								
8575 St Pauls Blvd	0.31	14000	G	99%	1%	ALT SR 337 1%	Waterside Dr 0% 0%	0%	F	 NA			14000	G	2012
8575 St Pauls Blvd	0.31	14000		99%	170	1 70	0% 0%	0 76	ŗ	INA			14000	G	2012
<u> </u>		From	<u> </u>				0; Market St			_	_				
(8575) Fenchurch St	0.41	6400	F	99%	1%	1%	0% 0%	0%	F	0.081	F	0.725	6800	F	2012
<u> </u>		From				US 460 Bra	ambleton Ave			$\Box$					
(8575) Church St	0.23	14000	F	97%	1%	1%	1% 1%	0%	F	0.085	F	0.581	15000	F	2012
$\overline{}$		To	:		1	US 58 Virgir	nia Beach Blvd			<u> </u>					
8575) Church St	0.13	15000	F	97%	1%	1%	1% 1%	0%	F	0.089	F	0.569	16000	F	2012
$\bigcirc$		To				Princess	s Anne Rd								
(8575) Church St	0.84	18000	F	97%	1%	1%	1% 1%	0%	С	0.087	F	0.544	19000	F	2012
8575) Church St	0.05	13000	F	97%	1%	247 Lafayette 1%	e Blvd; 26th St 1% 1%		F	0.081	F	0.518	14000	F	2012
(8575) Church St	0.05	13000		31 /0	1 /0			0 /0	Г	0.001		0.516	17000	1.	2012
Oh., 1.0;	2 2 1	From	<u> </u>	0701	401		th St	22.	_			0.555	44000		00:5
(8575) Church St	0.21	10000	F	97%	1%	1%	1% 1%		F	0.086	F	0.580	11000	F	2012
<u> </u>		To	1		US 4	160 Granby S	St; Monticello	Ave							

						City of No	IIOIK								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk						27000 0170	7.10	211011		- dotoi		1 dotoi			
<u> </u>		From				Dead Er					_			_	
Princess Anne Rd	0.62	970	F	97%	1%	1% 1%	6 0%	0%	С	0.132	F	0.547	1000	F	2012
<u> </u>		To From				SR 337 Hampt	on Blvd								
8576) Princess Anne Rd	0.08	6200	F	97%	1%	2% 0%	6 0%	0%	F	0.075	F	0.501	6600	F	2012
$\cup$		To				Colley A	V/A								
8576) Princess Anne Rd	0.32	8500 From	F	97%	1%	2% 0%		0%	F	0.079	F	0.585	9100	F	2012
8576) 1 11110000 7 111110 110	0.02	То	Ė	01 70	170	Colonial A		070	•	0.070	•	0.000	0.00	•	2012
		From				122-8565 Colo									
Princess Anne Rd	0.18	11000	F	97%	1%	2% 0%	6 0%	0%	F	0.081	F	0.530	12000	F	2012
		To				Llarvallym	Arra								
Princess Anne Rd	0.28	11000	F	97%	1%	Llewellyn 2% 09		0%	F	0.077	F	0.549	11000	F	2012
8576) Princess Anne Rd	0.20	11000		91 /0	1 /0	2/6 0/	0 070	0 /6		0.077		0.549	11000	-	2012
		From				Monticello									
Princess Anne Rd	0.49	8500	F	97%	1%	2% 0%	6 0%	0%	С	0.088	F	0.587	9100	F	2012
<u> </u>		To				Church S	St								
Princess Anne Rd	0.29	12000	F	97%	1%	2% 0%		0%	F	0.085	F	0.522	13000	F	2012
		То				Tidewater					٠				
		From								Ī					
S580) Charlotte St	0.17	3400	G			Monticello	AVC			NA			3600	G	2012
Charlotte St	0.17	J <del>4</del> UU To				US 460 Bus W	lood St			17/			3000	J	2012
		From				Bus US 4									
8580) Wood St	0.13	1100	F							0.114	F	0.673	1200	F	2012
	00						_				•	2.070	50	•	_5.2
		From				Fenchurch									
Charlotte St	0.32	1900	F	98%	0%	1% 19		0%	F	0.097	F	0.633	2000	F	2012
$\stackrel{\smile}{}$		To				Tidewater	Dr								
		From				Chesapeake	Blvd								
Fishermans Rd	0.44	4300	F	98%	0%	1% 19	6 0%	0%	С	0.096	F	0.611	4600	F	2012
		To				Sturgis F									
		From				Fishermans									
Sturgis Rd	0.11	670	F	98%	0%	1% 19	6 0%	0%	F	0.160	F	0.566	720	F	2012
$\mathcal{L}$		To				Pov Viou	Dlud								
Cturgio Ct	0.64	From 4.400	┖╤	000/	00/	Bay View I		00/		0.006		0.622	1500		2012
Sturgis St	0.64	1400 _{To}	F	98%	0%	1% 19		0%	F	0.096	F	0.622	1500	F	2012
		10				Ocean View	Ave								
		From				Alt SR 337 Bo	ouch St								
8582) City Hall Ave	0.14	NA								NA			NA		
$\overline{}$		To				Monticello	Λνα								
City Hall Ave	0.45	NA From				MOUNTERIO	2 1 7 0			NA			NA		
Combine	ed Traffic:	NA								NA			NA		
_		To From				Alt US 4	50								
8582) City Hall Ave	0.18	NA								NA			NA		
$\mathcal{O}$		To		122-85	82-E001I	B MARKET STI	REET CONN	UNDERF	PA						
East		From			122-	08582(B)/TO R	TE 264 WES	Т		Ī					
	0.10	NA			122-	08382(B)/TO K	. L 204 WES	1		NA			NA		
8582	0.10	To		A1IIS.	.00460-P	(L)/IS-00264-W	B)/FROM S	ТРАПІС	R				14/4		
			1												
East		From		122-08:	582(U)/N	MARKET STRE	ET CONN U	NDERPAS	SS						
3582	0.45	NA								NA NA			NA		
