2010

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

where available

Jurisdiction Report 64

City of Norfolk City of Portsmouth City of Chesapeake

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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.

Б.,		1 4	4457		4			Tru	ıck			K	014	Dir	A A14/DT	01/
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Military Highway	City of Chesapeake (Maint: 64)	2.94	ECL Suffolk 67000	Α	93%	0%	1%	10/	5%	0%	С	0.095	Α	0.596	70000	Α
13 (58) (460) Military Highway	City of Criesapeake (Marrit. 64)	2.94		A	93%	0%	1%	1%	5%	U%	C	0.095	Α	0.596	70000	А
43) (50) (400)	City of Chesapeake (Maint: 64)	0.11	I-664 11000	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	G
13] [58] [460]	To:	0.11	Bus US 13		3370	070	170	1 /0	370	0 70	'	0.030	'	0.515	11000	
	From:	U	S 58; SR 19													
13 \ (460 \) (191)	City of Chesapeake	0.18	6900	G	97%	0%	1%	1%	1%	0%	F	NA			7500	C
~ ~ ·	To: From:		1, S Military													
13) (460) Military Highway	City of Chesapeake	0.45	5700	G	97%	0%	1%	1%	1%	0%	F	0.116	F		6200	C
~ C	ombined Traffic Estimates for 2 Parallel Roadways of	on this Route:	5700	G								NA			NA	
	To: From:	Ramp from	m I-664; Sha													
13) (460) Military Highway	City of Chesapeake	2.44	9000	G	97%	0%	1%	1%	1%	0%	F	NA			9800	C
~ ~ ~	To: From:		I-64													
13) (460) Military Highway	City of Chesapeake	1.37	18000	G	97%	0%	1%	1%	1%	0%	F	0.098	F		20000	(
~	To: From:	US 17 Ge	orge Washin	gton Hy	vy											
13) (460) Military Highway	City of Chesapeake	1.01	17000	G	97%	0%	1%	1%	1%	0%	F	0.102	F		19000	(
<i></i>	To: From:	SR	196 Canal I	Dr			\neg \vdash									
13 (460 Military Highway	City of Chesapeake	2.20	23000	F	97%	0%	1%	1%	1%	0%	С	0.109	В	0.526	26000	F
	To	SR 16	6 Bainbridge	Blvd			\neg \vdash									
13 Military Highway	City of Chesapeake	0.31	27000	G	97%	0%	1%	1%	1%	0%	F	0.096	F		31000	(
\checkmark	To		I-464				— —									
13 Military Highway	City of Chesapeake	0.78	28000	G	97%	0%	1%	1%	1%	0%	F	0.092	F		31000	(
	To	C	ampostella R	Pd.												
13 Military Highway	City of Chesapeake	0.65	29000	G	97%	0%	1%	1%	1%	0%	F	0.103	F		31000	
	то-	SR 16	8 Battlefield	l Blvd												
13 Military Highway	City of Chesapeake	0.72	30000	G	97%	1%	1%	1%	1%	0%	F	NA			33000	C
13)	Too		Allison Dr													
13 Military Highway	City of Chesapeake	0.41	30000	G	97%	1%	1%	1%	1%	0%	С	NA			33000	C
13)	Tree Tree				0.70	.,,		. , ,	.,0	0,0					00000	
13 Military Highway	City of Chesapeake	1.67	eenbrier Pkv 32000	G G	98%	1%	1%	0%	1%	0%	F	0.093	F		35000	(
13) William Y Highway	To:		Virginia Be		3070	170		070	170	070	•	0.000	•		00000	`
~~~	From:		L Virginia B													
13) Military Highway	City of Norfolk	0.85	46000	G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.638	50000	C
~	To: From:		I-264													
13 Military Highway	City of Norfolk	0.95	47000	G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.601	51000	C
~	To: From:	US 58 V	/irginia Bea	ch Blvd												
13 Military Highway	City of Norfolk	1.23	46000	G	97%	1%	1%	0%	1%	0%	С	0.076	F	0.536	49000	C
<u> </u>	То:	SR 165, SR	166 Princes	ss Anne	Rd											

## Norfolk Maintenance Area

Route	Jurisdiction	Len	ngth <b>A</b>	ADT	QA	4Tire	Bus				o <del></del>	QC	K	QK	Dir	AAWDT	QW
	From:			65; SR 16				2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
13 (165)(166) Northampton Blvd	City of Norfolk	0.:		2000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	35000	G
	To: From:		SR 165 K	Kempsvill	e Rd												
13 166 Northampton Blvd	City of Norfolk	0.0	62 <b>3</b>	4000	G	97%	0%	1%	0%	2%	0%	F	0.094	F	0.599	35000	G
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13 Northampton Blvd	City of Norfolk	0.3		2000 irginia Be	G	97%	0%	1%	0%	2%	0%	F	NA			75000	G
	From:			O I-64 W													
Ramp	City of Chesapeake (Ma			NA									NA			NA	
~	To:	I-64-W FROM				IGHWAY	7										
Ramp	City of Chesapeake (Ma			O I-64 EA	AST								NA			NA	
Ramp	To:	I-64-E FROM			ARY H	IGHWAY	,						NA			INA	
	From:			ND FROM													
Ramp	City of Chesapeake (Ma	aint: 64) 0.:	29	NA									NA			NA	
~	То:			FROM R													
13 Ramp	City of Chesapeake (Ma	US 13 I-4		A TO AN	ND FRO	M RT							NA			NA	
13) Ramp	To:			FROM R	T 13								INA			INA	
	From:	US 13-N0	45A US	13-S045A	A FROM	RT 1											
Ramp	City of Norfolk (Maint			NA									NA			NA	
~	To:			ROM RT				<u> </u>									
lorth 13 Ramp	City of Norfolk (Maint			O I-64 W	EST								NA			NA	
13)	To:	US 13-S			FROM	RT 1											
orth	From:	US 13 TC			ST COL	L RD											
Ramp	City of Norfolk (Maint			NA		, m, , p, , ,	• •	_					NA			NA	
la oth-	From	I-264-E013X F US 13 TC					H										
lorth 13 Ramp	City of Norfolk (Maint			NA	SI COI	L KD							NA			NA	
	To:	I-264-W013X F	ROM RO	OUTE 13	NORTI	H00- MILI	IT										
outh	From:			3 TO I-64	4												
Ramp	City of Norfolk (Maint	,		NA									NA			NA	
outh	To- From:	US 13-S0-			AST & V	EST?											
Ramp	City of Norfolk (Maint			NA	ED CL	DT 1							NA			NA	
	From:	US 13-N															
outh 13 Ramp	City of Norfolk (Maint) I-64 EA: NA	31 & W	ESI							NA			NA	
19)	To:			M RT 13	SOUTH	[]											

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

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Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	U	S 13 TO ROU	JTE 264 EA	ST COL	L RD											
13 Ramp	City of Norfolk (M	laint: 64)	0.11	NA									NA			NA	
\smile	To:	I-264-I	E013X FROM	I RT 13 SOU	JTH-MI	LITARY	Н										
South	From:	Ü	S 13 TO ROU	JTE 264 WE	EST COI	L RD											
13 Ramp	City of Norfolk (M		0.19	NA									NA			NA	
(13)	To:		V013X FROM		3 SOUTI	100- MIL	IT										
	F							_									
Coorgo Washington Llus	City of Change	a a a lea		Carolina Stat		94%	00/	10/	00/	407	00/	_	0.4	۸	0.652	12000	۸
(17) George Washington Hwy	City of Chesap	реаке	3.58	12000	Α	94%	0%	1%	0%	4%	0%	С	0.1	Α	0.653	13000	Α
	To- From:		131-8	796 Ballaha	ck Rd												
17 George Washington Hwy	City of Chesap	beake	6.71	13000	G	94%	0%	1%	0%	4%	0%	F	0.083	F		13000	G
	To:		Bus US 17 C	Jaarra Wash	ington L												
17 Dominion Blvd	From: City of Chesap	noako	3.86	10000	G Inigion F	96%	0%	1%	1%	2%	0%	F	0.078	F		11000	G