$\smile$		To		IS	S-00264-I	E(B)/FROM CIT	Y HALL AV	ENUE							
		From				Boush S	t								
$\sim$	0.25	4600	F	98%	0%	1% 19		0%	F	0.108	F	0.515	5000	F	2012
8585) Main St		To				Bank S									
Main St						Main S									
Main St		From													
	0.16	3500	G	98%	0%	1% 19	6 0%	0%	F	NA			3700	G	2012
	0.16		G	98%				0%	F	NA T			3700	G	2012
	0.16	3500 To	G	98%		A1US 460-P City	Hall Ave	0%	F	NA 1			3700	G 	2012
8585) Bank St		3500 To			4	A1US 460-P City Boush S	Hall Ave					0.747			
	0.16	3500 To	F	98%		A1US 460-P City	t Hall Ave	0%	F	NA 0.142	F	0.747	2600	G F	2012

							NOTIOIK									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From:				D 1										
8588) Corprew Ave	0.77	4900	F	98%	0%	Park 1%		0%	0%	F	0.078	F	0.620	5300	F	2012
65566) GO:P:G::7110	· · · ·	To		0070	0,0	Merrim		0,0	0,70			•	0.020	0000	•	
		From:				SR 337	State St				1					
(8590) Indian River Rd	0.23	1200	F	98%	0%			0%	0%	F	0.181	F	0.926	1300	F	2012
$\cup$		To				Main S	Street									
(8590) Indian River Rd	0.66	2700 From:	F	98%	0%			0%	0%	С	0.131	F	0.626	2900	F	2012
		To				Mars	sh St									
O la dian Diver Dd	0.50	From:	_	000/	00/	Berkle		00/	00/		0.004	_	0.000	4.4000	_	2042
8590 Indian River Rd	0.53	13000 To:	F	98%	0%	1% US 460 W		0%	0%	F	0.091	F	0.693	14000	F	2012
		From:									1					
Liberty St	0.57	4400	F			SR 337	Main S				0.09	F	0.504	4700	F	2012
8591) Liberty St	0.07	To:	•			WCL Che	esapeake					•	0.004	4700	•	2012
		From				State					i					
8592 Berkley Ave	0.11	12000	F	97%	1%			0%	0%	F	0.078	F	0.548	13000	F	2012
		To				Maiı	n St									
Berkley Ave	0.21	12000	F	97%	1%			0%	0%	F	0.088	F	0.558	13000	F	2012
		To-	l													
8592) Berkley Ave Ext	0.80	3800	F	97%	1%	Fauqu 1%		0%	0%	С	0.082	F	0.563	4100	F	2012
8392) 201110) 7 110 2/11	0.00	To:	-	0.70	.,,	US 460 W					<del></del>	•	0.000		•	_0
8592) Berkley Ave Ext	0.45	3200	F	97%	1%			0%	0%	F	0.082	F	0.508	3400	F	2012
6592) Berniey 7 (Ve Ext	0.40	<b>0200</b>	•	01 70	170			070	070		0.002	•	0.000	0400	•	2012
8592) Berkley Ave Ext	0.27	2700 From:	F	97%	1%	Camposi 1%		0%	0%	F	0.079	F	0.505	2900	F	2012
Berkley Ave Ext	0.27	To	'	31 /0	1 70	WCL Che		0 70	076	'	0.079	'	0.505	2300	'	2012
		From:			1SR 3	37-P; 122-859		IEVΔ	V		1					
8592) Ramp	0.09	1500	F		ion 5	37 1, 122 03	)2 BERR	DD I II	•		0.228	F		1500	F	2012
		To			I-464-	S FROM BEI	RKLEY A	VENU	Έ							
		From				Campos	tella Rd									
Springfield Ave	0.52	170	F	88%	6%	6%	1%	0%	0%	С	0.111	F	0.571	190	F	2012
$\overline{}$		To:				Sycam	ore St									
$\circ$		From:				Militar										
Spring Meadow Blvd	0.55	880	F	99%	1%			0%	0%	С	0.097	F	0.559	930	F	2012
		10:				Hunt										
8595) S Main St	0.27	2400	F	900/	40/	Liber	-	0%	00/		0.142	_	0.507	2500	_	2012
8595) S Main St	0.27	2400 To:	Г	89%	4%	6% Indian R		0%	0%	С	0.142	F	0.507	2500	F	2012
		From:	l			Inglesi					<u> </u>					
8607) Village Ave/Sewells Po	int RId07	3800	F	88%	2%			6%	0%	С	0.095	F	0.518	4100	F	2012
8607) ************************************		To:	-	3370		Princess A		0,0	0,0			•	0.0.0		•	
		From:				Cloncu	ırrv Rd									
8609) North Shore Rd	0.57	710	F	97%	1%			0%	0%	F	0.099	F	0.686	760	F	2012
$\cup$		To				Hampto	on Blvd									
8609) North Shore Rd	0.73	1200	F	97%	1%			0%	0%	F	0.099	F	0.672	1300	F	2012
		To				Dive	en St									
<u> </u>		From:		0=0:		North Sl		061	-		<u> </u>			.=		
8609 Diven St	0.60	1500	G	97%	1%			0%	0%	С	NA			1500	G	2012
		From:			L	nternational T					<del> </del>					
8610) Beechwood Ave	0.49	250	F	99%	1%	SR 337 Han		d 0%	0%	F	0.112	F	0.651	260	F	2012
Beechwood Ave	0.43	ZJU To:	<u> </u>	JJ /0	1 /0	Beechwo		J /0	U /0	-	0.112	ı	0.001	200	1.	2012
		From:									+					
8611) Kinglsey Lane	0.25	4800	F	97%	2%	Grant 1%		0%	0%	F	0.094	F	0.726	5100	F	2012
ooi i i i i i i i i i i i i i i i i i i	0.20	<b>4000</b>	•	J. 70	- /0	Newpo		3,0	<b>3</b> / 0	•	J.304	•	0.1.20	0100	•	2012