17 Dominion Blvd	City of Chesap	Deane	3.00	10000	<u> </u>	90 /6	076	1 /0	1 /0	2/0	076		0.076			11000	G
	To- From:		SR	165 Cedar I	Rd												
17 Dominion Blvd	City of Chesap	oeake	0.94	29000	Α	96%	0%	1%	1%	2%	0%	С	0.084	Α	0.695	31000	Α
\smile	Tou		SD 16	6 Bainbridge	Blvd												
17 Dominion Blvd	From: City of Chesap	neake Neake	1.60	26000	G	96%	0%	1%	1%	2%	0%	F	0.075	F		28000	G
17 Dominion Blvd	Oity of Officsap	ocarc	1.00	20000		3070	070	1 /0	1 70	270	070	'	0.073			20000	O
~~~	To: From:		SR 190	Great Bridg													
17 Dominion Blvd	City of Chesap	oeake	0.28	40000	G	96%	0%	1%	1%	2%	0%	F	0.078	F		42000	G
$\smile$	To:			Oak Grove C													
~ ~	From			S 17 (Ramp	)												
{17 } {17 } Ramp	City of Chesapeake	(Maint: 64)	0.30			S	ee US 1	7 for d	lirectional	traffic \	olume e	stimat	es for this	s segi	ment.		
$\hookrightarrow$	To:			-464 (Ramp)													
	From:			Oak Grove C	onnector			┦.									
\ 17 \ \ \ \ 464 \)	City of Chesapeake	(Maint: 64)	0.15			5	See I-46	4 for di	rectional	traffic v	olume es	stimate	es for this	segn	nent.		
$\diamond$	Combined Traffic Estimates for 2 Paralle	el Roadways on t	his Route:	59000	G	95%	0%	1%	1%	2%	0%	F	NA			67000	G
	To:			I-64													
(17) (464) Ramp	City of Virginia Beach																
(17) (404) . (3.1.)	CIIV OL VILOIDIA DEAGI	n (Maint: 64)	0.20	1-0-		ç	See I-46	4 for di	rectional	traffic v	olume es	stimate	es for this	sean	nent.		
•	City Or Virginia Beach	, ,	0.20 4-E(B)/IS-00-		L)/FRO			4 for di	rectional	traffic v	olume es	stimate	es for this	segn	nent.		
	To:	, ,	0.20 4-E(B)/IS-00-		(L)/FRO			4 for di	rectional	traffic v	olume es	stimate	es for this	segn	nent.		
(17) (64)	To: From:	IS-0006		464-N001B(	(L)/FRO	M RT 464	N										
17 64	To: From: City of Chesapeake	IS-0006 (Maint: 64)	4-E(B)/IS-00-	464-N001B( I-464		M RT 464	N See I-64	for dir	ectional t	raffic vo	olume es	timate	s for this			83000	G
17 64	To: From:	IS-0006 (Maint: 64)	4-E(B)/IS-00-	464-N001B( I-464 <b>77000</b>	(L)/FRO	M RT 464	N									83000	G
17 64	To: From: City of Chesapeake	IS-0006 (Maint: 64) el Roadways on t	4.31 this Route:	464-N001B( I-464 <b>77000</b> I-64	G	M RT 464 92%	N See I-64 0%	for dir	ectional t	raffic vo	olume es	timate	s for this			83000	G
	To: From:  City of Chesapeake  Combined Traffic Estimates for 2 Paralle To: From:	IS-0006 (Maint: 64) el Roadways on t	4-E(B)/IS-00-	464-N001B( I-464 <b>77000</b> I-64	G	92% T 17 NO	N See I-64 0%	for dir	rectional t	raffic vo	olume es 0%	timate F	s for this NA	segm	nent.	83000	G
17 64 Ramp	To: From: City of Chesapeake	IS-0006 (Maint: 64) el Roadways on t IS-0006 (Maint: 64)	4.31 this Route: 4-E(B)/IS-000 0.23	464-N001B( I-464 <b>77000</b> I-64 064-E296A(	<b>G</b>	92% T 17 NO	See I-64 0% RT See I-64	for dir	rectional t	raffic vo	olume es 0%	timate F	s for this	segm	nent.	83000	G
	To: From:  City of Chesapeake  Combined Traffic Estimates for 2 Paralle To: From:	IS-0006 (Maint: 64) el Roadways on t IS-0006 (Maint: 64)	4.31 this Route: 4-E(B)/IS-000	464-N001B( I-464 <b>77000</b> I-64 064-E296A(	<b>G</b>	92% T 17 NO	See I-64 0% RT See I-64	for dir	rectional t	raffic vo	olume es 0%	timate F	s for this NA	segm	nent.	83000	G
17 64 Ramp	To: From:  City of Chesapeake  Combined Traffic Estimates for 2 Paralle To: From:	IS-0006 (Maint: 64) el Roadways on t IS-0006 (Maint: 64) 3US-000	4.31 this Route: 4-E(B)/IS-000 0.23	464-N001B( I-464 77000 I-64 064-E296A(	<b>G</b>	92% T 17 NO	See I-64 0% RT See I-64	for dir	rectional t	raffic vo	olume es 0%	timate F	s for this NA	segm	nent.	83000	G
17 64 Ramp	City of Chesapeake Combined Traffic Estimates for 2 Paralle  To:  From:  City of Chesapeake  To:  From:  From:	IS-0006 (Maint: 64) el Roadways on t IS-0006 (Maint: 64) 3US-000	4.31 this Route: 4-E(B)/IS-000 0.23 017-P(U)/IS-0 0.90	77000 I-464 064-E296A( 00064-E296A( 1-64 24000	G R)/TO R A(R)/FR	92% T 17 NO	See I-64 0% RT See I-64	for dir	rectional to 1% rectional to 1	raffic vo	olume es 0% olume es	timate F	s for this NA s for this	segm	nent.		
17 64 Ramp  17 George Washington Hwy	City of Chesapeake Combined Traffic Estimates for 2 Paralle  Try From: City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake	IS-0006  (Maint: 64) el Roadways on t  IS-0006 (Maint: 64)  3US-000	4-E(B)/IS-00- 4.31 this Route: 4-E(B)/IS-00- 0.23 017-P(U)/IS-0 0.90 US 13; U	77000 I-464 77000 I-64 064-E296A( 00064-E296A 1-64 24000 US 460 Milit	G  A(R)/FR  G  ary Hwy	92% T 17 NOI OM RT 6	See I-64 0% RT See I-64 4E	for dir	rectional 1 1% rectional 1 1%	raffic vo	olume es o%	timate f timate F	s for this NA s for this 0.078	segm segm	nent.	24000	G
17 64 Ramp	City of Chesapeake Combined Traffic Estimates for 2 Paralle  To:  From:  City of Chesapeake  To:  From:  From:	IS-0006  (Maint: 64) el Roadways on t  IS-0006 (Maint: 64)  3US-000	4.31 this Route: 4-E(B)/IS-000 0.23 017-P(U)/IS-0 0.90	77000 I-464 064-E296A( 00064-E296A( 1-64 24000	G R)/TO R A(R)/FR	92% T 17 NO	See I-64 0% RT See I-64	for dir	rectional to 1% rectional to 1	raffic vo	olume es 0% olume es	timate F	s for this NA s for this	segm	nent.		
17 64 Ramp  17 George Washington Hwy	City of Chesapeake Combined Traffic Estimates for 2 Paralle  Try From: City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake	IS-0006  (Maint: 64) el Roadways on t  IS-0006 (Maint: 64)  3US-000	4-E(B)/IS-00- 4.31 this Route: 4-E(B)/IS-00- 0.23 017-P(U)/IS-0 0.90 US 13; U 1.00	77000 I-464 77000 I-64 064-E296A( 00064-E296A 1-64 24000 US 460 Milit	G A(R)/FR G ary Hwy G	92% T 17 NOI OM RT 6	See I-64 0% RT See I-64 4E	for dir	rectional 1 1% rectional 1 1%	raffic vo	olume es o%	timate f timate F	s for this NA s for this 0.078	segm segm	nent.	24000	G
17 64 Ramp  17 George Washington Hwy	City of Chesapeake Combined Traffic Estimates for 2 Paralle  Try From: City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake	IS-0006 (Maint: 64) el Roadways on t IS-0006 (Maint: 64) 3US-000 Deake	4-E(B)/IS-00- 4.31 this Route: 4-E(B)/IS-00- 0.23 017-P(U)/IS-0 0.90 US 13; U 1.00	77000 I-64 064-E296A( 00064-E296A I-64 24000 US 460 Milit 15000	G A(R)/FR G ary Hwy G	92% T 17 NOI OM RT 6	See I-64 0% RT See I-64 4E	for dir	rectional 1 1% rectional 1 1%	raffic vo	olume es o%	timate f timate F	s for this NA s for this 0.078	segm segm	nent.	24000	G