$\overline{}$		From				Kingsle	ey Lane									
8611) Newport Ave	1.16	2500	F	97%	2%			0%	0%	С	0.099	F	0.552	2600	F	2012
$\smile$		To:			,	Little Cı	reek Rd									

						City of IN	SHOIR								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				D: 1	D.1			-					
A A - Itilian A	0.07			070/	40/	Princess A		00/					0.400	0	0040
Maltby Ave	0.27	3200	G	97%	1%	1% 1	% 0%	0%	F	NA			3400	G	2012
		To From	:			Cary S	st								
Maltby Ave	0.15	3600	G	97%	1%	1% 1	% 0%	0%	F	NA			3800	G	2012
		To				C4 I1:	A								
Molthy Avo	0.20	930 From	F	97%	1%	St Julian 1% 1	% 0%	0%	F	0.095	F	0.544	1000	F	2012
Maltby Ave	0.20	930 To		9170	170			0%	Г	0.095	Г	0.344	1000	Г	2012
		From				Rugby 122-8837 Rug									
Maltby Ave	0.12	80	F	97%	1%		% 0%	0%	F	0.165	F	0.577	80	F	2012
Maltby Ave	0.12	To		31 /0	1 70	Dead E		070	_ '	0.103	'	0.077	00		2012
		From	+			Tait Ten									
Chesapeake Blvd	0.62	1300	F	97%	1%		% 0%	0%	F	0.095	F	0.52	1400	F	2012
onesapeake Biva	0.02	1000	<u> </u>	31 70	170	170 1	70 070	070		0.000		0.02	1400	•	2012
$\widehat{}$		To From				Kitchener									
G ₆₁₃ ) Chesapeake Blvd	0.10	1500	F	97%	1%	1% 1	% 0%	0%	F	0.08	F	0.542	1600	F	2012
<u> </u>		To				122-8573 Balle	ntine Rlvd								
Chesapeake Blvd	0.04	1500 From	N	97%	1%		% 0%	0%	N	0.08	Ν	0.542	1600	N	2012
Chesapeake Blvd	0.01				.,,			070				0.012	1000	.,	2011
		To From	<b></b>			Military 1									
Norview Ave	0.51	13000	F	99%	0%	0% 0	% 0%	0%	С	0.079	F	0.535	14000	F	2012
<u> </u>		To				Azalea Gan	lan Dd								
Norview Ave	0.21	13000 From	F	99%	0%		% 0%	0%	F	0.072	F	0.531	14000	F	2012
Norview Ave	0.21	т.		3370				0 70	'	0.072	'	0.551	14000	'	2012
					IN	lorfolk Internati	onai Airport								
		From				Granby									
₆₁₈ ) Bay View Blvd	0.61	7600	F	99%	0%	0% 0	% 0%	0%	F	0.093	F	0.600	8100	F	2012
		To				Tidewate	r Dr								
Bay View Blvd	0.52	11000	F	99%	0%		% 0%	0%	С	0.09	F	0.650	12000	F	2012
Bay View Blvd	0.52	11000		3370	070	070 0	70 070	0 70		0.03	'	0.030	12000	'	2012
		To From				Chesapeak	e Blvd								
Bay View Blvd	1.10	6100	F	99%	0%	0% 0	% 0%	0%	F	0.091	F	0.589	6500	F	2012
		To	:			Cape Viev	v Ave								
		From				Bay View	Blvd								
618) Cape View Ave	0.41	4100	F	98%	0%	1% 0	% 0%	0%	С	0.091	F	0.599	4400	F	2012
<u> </u>		To	=			US 60 Ocean	View Ave								
		From				Chesapeak	a Rlvd			1					
Beach View St	0.71	1000	F	98%	0%	1% 0		0%	F	0.085	F	0.535	1100	F	2012
Beach View St	0.7 1	To		30 70	0 70			0 70		0.003	'	0.555	1100	'	2012
			<u> </u>			Ocean Vie	w St								
		From				Tidewate									
Shepard Ave	0.54	1200	F	98%	0%	1% 0	% 0%	0%	С	0.105	F	0.607	1200	F	2012
		To				Chesapeak	- Rlvd								
Shepard Ave	0.40	1500	F	98%	0%	1% 0		0%	F	0.000	F	0.638	1600	F	2012
Shepard Ave	0.49	1500 To	┌╌	30%	U70			υ%	г	0.098	۲	0.036	1600	r	2012
		From				Cape Viev Sheppard									
Cane View Ave	0.19	350	F	98%	0%			0%	F	0.113	F	0.563	380	F	2012
Cape View Ave	0.19	330	г	90%	U%	170 U	% 0%	U%	г	0.113	г	0.303	380	Г	2012
~		To From				Tallwoo	d St								
Gape View Ave	0.04	350	N	98%	0%	1% 0	% 0%	0%	N	0.113	Ν	0.563	380	Ν	2012
		To	:			Dead End									
_		From				Sunset D	_								
Cape View Ave	0.46	550	F	98%	0%	1% 0	% 0%	0%	F	0.106	F	0.627	590	F	2012
		To	:			Bay View									
		From													
Old O \" D '	0.04		<u> </u>	000/		Little Cree		00/			_	0.050	0700	_	0044
Old Ocean View Rd	0.64	3500	F	98%	0%	1% 0	% 0%	0%	F	0.099	F	0.653	3700	F	2012
		To From	-			Sheppard	Ave			$\neg$ —					
Old Ocean View Rd	0.73	3600 From	F	98%	0%		% 0%	0%	F	0.107	F	0.569	3800	F	2012
021)								3,0	•		•			-	
		To From				Bay View	Blvd								
Old Ocean View Rd	0.76	920	F	98%	0%	1% 0	% 0%	0%	F	0.097	F	0.605	980	F	2012

						City	of Norfolk									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	:			119 46	60 Granby St				1					
8623) Bay Ave	0.33	2900	F	98%	0%	1%	0%	0%	0%	F	0.176	F		3100	F	2012
Pay Ava	0.30	17000		99%	0%	0%	I-64	0%	0%	С	0.109	F	0.960	10000	F	2012
(8623) Bay Ave	0.30	17000 To		99%	076		st View St	J 70	0%	C	0.109	Г	0.869	18000	г	2012
		From					Bay Ave									
8623 First View St	0.36	8600	G	99%	0%	0%	0%	0%	0%	F	NA			9200	G	2012
○ =: o:		From					ardon Ave				<u> </u>				_	
8623 First View St	0.47	5600	G	99%	0%	0% C	0% (herry St	0%	0%	F	NA ——			6200	G	2012
8623) First View St	0.44	13000	G	99%	0%	0%		0%	0%	F	NA			14000	G	2012
		To	:			US 60 O	cean View Av	e								
		From	:				st View St				i					
(8624) Maple Ave	0.35	800	G	99%	0%	0%		0%	0%	F	NA			860	G	2012
(8624) Maple Ave	0.55	To		3370	0 70			J 70	070	'				000	G	2012
							ead End									
<u> </u>		From					ranby St					_	_	_		· <u> </u>
(8625) Suburban Pkwy	0.87	1500	F	98%	1%	1%		0%	0%	F	0.133	F	0.544	1600	F	2012
$\overline{}$		To	<u> </u>			Т	hole St									
		From				G	ranby St									
(8626) Thole St	0.39	9800	F	98%	1%	1%		0%	0%	F	0.093	F	0.552	10000	F	2012
		To	.—				1.1.1.D									
Thata or	0.70	From	<u> </u>	000/	40/		rkdale Dr	20/	00/	_	0.000		0.500	44000		0040
(8626) Thole St	0.72	9800	F	98%	1%	1%		0%	0%	С	0.099	F	0.580	11000	F	2012
<u> </u>		To				SR 168	Tidewater Dr									
		From				Little	e Creek Rd									
(8629) Meadow Creek Rd	0.49	2200	F	98%	1%	1%	0%	0%	0%	F	0.11	F	0.577	2300	F	2012
		To				D	ead End									
		From	:			Azala	a Garden Rd									
8630) Heutte Dr	1.20	2400	F	98%	1%	1%		0%	0%	F	0.108	F	0.518	2500	F	2012
(8630) Heutte Dr	1.20	<b>2400</b> To	Ė	30 70	1 /0		hore Dr	J 70	070	'	0.100	'	0.510	2300	'	2012
		From					vells Point Ro									
(8631) Johnstons Rd	0.21	6500	F	97%	1%	1%	0%	0%	0%	С	0.09	F	0.569	6900	F	2012
		To From				Chesa	apeake Blvd									
(8631) Johnstons Rd	0.58	11000	F	97%	1%	1%		0%	0%	F	0.090	F	0.607	11000	F	2012
0031)												-			•	
<u> </u>		From					itary Hwy					_				
(8631) Johnstons Rd	0.93	7200	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.511	7600	F	2012
		To				Little	e Creek Rd									
(8631) Halprin Dr	1.05	3700 From	F	99%	0%	1%		0%	0%	F	0.109	F	0.704	4000	F	2012
			_	/ •	•					-		-				
		From					ead End					_				
(8631) 5th Bay St	0.16	440	F	99%	0%	1%		0%	0%	F	0.093	F	0.575	470	F	2012
		To	·			Ple	asant Ave									
		From	:			Tid	ewater Dr									
(8632) Norview Ave	0.29	6000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.656	6400	F	2012
		To	.—			0.1	C 11D									
Nomino Aug	0.70	From	┶	000/	00/		gefield Dr	20/	00/		0.000		0.000	F000	_	2042
(8632) Norview Ave	0.79	5500	F	99%	0%	1%		0%	0%	С	0.098	F	0.606	5900	F	2012
		То	<u> </u>			Chesa	apeake Blvd									
(8633) Walters Dr	0.20	From <b>390</b>	F	98%	1%	Н 0%	eutte Dr 1%	0%	0%	F	0.102	F	0.634	410	F	2012
(8633) Walters Dr	0.20	550		0070	1 /0	370	1 /0	<i>-</i> /0	0 /0	<u>'</u>		•	0.004	710	•	2012
^		From				Littl	e Creek Rd									
(8633) Walters Dr	0.53	1200	F	98%	1%	0%	1%	0%	0%	С	0.091	F	0.569	1300	F	2012
$\bigcirc$		To				Cree	kwood Rd									
		From	:	<u> </u>		Mil	itary Hwy								·	· <u> </u>
(8634) Meadow Lake Dr	0.43	730	F	99%	0%	1%		0%	0%	F	0.091	F	0.543	780	F	2012
0004	0.10	To		2070	5,0		ldow Dr	•	3,3	•		•	2.0 10	. 50	•	
1						A	IGON DI									

						City of I	NOTIOIK								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-	Truck +Axle 1Tra	ail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk			ā												
Robin Hood Rd	0.99	5600		96%	1%	Chesapea 1%	ike Blvd 1% 1%	0%	F	0.091	F	0.551	6000	F	2012
8636) 110011111000 110	0.00	To		0070	170	Sewells F		070		0.001		0.001	0000		2012
O Dobin Hood Dd	0.26	From		060/	10/	Sewells		00/		0.004	_	0.550	4500	_	2012
8636) Robin Hood Rd	0.36	4200		96%	1%		1% 1%	0%	F	0.094	F	0.558	4500	F	2012
Robin Hood Rd	0.40	7300	F	96%	1%	Azalea Ga	arden Rd 1% 1%	0%	С	0.095	F	0.535	7800	F	2012
Robin Hood Rd	0.40	7000		3070	170			070		<u> </u>	•	0.000	7000		2012
8636) Robin Hood Rd	0.33	9300 From	F	96%	1%	Ellsmer 1%	1% 1%	0%	F	0.096	F	0.684	9900	F	2012