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	NCL Chesape	ake												
17 George Washington Hwy	City of Portsmouth	0.15 <b>25000</b>	F	96%	0%	1%	1%	1%	0%	F	0.096	F	0.687	26000	F
<del>~</del>	To: From:	SR 239 Victory	Blvd												
17 George Washington Hwy	City of Portsmouth	0.42 <b>22000</b>	F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.618	23000	F
<u> </u>	To	Davis St													
17 George Washington Hwy	City of Portsmouth	0.52 <b>24000</b>	F	96%	0%	1%	1%	1%	0%	F	0.084	F	0.613	25000	F
	To:	124-8540 Greenw	and Dr												
17 George Washington Hwy	City of Portsmouth	0.31 <b>26000</b>	<b>F</b>	96%	0%	1%	1%	1%	0%	F	0.085	F	0.623	27000	F
17) George Washington Twy	To:	SR 141, Frederic		3070	070	<del></del>	170	170	070	•	0.000	•	0.020	27000	
	From:	SR 141 George Washi		vy											_
17 Frederick Blvd	City of Portsmouth	0.70 <b>14000</b>	F	96%	0%	1%	1%	1%	0%	F	0.085	F	0.565	14000	F
<del>~</del>	To: From:	SR 337 Portsmout	h Blvd												
77 Frederick Blvd	City of Portsmouth	0.09 <b>17000</b>	F	96%	0%	1%	1%	1%	0%	F	0.096	F	0.609	18000	F
<i>::</i> )	To	124 9547 David Circ	-1- D11												
17 Frederick Blvd	City of Portsmouth	124-8547 Deep Cre 0.53 <b>23000</b>	F F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.628	24000	F
17 Frederick Blvd	City of Fortsmouth		'	30 70	070	1 70	1 /0	1 /0	070	'	0.003	'	0.020	24000	
Frederick Blod	From:	I-264		000/	00/		00/	00/	00/		0.00		0.500	40000	_
17) Frederick Blvd	City of Portsmouth	0.35 <b>41000</b>	F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.538	42000	F
~	To- From:	ALT SR 337 Turn													_
17 Frederick Blvd	City of Portsmouth	0.51 <b>27000</b>	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.51	28000	F
<del>~</del>	To	US 58 Airline I	Blvd			$\neg$ $\vdash$									
77 Frederick Blvd	City of Portsmouth	0.16 <b>18000</b>	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.528	18000	F
	To:	124-8758 High	ı St												
~~~	From:	124-8758, Frederic													
17) High St	City of Portsmouth	0.29 23000	F	99%	0%	0%	0%	0%	0%	F	80.0	F	0.612	24000	I
~	To- From-	Rodman Av	e			_									
17 High St	City of Portsmouth	2.13 29000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.590	30000	F
<i>→</i>	Too	124-8525 Cedar	Lane												
17 High St	City of Portsmouth	0.93 25000	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.547	26000	F
11)	T-1						-,-	-,-	-,-	-		•			-
Libert Ct	From:	124-8528 Churchla		000/	00/		00/	00/	00/	_	0.000		0.540	20000	
17) High St	City of Portsmouth	0.21 19000	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	20000	F
~	To: From:	124-8532 Tyre No													_
17) Western Branch Blvd	City of Portsmouth	0.22 21000	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	22000	F
~	To:	ECL Chesapea													
17 Western Branch Blvd	City of Changaparks	WCL Portsmo 0.69 19000		99%	0%	0%	00/	00/	0%	F	0.092	F		20000	,
17) Western Branch Blvd	City of Chesapeake	0.69 19000	G	99%	U%	U%	0%	0%	U%	Г	0.092	г		20000	C
~~	To: From:	131-8524 Churchla	nd Blvd												
17)	City of Chesapeake	0.56 22000	Α	99%	0%	0%	0%	0%	0%	С	0.101	Α	0.541	23000	P
~	To:	ECL Suffoll	k												

		Trontont maintenance / iroa			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trai	OC OK	Dir AAWDT QW
North (17) Ramp	City of Chesapeake (Maint: 64)	US 17 TO I-64 WEST 0.17 NA		NA	NA
North (17) Ramp	From: City of Chesapeake (Maint: 64)	I-64-W FROM US 17 NORTH US 17 I-64-E296B FROM IS 64 EAST 0.17 NA		NA	NA
North (17) Ramp	City of Chesapeake (Maint: 64)	I-64-E FROM US 17 NORTH US 17 TO RT 168 SOUTH 0.16 NA		NA	NA
North 17 Ramp	From: City of Chesapeake (Maint: 64)	I-64-W291B FROM RT 17 NORTH US 17 TO RT 464 NORTH 0.26 NA		NA	NA
North (17) Ramp	To: SR From: City of Chesapeake (Maint: 64)	168-N015B FROM RT 17 NORTH TO 464 NOR US 17-N017D TO RT 64 WEST 0.10 NA		NA	NA
North [17] Ramp	City of Chesapeake (Maint: 64)	SR 168-N015A TO RT 64 WEST 0.54 NA		NA NA	NA
North (17) Ramp	From: City of Chesapeake (Maint: 64)	I-64-W I-64-W291X Gap US 17 Dominion Blvd 0.30 2500 G 96% 0%	1% 1% 2% 0%	F NA	2600 G
North	To From:	I-464 North US 17 TO ROUTE 264 EAST	170 170 270 070		
(17) Ramp North	City of Portsmouth (Maint: 64) To: I-26	0.07 NA 54-E FROM ROUTE 17 NORTH-FREDRICK BL US 17 TO ROUTE 264 WEST		NA	NA
Ramp	City of Portsmouth (Maint: 64) To: I-264	0.14 NA 4-W FROM ROUTE 17 NORTH00- FREDERICK	_ 	NA	NA
South (17) Ramp	City of Chesapeake (Maint: 64)	US 17 TO 1-64 WEST 0.19 NA 1-64-W FROM US 17 SOUTH		NA	NA
South (17) Ramp	City of Chesapeake (Maint: 64)	US 17 0.29 1200 G 96% 0% I-64 East	1% 1% 2% 0%	F NA	1200 G
South (17) Ramp	City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 0.33 NA 64-E FROM ROUTE 17 SOUTH-FREDERICK B		NA	NA
South (17) Ramp	City of Portsmouth (Maint: 64)	US 17-S027A TO ROUTE 264 WEST 0.14 NA		NA	NA
Bus	To: I-26	54-W FROM ROUTE 1700- FREDERICK BLVD US 17 Dominion Blvd			

		THOTTOIK IVI	laintenance Are	Ja			т	-1.			17		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir -	AAWDT	QV
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus	Prom:		165 Cedar Rd	0.407	00/		00/	407	00/	_	0.074	_		00000	_
George Washington Hwy	City of Chesapeake	1.19	25000 G	94%	0%	1%	0%	4%	0%	F	0.074	F		26000	G
	10:		I-64												
~ ~~	From:		CL Suffolk												
58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94	67000 A	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	P
+ + +	To:		I-664			\neg \vdash									
58 (13) (460)	City of Chesapeake (Maint: 64)	0.11	11000 G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	(
	To	SR 191 Jolliff Rd	L I C 12 Military I	E alarmar											
ALT	From:	SK 191 John Ru	i, US 13 Military F	ngnway											
58 \ 460 \ Airline Blvd	City of Chesapeake	1.72	7600 G	95%	2%	1%	0%	1%	0%	С	0.100	F		8200	(
~ ~	Tor		L Portsmouth												
ALT	Prom:		Chesapeake							_		_			_
58) (460) Airline Blvd	City of Portsmouth	0.29	12000 F	95%	2%	1%	0%	1%	0%	F	0.089	F	0.532	13000	F
ALT.	To: From:	Gre	eenwood Dr												
ALT 58 \ \ 460 \ Airline Blvd	City of Portsmouth	0.20	13000 F	95%	2%	1%	0%	1%	0%	F	0.086	F	0.546	14000	F
58 460 Airline Blvd	Oity of 1 Ortaliodal			3370	270	170	070	1 /0	070	•	0.000	'	0.540	14000	
ALT	To: From:	Eln	nhurst Lane												
58 Airline Blvd	City of Portsmouth	1.30	10000 F	95%	2%	1%	0%	1%	0%	F	0.087	F	0.559	11000	F
30) (400)	,														
ALT	From:	SR 239	9 Victory Blvd												
58) (460) Airline Blvd	City of Portsmouth	0.28	12000 F	95%	2%	1%	0%	1%	0%	F	0.080	F	0.562	12000	F
	Toc	SR 337 I	Portsmouth Blvd												
58 Airline Blvd	City of Portsmouth		15000 F	95%	2%	1%	0%	1%	0%	F	0.084	F	0.604	16000	F
58) / 2.174	City of 1 Ontollicum			0070		- 70	070	170	070	•	0.001	•	0.001	10000	•
~~ a	From:		Frederick Blvd						201			_			
Airline Blvd	City of Portsmouth	0.19	19000 F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.596	20000	F
~	To: From:		High St			⊢									
58 London Blvd	City of Portsmouth	0.72	19000 F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.656	21000	F
	To:	SD 1/1	1 London Blvd												
Martin Luther King Freeway	City of Portsmouth (Maint: 64)		31000 G	97%	0%	1%	1%	1%	0%	F	NA			35000	G
58) Wattin Edition King Freeway	Oity of 1 Ortomodur (Waint: 0-1)			0170	070		170	170	070	•	14/1			00000	•
~~ <u>-</u>	From:		4 Western Frwy												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)		35000 A	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.518	41000	ŀ
~	To:		iver Midtown Tun												
58 Elizabeth River Midtown Tunnel	City of Portonauth (Maint: C4)		ther King Freeway	96%	0%	0%	10/	2%	0%	С	0.091	Α	O F40	44000	
Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08	35000 A	90%	U%	0%	1%	2%	0%	C	0.091	А	0.518	41000	/
	To: From:		_ Portsmouth												
Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65	35000 A	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.518	41000	F
~	To:		Brambleton Ave												
~~~	From		SR 337							_					
58 337 Brambleton Ave	City of Norfolk	0.26	30000 G	97%	0%	0%	1%	2%	0%	F	NA			35000	C
~ ~	To:	С	Colley Ave			$=$ $\vdash$									
58 (337) Brambleton Ave	City of Norfolk		36000 G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.612	42000	C
	To:		E SR 337										•		