		To	:		S	SR 165 North									
^		From				122-8639 Kin	nball Terrace								
8637) Ballentine Blvd	0.23	4400	F	98%	1%		0% 0%		С	0.092	F	0.602	4700	F	2012
<u> </u>		To From	c c			4; SR 405 Ball 58 Virginia B		_							
8637) Merrimac Ave	0.36	1100	F	98%	1%		0% 0%		F	0.084	F	0.571	1200	F	2012
		To	:			SR 166 Prince	ess Anne Rd								
$\bigcirc$		From				Northamp									
8638) Wesleyan Dr	0.36	18000	G	96%	1%		1% 1%	0%	F	NA			19000	G	2012
		10	<u> </u>			WCL Virgi									
8639) Kimball Terrace	0.99	5100		95%	1%	Bramblet 1%	ton Ave 1% 1%	0%	F	0.092	F	0.617	5500	F	2012
8639) Kimbali Terrace	0.33	To		JJ /0	1 /0	Ballentir		0 /0	I-	0.092	1	0.017	5500	'	2012
$\widehat{}$		From	:			Chicl	k St								
8639 Westminister Ave	0.50	2700	F	95%	1%		1% 1%	0%	F	0.091	F	0.536	2900	F	2012
<u> </u>		From				Stapleto Dead									
Westminister Ave	0.33	140	F	95%	1%		1% 1%	0%	F	0.132	F	0.513	150	F	2012
		To				Inglesid									
Inglasida Pd	1.00	3100		95%	1%	Westmini 1%	ster Ave 1% 1%	0%	F	0.096	F	0.631	2200	F	2012
Ingleside Rd	1.00	3100		95 /6	1 /0			0 70		0.090		0.031	3300	Г	2012
8639) Ingleside Rd	0.65	12000	F	95%	1%	Va Beac	th Blvd 1% 1%	0%	F	0.097	F	0.539	13000	F	2012
Ingleside Rd	0.00	12000		3370	1 70			070	'	0.007	•	0.555	13000	ı	2012
8639) Ingleside Rd	0.46	13000	F	95%	1%	Princess A	1% 1%	0%	С	0.091	F	0.505	14000	F	2012
ngleside Rd	0.40	13000		3370	1 70			070			•	0.505	14000	ı	2012
8639) Cromwell Rd	0.58	14000	F	95%	1%	Tait Te	errace 1% 1%	0%	F	0.09	F	0.592	15000	F	2012
8639) OTOTTWOIT NO	0.50	1-1000 To		3370	1 70			070		0.00	•	0.552	13000		2012
8639) Cromwell Rd	0.85	12000	F	95%	1%	Chesapea 1%	1% 1%	0%	F	0.091	F	0.500	12000	F	2012
8639) Cromwell Rd	0.00	To	:	3370	1 70	Tidewa		070		0.001	•	0.500	12000		2012
		From				Va Beac	h Blvd								
8641) Azalea Garden Rd	0.79	9300	F							0.100	F	0.535	9900	F	2012
		To	-			Princess A	Anne Rd			<b>—</b> —					
8641) Azalea Garden Rd	0.31	13000	F							0.098	F	0.507	14000	F	2012
		To				Sewells	Pt Rd								
8641) Azalea Garden Rd	0.64	7900	F	95%	1%		1% 1%	0%	F	0.094	F	0.537	8400	F	2012
$\bigcup$		To From				Robin H	ood Rd								
Azalea Garden Rd	0.39	8200	F							0.09	F	0.559	8700	F	2012
		To From				Elmhur	st Ave			$\Box$					
Azalea Garden Rd	0.42	7100	F							0.082	F	0.506	7600	F	2012
<u> </u>		To	:			Military	y Hwy								
<u> </u>		From		000	-	US 58 Va B					_	0.75		_	
Raby Rd	0.25	10000 To	F	93%	3%		1% 1%	0%	С	0.082	F	0.598	11000	F	2012
		From				Harmon Raby				_					
8642) Sabre Rd/Lowery Rd	0.45	9000	F	93%	3%		1% 1%	0%	F	0.078	F	0.529	9600	F	2012
$\bigcirc$		To	:	_		US 13 Mil	itary Hwy								

						City	OI INOTTOIK								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
O Laurani Dal	0.40	From	<u> </u>	020/	20/		Military Hwy	00/			_	0.500	7000	_	2042
8642 Lowery Rd	0.43	7400	F	93%	3%	3%	1% 1% Kempsville Rd	0%	F	0.101	F	0.508	7900	F	2012
			<u> </u>												
Poplar Hall Dr	0.56	1700	F	98%	1%		piper Lane 0% 0%	00/	F	0.089	F	0.562	1000	F	2012
Poplar Hall Dr	0.56	1700		98%	1%	1%	0% 0%	0%	Г	0.069	Г	0.563	1900	Г	2012
<u> </u>		Fron	<u> </u>				Military Hwy								
8644) Poplar Hall Dr	0.59	13000	<u>_F</u>	98%	1%	1%	0% 0%	0%	С	0.096	F	0.584	14000	F	2012
		Fron	:				nrock Rd ar Hall Dr								
(8644) Glenrock Rd	0.40	5600	F	98%	1%	1%	0% 0%	0%	F	0.102	F	0.536	6000	F	2012
0044)		To	:				'a Beach Blvd		-		•			-	
		Fron	:				ırlew Dr								
8646) S Military Hwy	0.19	2900	F	98%	1%	1%	0% 0%	0%	F	0.094	F	0.67	3100	F	2012
6646) S William Y 1111 y	0.10	To	•	0070	170		ellger Dr	070	•		•	0.01	0.00	•	2012
		Fron					itary Hwy								
Sellger Dr	0.59	3200	F	98%	1%	1%	0% 0%	0%	С	0.102	F	0.542	3400	F	2012
<u> </u>		To	:				dd Blvd								
Vida Dha	0.24	From		000/	10/		ellger Dr	00/	F	0.100	_	0.506	2000	_	2012
Kidd Blvd	0.24	2600 To	F	98%	1%	1%	0% 0%	0%	Г	0.100	F	0.526	2800	F	2012
		-	<u>.                                    </u>				ırlew Dr								