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction	Lanath	AADT	04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	0
Roule	Julisticiion	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIN	Factor	AAWDI	Q
~ D. I 01	From:		37 Bramblet		0.40/	00/	40/	40/	40/	00/	_	0.440	_	0.047	40000	
Duke St	City of Norfolk	0.17	11000	G	94%	2%	1%	1%	1%	0%	F	0.112	F	0.847	12000	
~	To- From:		Olney Rd		2.407											
Virginia Beach Blvd	City of Norfolk	0.07	5800	G	94%	2%	1%	1%	1%	0%	F	0.098	F	0.673	6300	
~~	To: From:		Boush Street													
58 Virginia Beach Blvd	City of Norfolk	0.24	5500	G	94%	2%	1%	1%	1%	0%	F	0.092	F	0.614	5800	
<del>~</del>	To: From:	US 460 Mont	ticello Ave; Ionticello Av		Blvd											
68 Virginia Beach Blvd	City of Norfolk	0.70	12000	G	94%	2%	1%	1%	1%	0%	F	0.091	F	0.627	13000	
56) · ···g······ =	To								.,.	-,-	•		•			
58 Virginia Beach Blvd	City of Norfolk	0.53	68 Tidewate	er Dr <b>G</b>	94%	2%	1%	1%	1%	0%	С	0.089	F	0.538	15000	
Virginia Beach Blvd	City of Norroik	0.55			94 /0	2/0	1 /0	1 /0	1 /0	076	C	0.009		0.556	13000	
~	To: From:		Park Ave					401					_			
Virginia Beach Blvd	City of Norfolk	0.96	14000	G	94%	2%	2%	1%	1%	0%	С	0.089	F	0.533	16000	
~	To: From:	SR 40	5 Ballentine													
58 Virginia Beach Blvd	City of Norfolk	0.88	26000	G	94%	2%	2%	1%	1%	0%	F	0.081	F	0.525	29000	
<u>~</u>	To: From:	Az	alea Garden	Rd									—			
58 Virginia Beach Blvd	City of Norfolk	1.35	34000	G	94%	2%	2%	1%	1%	0%	F	NA			36000	
~	To:	US	13 Military I	Hwv			$\neg$ $\vdash$									
58 Virginia Beach Blvd	City of Norfolk	0.79	25000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.514	27000	
	To:	CD 14	65 Kempsvil	Ilo Dd												
Virginia Beach Blvd	City of Norfolk	0.93	31000	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.545	29000	
00)	To		Beach; Nev							-,-	_					
ast	From:	TO ROU	ΓE 664 EAS	TSOUT	Н											
Ramp	City of Chesapeake (Maint: 6		NA									NA			NA	
	To:	I-664-E FROM	ROUTE 58,	,13,&460	) EAST											
ast	From:	US 58 TO RO	UTE 664 W	VESTNO	RTH											
Ramp	City of Chesapeake (Maint: 6		NA									NA			NA	
	To:	I-664-W FROM	ROUTE 58	3,13&460	) EAST											
est	From:	US 58 TO RO	OUTE 664 E	EASTSO	UTH											
Ramp	City of Chesapeake (Maint: 6	64) 0.29	NA									NA			NA	
	То:	I-664-E FROM	ROUTE 58,	,13&460	WEST											
est	From:	US 58 TO RC	OUTE 664 W	VESTNO	RTH											
Ramp	City of Chesapeake (Maint: 6	64) 0.22	NA									NA			NA	
<i>ン</i>	To:	I-664-W FROM	ROUTE 58	,13&460	WEST											
	From:		I-64													
60 (60 Ramp	City of Norfolk (Maint: 64)	0.13	7100	G	96%	0%	1%	1%	3%	0%	F	NA			390	
$\sim$	To:	I-64-E FROM RT			RS LAND											
The sector Decides Total	From:		CL Hampto	n		0   0	4 fac: "				4:	- f (l-)				
Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64) raffic Estimates for 2 Parallel Roadw		05555	_			4 for dire	ectional t 0%				s for this	segm	ient.	00000	
	rottio Latimatas tar 7 Darellal Daadu	rave on this Pouto.	OFUUU	Α	97%	1%	10/	(10/	2%	0%	С	NA			88000	

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Bayville St													
60 $64$ Hampton Roads Beltway						See I-6	4 for di	rectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\smile$	Combined Traffic Estimates for 2 Parallel Roa			G	96%	1%	1%	0%	2%	0%	F	NA			88000	G
	To:		4th View St													
~~ = p	City of Navigation (Maintain)		TO 4TH VIE	EW ST		C I C	1 6 - 1 - 1				·:	- f 4l-:-		1		
60 (64) Ramp	City of Norfolk (Maint: 6	64) 0.17	T < 4 XX			See 1-64	4 for al	irectional t	rame ve	olume es	umate	s for this	segn	nent.		
	From:		I-64 W I-64													
60 4th View St	City of Norfolk (Maint: 6	64) 0.25	12000	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.571	13000	G
60)	To:	,	n View Ave		0070	0,0		0,70	0,0	0,0	•	0.000	•	0.0.	.0000	Ū
	From:		4th View St	Last												
60 Ocean View Ave East	City of Norfolk	0.95	15000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.523	16000	G
30)	To	TIC	160 C 1	G.												
60 Ocean View Ave East	City of Norfolk	0.47	460 Granby 18000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.561	20000	G
Ocean View Ave East	City of Nortoix	0.47	10000	G	90 /0	1 /0	1 /0	0 /6	076	076		0.005		0.501	20000	G
~~~	To: From:	SR 194	Chesapeake	e Blvd												
60 Ocean View Ave East	City of Norfolk	1.41	15000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.539	16000	G
<u> </u>	To:	122-86	18 Cape Vie	w Ave			\lnot \vdash									
60 Ocean View Ave East	City of Norfolk	1.67	17000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.513	18000	G
30)	To		21 . 2													
Chara Dr	From:		21st Street 23000	_	98%	1%	10/	00/	0%	0%	С	0.090	F	0.527	24000	G
60 Shore Dr	City of Norfolk	0.88	23000	G	96%	1%	1%	0%	0%	0%	C	0.090	Г	0.537	24000	G
~~	To: From:		0 Little Cree													
60 Shore Dr	City of Norfolk	0.97	33000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.556	34000	G
<u> </u>	То:	WCI	. Virginia Be	each												
	From:	US 60 S	Settlers Land	ling Rd												
60 Ramp	City of Norfolk (Maint: 6	64) 0.13	7100	G	96%	0%	1%	1%	3%	0%	F	NA			390	G
	To:		I-64 East													
	From:	I-64-E273A U	IS 60 FROM	[& TO	IS 64											
60 Ramp	City of Norfolk (Maint: 6		NA									NA			NA	
00)	To:	I-64-E FROI		W STR	7 60											
	From:	US 60 I-64-W														
60 Ramp	City of Norfolk (Maint: 6		NA	1 & 10	15 04							NA			NA	
Ramp	City of Nortoik (Maint. C	I-64-W FROM		CTDEE'	TDT 60							INA			INA	
~~~~	From:	I-64-W FROM OCE		AVE60 1	PARALLE	EL						N.1.0			N14	
60 (60) Ramp	City of Norfolk (Maint: 6	64) 0.03	NA									NA			NA	
	To- From:		I-64 W													
60 Ocean View Ave	City of Norfolk	1.96	6400	G	98%	1%	1%	0%	0%	0%	С	0.120	F	0.661	7100	G
۴)	To:		4th View St													
	From:	2US 60-P I-64-	W272A OCI	EAN VI	EW A											
Ramp	City of Norfolk (Maint: 6		NA									NA			NA	
30)	To:	I-64-W FROM OCE		VF601	PARALLE	₹1.										