Noutous D-	0.57	From E400		000/	00/	•	uehanna Dr	00/		0.004	_	0.600	E000	_	2042
Newtown Rd	0.57	5400	F	98%	0%	1%	0% 0% incess Anne Rd	0%	F	0.091	F	0.628	5800	F	2012
		From	:				'a Beach Blvd								
Newtown Rd	0.16	38000	F	98%	0%	1%	0% 0%	0%	С	0.082	F	0.508	40000	F	2012
5070		Tr					Va Beach								
		Fron	:			Rohi	n Hood Rd								
Herbert St	0.42	500	F	97%	2%	2%	0% 0%	0%	С	0.108	F	0.638	530	F	2012
57.54)		To	:				ermere Ave								
<u> </u>		Fron					erbert St								
Windermere Ave	0.23	350	_ <u>F</u> _	97%	2%	2%	0% 0%	0%	F	0.119	F	0.598	380	F	2012
<u> </u>		To	:			Sew	ells Pt Rd								
		From				Ct	1-de-Sac								
Raleigh Ave	0.15	1800	F	93%	1%	1%	2% 3%	0%	С	0.11	F	0.551	1900	F	2012
<u> </u>		Te				Cla	remont St								
		Fron					view Ave								
Sedgefield Dr	0.54	1200	F	93%	3%	3%	1% 1%	0%	F	0.117	F	0.572	1300	F	2012
<u> </u>		To				Phi	lpotts Rd								
		From					h Bay St								
8766) Pleasant Ave	1.18	1000	F	96%	2%	2%	1% 0%	0%	F	0.117	F	0.517	1100	F	2012
$\overline{}$		To					hore Dr								
8766) Pleasant Ave	0.49		F	96%	2%	2%	1% 0%	0%	С	0.095	F	0.612	1400	F	2012
Pleasant Ave	0.49	1300 To		90%	Z 7/0		Bay Street	0%	U	0.095	۲	0.612	1400	Г	2012
Norway Dises	0.76	From		070/	10/		ailles Ave	00/	Г	0 1 10	_	0.500	1200	_	2040
Norway Place	0.76	1100 To		97%	1%	1%	1% 0% w Wood Dr	0%	F	0.149	F	0.508	1200	F	2012
			1												
Dominion Arra	4 40	From		070/	40/		w Creek Rd	00/		0 115	_	0.504	4.400	_	2042
Dominion Ave	1.49	1300 Tr	F	97%	1%	1%	1% 0% alters Dr	0%	F	0.115	F	0.531	1400	F	2012
Alooss Ave	0.40	From	<u> </u>	070/	40/		ore Place	00/			_	0.600	4400	_	2042
Alsace Ave	0.16	1000 To	F	97%	1%	1%	1% 0%	0%	F	0.171	F	0.689	1100	F	2012
		10	I .				ewater Dr								
<u> </u>										1					
	0.50	Fron		0707	407		6Th St	001			_	0.500	4400	_	0010
8780) Lindenwood Ave	0.52	3800	F	97%	1%	1%	1% 0%	0%	С	0.087	F	0.528	4100	F	2012
E780 Lindenwood Ave	0.52	3800 To	F	97%	1%	1% Tid	1% 0% ewater Dr	0%	С	0.087	F	0.528	4100	F	2012
		3800 To	F			1% Tid Tappa	1% 0% ewater Dr hannock Dr								
8780 Lindenwood Ave  8782 Muskogee Ave	0.52	3800 To	F	97%	1%	1% Tid Tappa 2%	1% 0% ewater Dr	0%	C F	0.087	F F	0.528	4100 1600	F	2012

					City of Norton	-								
Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.80	1900 To	F	97%	1%	2% 0%	0% i	0%	С	0.099	F	0.621	2000	F	2012
1.61	From <b>3700</b>	F	98%	1%	Huntsman Rd 1% 1% Newtown Rd	0%	0%	F	0.121	F	0.542	4000	F	2012
0.22	From <b>1600</b>	F	98%	1%	Hampton Blvd 1% 1%	0%	0%	F	0.101	F	0.505	1700	F	2012
0.18	2200 From	F	98%	1%	Killam Ave	0%	0%	F	0.098	F	0.58	2300	F	2012
0.47	3700 From	F	98%	1%	Colley Ave 1% 1%	0%	0%	С	0.092	F	0.579	3900	F	2012
0.08	4100	F	98%	1%	Debree Ave	0%	0%	F	0.085	F	0.55	4400	F	2012
0.16	3700 From	F	98%	1%	1% 1% Granby St	0%	0%	F	0.077	F	0.681	3900	F	2012
0.66	530 To	F	98%	1%	Olney Rd W 1% 1% Olney Rd E	0%	0%	F	0.107	F	0.516	570	F	2012
0.09	2300 To	F	98%	1%	1% 1%	0%	0%	F	0.090	F	0.521	2500	F	2012
0.44	From <b>280</b>	G	98%	1%	21St Street 1% 1%	0%	0%	F	NA			300	G	2012
0.33	From 1100	F	98%	1%	Tidewater Dr 1% 1%	0%	0%	F	0.102	F	0.508	1100	F	2012
0.41	From <b>8100</b>	F	99%	0%	122-8644 Glenrock 0% 0%	0%	0%	С	0.11	F	0.600	8600	F	2012
0.07	From 3400	G	97%	1%			0%	F	NA			3700	G	2012
0.03	From		I-	64-E272			M & T		0.122	F		640	F	2012
	To	: 		I-64-l	E FROM BAYVILLE New Gate Rd	E STREE	Т							
0.13	1200 To	F			I-64 E				0.152	F 		1200	F 	2012
0.10	1800 To	F	97%	1%	0% 1% I-464 South	1%	0%	F	0.22	F		1900	F	2012
0.06	From <b>NA</b>	·	S	R 165-N			ROAD		NA			NA		
	From <b>410</b>	F			Ocean View Ave				0.091	F	0.566	440	F	2012
	From <b>410</b>	F			Llewellyn Ave				0.124	F	0.676	440	F	2012
	From <b>440</b>				Omohundro Ave Killam Ave				0.089	F	0.537	470	F	2012
	44U To				Colley Ave				0.089	F	0.537	470	F	201