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			TOTOIN	viaintenan	oc Aic	<i></i>			Tru	ck			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East		From:	F	CL Hamptor	n			ZAXIE	STAXIC	IIIali	ZIIali		racioi		racioi		
64 60 Hampton Roads Bridg	e Tunnel	City of Norfolk (Maint		42000	Α	96%	1%	1%	0%	2%	0%	С	0.087	Α		44000	Α
	Combined Traffic	Estimates for 2 Parallel Ro	oadways on this Route:	85000	Α	97%	1%	1%	0%	2%	0%	С	NA			88000	Α
		To:	•	Bayville St													
East 64 60 Hampton Roads Beltw	10) (	City of Norfolk (Maint	t: 64) 1.74	42000	G	96%	1%	1%	0%	2%	0%	_	NA			44000	G
64 (60) Hampton Roads Beltw	•	Estimates for 2 Parallel Ro	•		G	96% 96%	1%	1%	0%	2% 2%	0%		NA NA			88000	G
	Combined Franc	Estilliates for 2 Parallel Ri			<u> </u>	90%	170	170	0%	270	0%	Г	INA			00000	G
East		From:	<u> </u>	4th View St													
64)		City of Norfolk (Maint	,	38000	G	96%	1%	1%	0%	2%	0%	F	NA			39000	G
	Combined Traffic	Estimates for 2 Parallel Ro	oadways on this Route:	77000	G	96%	1%	1%	0%	2%	0%	F	NA			79000	G
-ast		To: From:		Bay Ave													
East 64)		City of Norfolk (Maint	t: 64) 1.09	43000	G	96%	1%	1%	0%	2%	0%	F	NA			45000	G
3.7	Combined Traffic	Estimates for 2 Parallel Ro	oadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	NA			88000	G
		To:	,	New Gate Rd	ı												
East 64)		City of Norfolk (Maint		48000	G	96%	1%	1%	0%	2%	0%	_	NA			50000	G
64)	Combined Troffic	Estimates for 2 Parallel Ro	,		G	96%	1%	1%	0%	2%	0%	F	NA			87000	G
	Combined Franc	EStilliates for 2 Parallel Rt				90%	170	170	0%	270	0%	Г	INA			67000	G
East		From:	I-564,	US 460 Grar	nby St												
64)		City of Norfolk (Maint	t: 64) 1.38	47000	Α	97%	0%	1%	1%	2%	0%	F	0.116	Α		51000	Α
$\sim$	Combined Traffic	Estimates for 3 Parallel Ro	oadways on this Route:	127000	F	97%	0%	0%	1%	1%	0%	F	0.06	Α		140000	F
ast		To: From:	SR 1	68 Tidewate	r Dr												
64)		City of Norfolk (Maint	t: 64) 1.04	55000	G	97%	0%	1%	1%	2%	0%	F	0.102	F		58000	G
	Combined Traffic	Estimates for 3 Parallel Ro		134000	G	97%	0%	0%	1%	1%	0%	F	0.073	Α	0.676	146000	G
		To	SR 194	Chesapeake	e Blvd			_									
<u>ast</u> <u>64</u> )		City of Norfolk (Maint	t: 64) 1.00	68000	G	97%	0%	1%	1%	2%	0%	_	NA			68000	G
64)	Combined Traffic	Estimates for 3 Parallel Ro	,		G	97%	0%	0%	1%	2 <i>%</i> 1%	0%	F	NA			151000	
	Combined Franc	LStillates for 51 arailer 10				31 /0	070	070	1 /0	1 /0	076	'	INA			131000	G
East		From:		47 Norview													
64)		City of Norfolk (Maint	,	75000	G	97%	0%	1%	1%	2%	0%	F	0.091	F		72000	G
	Combined Traffic	Estimates for 3 Parallel Ro	oadways on this Route:	164000	G	97%	0%	0%	0%	1%	0%	F	NA			170000	G
- ast		To: From:	SR 1	65 Military I	Hwy												
64)		City of Norfolk (Maint	t: 64) 1.19	60000	G	97%	0%	1%	1%	2%	0%	F	NA			64000	G
	Combined Traffic	Estimates for 3 Parallel Ro	oadways on this Route:	149000	G	97%	0%	0%	0%	1%	0%	F	NA			162000	G
		To:	US 13, SR	166 Northam	npton B	lvd		$\neg$ $\vdash$									
East 64)		City of Norfolk (Maint	· ·	74000	G	97%	0%	1%	1%	2%	0%	F	NA			80000	G
64)	Combined Traffic	•	,		G	97%	0%	0%	0%	2% 1%	0%	F	NA			189000	G
		Hetimatae for a Darallai Di															

5 /					4	_		Tru	ck			K	01/	Dir	4 414/DT	-0144
Route	Jurisdiction	n Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-264													
64	City of Norfolk (M		71000	F	97%	0%	1%	1%	2%	0%	С	0.103	В		76000	F
~	Combined Traffic Estimates for 2 Paralle			F	97%	0%	1%	1%	2%	0%	С	NA			150000	F
East	From:		L Virginia B ECL Norfolk													
(64)	City of Virginia Beach		71000	F	97%	0%	1%	1%	2%	0%	С	0.103	В		76000	F
<u></u>	Combined Traffic Estimates for 2 Paralle	,	139000	F	97%	0%	1%	1%	2%	0%	С	NA			150000	F
	Tool		dian River F	D.d.												
East	From:				070/	001	40/	407	00/	00/	_				05000	_
64	City of Virginia Beach		66000	G	97%	0%	1%	1%	2%	0%	F _	NA			65000	G
	Combined Traffic Estimates for 2 Paralle	,	126000 L Chesapea	G	97%	0%	0%	1%	2%	0%	F	NA			130000	G
East	From:		L Virgini a B													
( <del>64</del> )	City of Chesapeake		66000	G	97%	0%	1%	1%	2%	0%	F	NA			65000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	126000	G	97%	0%	0%	1%	2%	0%	F	NA			130000	G
	Tod	Gre	enbrier Park	way												
East	City of Changeston		43000		97%	0%	40/	40/	20/	00/	_	NA			46000	G
64	City of Chesapeake	'		G			1%	1%	2%	0%	F					_
	Combined Traffic Estimates for 2 Paralle			G	97%	0%	1%	1%	2%	0%	F	NA			102000	G
East	To: From:	SR 16	8 Battlefield	l Blvd												
<del>64</del> )	City of Chesapeake	(Maint: 64) 0.58	54000	G	93%	1%	1%	1%	4%	0%	С	0.081	F		59000	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	107000	G	95%	0%	1%	1%	3%	0%	F	NA			115000	G
	To:		I-464				$ \vdash$									
East	City of Chesapeake	(Maint: 64) 4.31	39000	G	92%	1%	1%	1%	5%	0%	F	NA			42000	G
64 (17)	,	,				0%			5% 5%		F					_
	Combined Traffic Estimates for 2 Paralle	<u> </u>		G	92%	076	1%	1%	3%	0%	Г	NA			83000	G
East	To- From:	US 17 Ge	orge Washin	igton Hv	vy											
<del>64</del>	City of Chesapeake	(Maint: 64) 1.46	36000	G	92%	1%	1%	1%	5%	0%	F	NA			39000	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	71000	G	92%	0%	1%	1%	5%	0%	F	NA			76000	G
F	To-	US 13, US	460 Militar	y Highw	/ay		<u> </u>									
East 64	City of Chesapeake	(Maint: 64) 2.31	37000	Α	92%	1%	1%	1%	5%	0%	С	0.105	Α		39000	Α
64	Combined Traffic Estimates for 2 Paralle	,		A	92%	0%	1%	1%	5%	0%	С	0.103	Α	0.536	76000	A
	To:	,	I-264, I-664		32 /0	070		1 70	370	0 / 0	C	0.102	^	0.550	70000	^
East	From:		BAYVILLE		FT											
64 Ramp	City of Norfolk (M		NA	J D I RE								NA			NA	
	To:	122-99001- A BA	YVILLE ST	TREET:	FROM &											
East	From:	I-64-E	TO 4TH VII	EW ST								-				
(64) (60) Ramp	City of Norfolk (M		NA				4					NA			NA	
	To:	US 60 US 60	281A FRO	M & T(	) I-64											
East	From:	I-64-E TO US 460	-GRANDB	Y ST &	RT 564 N										<u> </u>	
(64) Ramp	City of Norfolk (M		NA				-					NA			NA	
$\smile$	To:	I-64-E276B T	O RT 460 G	RANDE	BY ST											

Route	Jurisdiction		Truck2 2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir AAWDT QW Factor
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GRANDBY ST  0.15 NA  I-564-N FROM RT 64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GRANDBY ST  0.06 NA  US 460 FROM I-64 EAST	_ 	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 <b>NA</b> I-64-R I-64-R000A FROM 64 EAST		NA	NA
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO RT 16800- T 0.35 <b>NA</b> SR 168 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	-64-E TO RT 168 NORTH-TIDEWATER DRIVE  0.13 NA  SR 168 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	-64-E TO RT 194 SOUTH-CHESAPEAKE BLVD  0.18 NA  SR 194 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 247 EAST-NORVIEW AVENUE  0.17	1% 0% 1% 0%	C 0.094 F	4100 G
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOOD ROAD  0.16 NA  122-8636 ALMEDA AVE FROM RT 64 EAST		NA	NA
East Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 16500- MILITARY HIGHWAY  0.17 NA  SR 165 FROM RT 64 EAST	<u> </u>	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 13 NORTH 0.19 NA US 13 FROM I-64 EAST	<u> </u>	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 0.16 <b>NA</b> I-64-E284C TO RT 264 EAST264 WESTR		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b> I-264-W013X FROM RT 64 EAST	<u>-</u>	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 EAST44 0.17 <b>NA</b> I-264-E013X FROM I-64 EAST		NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E284A TO RT 264 EAST264 WEST  0.45 NA  I-264-E From RT 64 East		NA	NA

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		Nonoik Maintenance Area		
Route	Jurisdiction	Longth AADT OA ATiro Rue	Truck K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 64 Ramp	City of Virginia Beach (Maint: 64)	I-64-E TO RT 407 0.21 NA SR 407 FROM I-64 EAST	NA	NA
East (64) Ramp	City of Virginia Beach (Maint: 64)	I-64-E TO RT 407 EAST 0.20 <b>NA</b>	NA NA	NA
East (64) Ramp	City of Chesapeake (Maint: 64)	SR 407 SR 407-W004A FROM & TO I-64  I-64-E289X TO GREENBRIER PARKWAY  0.26 NA	NA	NA NA
East	To:	131-8665 FROM RT 64 EAST  I-64-E289X TO GREENBRIER PARKWAY		
<u> </u>	City of Chesapeake (Maint: 64)  To: From: 1-4	0.25 NA  131-8665 FROM RT 64 EAST  64-E BEG. COLL ROAD TO GREENBRIER PA	NA	NA
East (64) Ramp	City of Chesapeake (Maint: 64)	0.14 NA  1-64-E289A TO GREENBRIER PARKWAY	NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>NA</b>	NA NA	NA
East (64) Ramp	City of Chesapeake (Maint: 64)	0.23 NA	NA	NA
East (64) Ramp	City of Chesapeake (Maint: 64)	I-64-E289B TO GREENBRIER PARKWAY  0.13 NA	NA	NA
East (64) Ramp	City of Chesapeake (Maint: 64)	0.22 NA	NA NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64)	SLIP RAMP TO EXIT 290 COLL RD  0.40 NA  4-E END COLL RD FROM GREENBRIER PAR	NA	NA
East 64 Ramp		64-E TO RT 168 NORTH-BATTLEFIELD PAR  0.27 <b>4200 G</b> SR 168 FROM I-64 EAST	NA NA	4200 G
East (64) Ramp	City of Chesapeake (Maint: 64)	64-E TO RT 168 SOUTH-BATTLEFIELD PAR 0.23 <b>10000 G</b> SR 168 FROM I-64 EAST	NA	10000 G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 East 0.60 <b>17000 G</b>	NA	17000 G
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 A  0.10 NA	NA	NA
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefield Blvd N  0.20 NA  I-64 E Exit 290 B	NA NA	NA
	<u> </u>	I OT LI LAN LOOD	1	