	0.80  1.61  0.22  0.18  0.47  0.08  0.16  0.66  0.09  0.44  0.33  0.41  0.07  0.03  0.13	0.80 1900 To From 1.61 3700 To 0.22 1600  0.18 2200  0.47 3700  0.08 4100  0.16 3700 To	0.80   1900   F   From:	0.80	0.80	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	1900	Carrier   Carr	Care	Length AADT   QA   ATire   Bus   2Axie   3+Axie   1Trail   2Trail   QC   Factor   QR	Company   Comp	Carrier   AADT   Carrier   Bus   2Avde 3+Avde   1Trail   2Trail   CC   Factor   CR   Factor   CR	Care   Care

					City of Nortoik							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Norfolk	From	1			C-11 A							
45th St	2400	F			Colley Ave		0.107	F	0.531	2600	F	2012
	To				Hampton Blvd							
	From				Glen Oak Dr							
Albert Ave	120	F					0.129	F	0.559	130	F	2012
	To				Pugh St		<u> </u>					
Almeda Ave	3500	F			Robin Hood Rd		0.099	F	0.589	3800	F	2012
Aimeda Ave	3300 To				Henneman Dr		0.099		0.369	3000	Г	2012
	From				Campostella Rd							
Arlington Ave	180	F					0.094	F	0.846	190	F	2012
	То				Oakwood St							
	From				Brookville Rd							
Berry Hill Rd	320	F					0.099	F	0.564	350	F	2012
	To				Poplar Hall Dr							
Prontugad D-	1100	<u> </u>			Merrit St		0.007	_	0.555	4000	_	0044
Brentwood Dr	1100 _{то}	F			Glade Rd		0.087	F	0.555	1200	F	2012
	From				Barn Hollow Rd							
Brookville Rd	220	F			Dani Honow Ku		0.125	F	0.559	240	F	2012
	To				Bayberry Dr							
	From				Old Ocean View Rd		1					
Burksdale Rd	620	F					0.088	F	0.686	670	F	2012
	То				Colin Dr							
	From				Ridgefield Dr							
Camelia Rd	450	F					0.09	F	0.539	480	F	2012
	10	<u> </u>			Faber Rd							
Carlisle Way	290	G			Newport Ave		 NA			290	G	2012
Carlisie vv ay	<b>290</b> To				Colonial Ave					230		
	From				Oak Grove Rd							
Catherine St	130	F			Oak Grove Ru		0.163	F	0.756	140	F	2012
	To				Sinclair St							
	From				Wellman St							
Chambers St	200	F					0.124	F	0.585	210	F	2012
	То				Frizzell Ave							
0 1 5	From	<u> </u>			Swanson Rd			_	0.540	070	_	004
Commodore Dr	350	F			Rodman Rd		0.1	F	0.513	370	F	201
	From				Kempsville Rd							
Cornick Rd	150	F			Kempsville Ku		0.125	F	0.511	160	F	201
Odmiok rea	To	<u> </u>			Mary Ave		7	•	0.011	100	•	2012
	From				Beatty St							
Dean Dr	120	F			· ·		0.1	F	0.556	130	F	2012
	То				Millard St							
Decker St	From				Springfield Ave							2012
	70	F					0.170	F	0.56	70	F	
	То	<u> </u>			Wheeling Ave							
Divis Da	From	Ļ_			Galveston Blvd			_	0.505	400	_	0044
Dixie Dr	370	F			Glen Rd		0.107	F	0.565	400	F	2012
	From	<u> </u>					<u> </u>					
Dunway St	90	F			Beamon Rd		0.148	F	0.677	100	F	2012
Dannay Or	To	Ė			Kennebeck Ave		J. 1-10	'	0.077	100	•	2012
	From				Herbert St							
Elmhurst Ave	700	F					0.108	F	0.615	740	F	2012
	To				Thomas St							

					City of Norfolk							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Norfolk	From:				Haven Dr							
Evans St	560	F					0.144	F	0.714	590	F	2012
	To				Stratford St							
Faulk Rd	From: <b>220</b>	F			Whitney Blvd		0.113	F	0.621	230	F	2012
r ddiit rtd	To:				McClure Rd				0.021	200	•	2012
	From:				Wellman St							
Finney St	120	F					0.150	F	0.519	130	F	2012
	To:				Dead End							
Frank St	From: <b>150</b>	F			Pythian Ave		0.143	F	0.783	160	F	2012
Traine Ot	To:	•			Quincy St		0.143	•	0.700	100		2012
	From				River Oaks Dr							
Gabriel Dr	190	F					0.121	F	0.607	210	F	2012
	To:				Roslyn Dr							
	From:				Springmeadow Blvd		<u>ا</u>					
Gardner Dr	<b>700</b>	G			Banning Rd		NA			700	G	2012
	From				Hudson Ave							
George St	1100	F			Hudson Ave		0.092	F	0.646	1100	F	2012
	To				Cabot Ave							
	From:				Keene Rd							
Glen Rd	560	F					0.091	F	0.518	600	F	2012
	To:				Bee Pl							
Casasald Avenue	From				Virginia Ave					000	0	204
Gosnold Avenue	690 ть	G			Maryland Ave		NA T			690	G	201
	From:	-			New St							
Hammet Ave	190	F			NOW St		0.124	F	0.615	200	F	201
	To:				Dune St							
	From:				Granby Ave							
Hanbury St	590	F			D.11. 2. D1.1		0.104	F	0.561	630	F	201
	10:				Ballentine Blvd							
Harmony Rd	1000	F			Raby Rd		0.127	F	0.545	1100	F	2012
riamony rea	To:				Quail Rd			•	0.0 10	1100	•	2011
	From				Military Hwy							
Hilton St	1400	F			•		0.087	F	0.519	1500	F	201
	To:				Caribou Ave							
5.	From				Gondola Rd						_	
Inventors Rd	400 _{то:}	F			Production Rd		0.196	F	0.757	420	F	201
	From				Thurston St		+					
Iowa Ave	580	F			Thurston St		0.097	F	0.667	620	F	201
	To				Besse St							
	From:				Nottoway St							
Jersey Ave	430	F					0.107	F	0.712	460	F	201
	To:				Amherst St							
Vanneline Access	From:				Sewells Point Rd					4000		004
Kennebec Avenue	1300 _{то}	G			Humboldt St		NA			1300	G	201
	From	l			Village Ave		<u> </u>					
Kingwood Ave	1800	F			v mage Ave		0.092	F	0.550	1900	F	201
	To:				Va Beach Blvd							
	From:				Liberty St					_		
Lancaster St	670	F			•		0.112	F	0.594	710	F	201
	To				Walker Ave							

					City of Nortolk							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From				Eagle Ave		1					
Lion Ave	410	F			Eagle Ave		0.164	F	0.726	430	F	2012
	To				Little Creek Rd							
	From				Carlllo Ave							
Magnolia Ave	1800	F					0.105	F	0.530	1900	F	2012
	To				Upper Brandon Pl.							
Marshall Ave	1300	F			Olney Rd		0.121	F	0.557	1400	F	201
Maishan Ave	To	•			Brambleton Ave		0.121		0.557	1400	•	201
	From				Whitney Blvd							
McGuinnis Cir	230	F			•		0.121	F	0.533	240	F	201
	To				Faulk Ave							
	From				Colony Pt Rd							
Millbrook Rd	170 _{то}	F			Ruthven Rd		0.106	F	0.619	180	F	201
	From											
Miller Store Rd	2100	F			Azalea Garden Rd		0.11	F	0.748	2200	F	201
Willion Otoro Tta	To				Wise St			•	0.7 40	2200	•	201
	From				Elaine Ave							
Mona Avenue	2000	G					NA			2000	G	201
	To				Calvin Ave							
	From				Tarpon Pl							
Murry Ave	150	F					0.128	F	0.558	160	F	201
	То				Azalea Garden Rd							
New York Ave	220	F			Newport Ave		0.118	F	0.679	230	F	201
New TOIK Ave	<b>220</b>	_			Colonial Ave		0.116	Г	0.079	230	Г	201
	From				Tidewater Dr							
Norman Ave	740	F			Hacward Di		0.092	F	0.599	790	F	201
	То				Old Ocean View Rd							
	From				Colonial Ave							
Oxford St	1900	F					0.108	F	0.682	2000	F	201
	То				Granby St							
Detelore Or	From				Winward Rd		0.000	_	0.700	4000	_	004
Patridge St	1100 _{To:}	F			Palem Rd		0.209	F	0.783	1200	F	201
	From											
Pinedale St	150	F			Euwanee Pl		0.113	F	0.865	160	F	201
	То				E Chester St			-			•	
	From				Hatton St							
Selden Ave	320	F					0.124	F	0.683	340	F	201
	To				Cass St							
	From				Woodbine Rd							
Shorewood Dr	310 _{To}	F					0.087	F	0.629	330	F	201
					Levine Ct							
0:	From	_			Dixie Dr		0.004	_	0.636	1000	_	201
Simons Dr	960 To	F			Marchant Rd		0.094	F	0.636	1000	F	201
	From				West Ave		+					
Summit Ave	120				WEST AVE		0.211	F	0.5	130	F	201
	To				Middle Ave							
	From				Arkansas Ave					•		
Tait Terrace	1700	F					0.118	F	0.519	1800	F	201
	То				Wyoming Ave							
	From				Wakefield Ave							
Tennessee Ave	170	F					0.135	F	0.633	180	F	201
	То				Ingleside Rd							

						Oity of Horioit							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk		Fron											
						Workwood Rd		<u> </u>	_			_	
Tifton Dr		160	_ <u>F</u> _					0.11	F	0.641	170	F	201
		Tr				Lasser Dr							
		Fron	:			George St		1					
Tuttle Ave		120	F			<u>v</u>		0.129	F	0.529	130	F	201
		To	:			Dead End							
		From				Tifton St							
Hair canalte Da						Titton St			F	0.000	240	_	004
University Dr		320	<u>_F</u>					0.115	г	F 0.622	340	F	201
		To	:			Workwood Rd							
		Fron	:			Old Ocean View Rd							
Vero St		560	F					0.096	F	0.627	590	F	201
		To	:			Chesapeake Blvd							
		Fron	:			Huntsman Rd							
Welaka Rd		46	F					0.192	F	0.526	49	F	2012
TT Oldita 110		To				Kimberly Lane		7	•	0.020	70		
		Fron				•							
M III . O.						Texas Ave			_	0.576	000	_	00.
Wellington St		250	<u>_F</u>					0.138	F	0.579	260	F	201
		To	:			Windermere Ave							