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			TTOTTOTT	wamena	100 7 11 0	-u			Tru	ıok			- V		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Avl	1 ru : 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		I_6	4 E Exit 29	0 B			ZAXIE	S+AXIE	HIIdll	ZIIdli		raciol		racion		
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.12	NA	ОВ								NA			NA	
	Tool	, , ,	Ramp From Bu	c CD 160 D		Dlud C											
East	From:		*		attieneid	DIVU S											
64 I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.20	NA									NA			NA	
	To			I-64 E													
East	From:	(1.1 : 4 . 0.4)		ORT 464	NORTH												
Ramp	City of Chesapeake	(Maint: 64)	0.25	NA	4 E A CT			1					NA			NA	
	10.			FROM I-6													
East	From	(1.1 : 4 0.4)		RT 104 V	IA RT 46	54											
Ramp	City of Chesapeake	(Maint: 64)	0.23	NA	4 E A CE								NA			NA	
	10.			FROM I-6													
East	City of Chances also	(Maint: 64)		TO RT 17 I	NORTH								NIA			NIA	
64 17 Ramp	City of Chesapeake	(Maint: 64)	0.23	NA FROM I-64	LEACT								NA			NA	
	E																
East	City of Chesapeake	(Maint: 64)	0.21	TO RT 17 S <b>NA</b>	SOUTH								NA			NA	
64 Ramp	City of Chesapeake	(Maint. 64)	US 17 US 17-1		OM I_64 I	FAST							INA			INA	
-	From																
East (64) Ramp	City of Chesapeake		I-64-E TO RT 13 0.31	NA NA	ARY HIC	jHWAY							NA			NA	
64 Ramp	Ta-	(Mairit. 04)	US 13; 131-		1 I-64 E	AST							INA			INA	
Pou	From:			versible Lar				1									
Rev (64)	City of Norfolk (M	laint: 64)	5.99	21000	F	100%	0%	0%	0%	0%	0%	С	0.185	Α		25000	F
64)	Combined Traffic Estimates for 3 Paralle	,			G	97%	0%	0%	0%	1%	0%	F	NA	,,		170000	G
	Tollow Traine Estimates for 61 draine	or reductivayo				01 70	070		070	170	070	•	1471			170000	Ü
Rev	From:		Ra	mp To I-64	EB												
<u>64</u> )	City of Norfolk (M	,	2.18	24000	G	100%	0%	0%	0%	0%	0%	F	NA			24000	G
$\smile$	Combined Traffic Estimates for 3 Paralle	el Roadways				97%	0%	0%	0%	1%	0%	F	NA			189000	G
	To:		•	and Reversi													
Rev	From:		I-64-E276C		OM 64 E	AST											
Ramp	City of Norfolk (M	laint: 64)	0.24	NA									NA			NA	
	10.			OM H.O.V		M											
Rev	From:			R TO IS 64	EAST												
Ramp	City of Norfolk (M	laint: 64)	0.02	NA	/ I ANTE								NA			NA	
	10.			FROM HOV													
Rev	From:	laint C4)	I-64-R I-64-V		& FROM	1 RT		]					NIA			NIA	
Ramp	City of Norfolk (M	iaint: 64)	0.12 I-64-E FROM	NA	NEME	N A NI							NA			NA	
	10.					JAN											
West	From:	loint: 64\	0.17	CL Hampto 43000		97%	00/	10/	00/	20/	00/	С	0.079	٨		44000	٨
64 (60) Hampton Roads Brid			_		A		0%	1%	0%	2%	0%	_		Α			Α .
	Combined Traffic Estimates for 2 Paralle	a Koadways (		Ocean Vie	A Avo	97%	1%	1%	0%	2%	0%	С	NA			88000	Α
	AV		03.00	occan vie	w AVE												

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		NOTION	viaintenan	ice Aic	u			Tru	olc			V		Dir	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	OK	AAWD	T QW
West	From:	LIS 60	Ocean Viev	v Ave			ZAXIE	3+Axie	IIIali	ZIIdli		racioi		actor	
(64) (60) Hampton Roads Beltwo	ay City of Norfolk (Maint: 64)	2.00	44000	G	96%	0%	1%	1%	3%	0%	F	NA		45000	) G
04) (00)	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	NA		88000	
	To		4th View St												
West	City of Norfalls (Maints 64)			G	96%	00/	10/	40/	20/	00/	_	NA		40000	) G
64	City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways of	0.80	39000	G	96%	0% 1%	1% 1%	1% 0%	3% 2%	0% 0%	F	NA NA		40000 79000	
	Combined Trainic Estimates for 2 Parallel Roadways C	on this Route.		<u> </u>	90%	170	170	076	270	0%	г	INA		79000	,
West	Too From:		Bay Ave												
64)	City of Norfolk (Maint: 64)	0.90	43000	G	96%	0%	1%	1%	3%	0%	F	NA		43000	_
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	NA		88000	) G
West	To: From:	1	New Gate Ro	i											
64)	City of Norfolk (Maint: 64)	1.26	36000	G	96%	0%	1%	1%	3%	0%	F	NA		37000	) G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	84000	G	96%	1%	1%	0%	2%	0%	F	NA		87000	) G
	To	I-564,	US 460 Gra	nby St											
West 64	City of Norfolk (Maint: 64)	0.92	59000	F	97%	0%	1%	1%	1%	0%	F	0.100	F	63000	) F
64)	Combined Traffic Estimates for 3 Parallel Roadways of			F	97%	0%	0%	1%	1%	0%	F	NA	•	14000	
	Too				01 70	070	<del></del>	170	170	070	•	100		14000	
West	From:		68 Tidewate												
64	City of Norfolk (Maint: 64)	0.98	58000	Α	97%	0%	1%	1%	1%	0%	C	0.108	Α	62000	
	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	134000	G	97%	0%	0%	1%	1%	0%	F	NA		14600	0 G
West	To: From:	SR 194	1 Chesapeak	e Blvd											
64)	City of Norfolk (Maint: 64)	0.96	58000	G	97%	0%	1%	1%	1%	0%	F	NA		58000	) G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways of	on this Route:	147000	G	97%	0%	0%	1%	1%	0%	F	NA		15100	0 G
West	To: From:	SR 2	47 Norview	Ave											
64)	City of Norfolk (Maint: 64)	1.24	69000	Α	97%	0%	1%	1%	2%	0%	F	0.093	Α	73000	) A
04)	Combined Traffic Estimates for 3 Parallel Roadways of			G	97%	0%	0%	0%	1%	0%	F	NA		17000	
	To		65 Military												
West	From: L. O.A.				070/	00/	40/	40/	00/	00/	_	0.005	•	70000	
64	City of Norfolk (Maint: 64)	1.07	69000	A	97%	0%	1%	1%	2%	0%	F	0.095	Α	73000	
	Combined Traffic Estimates for 3 Parallel Roadways of			G	97%	0%	0%	0%	1%	0%	г	NA		16200	0 G
Vest	To: From:	US 13, SR	166 Northan	npton Bl	vd										
64)	City of Norfolk (Maint: 64)	2.20	79000	G	97%	0%	1%	1%	2%	0%	F	NA		85000	) G
	Combined Traffic Estimates for 3 Parallel Roadways of	on this Route:	178000	G	97%	0%	0%	0%	1%	0%	F	NA		18900	0 G
Nost	To: From		I-264												
West 64	City of Norfolk (Maint: 64)	0.83	68000	Α	97%	0%	1%	1%	2%	0%	С	0.098	Α	74000	) A
	Combined Traffic Estimates for 2 Parallel Roadways of			F	97%	0%	1%	1%	2%	0%	С	NA		15000	
	To:		L Virginia Be								-				

			iviali ileriari					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		ECL Norfolk													
<del>64</del>	City of Virginia Beach (	(Maint: 64) 1.75	68000	Α	97%	0%	1%	1%	2%	0%	С	0.098	Α		74000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	139000	F	97%	0%	1%	1%	2%	0%	С	NA			150000	F
West	To: From:	In	ndian River R	.d												
<del>(64)</del>	City of Virginia Beach	(Maint: 64) 1.17	60000	F	97%	0%	0%	1%	1%	0%	С	0.096	Α		65000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	126000	G	97%	0%	0%	1%	2%	0%	F	NA			130000	G
NA	To:		CL Chesapeal													
West 64	City of Chesapeake (N		L Virgini a Be <b>60000</b>	each <b>F</b>	97%	0%	0%	1%	1%	0%	С	0.096	Α		65000	F
64	Combined Traffic Estimates for 2 Parallel			G	97%	0%	0%	1%	2%	0%	F	NA	^		130000	G
	To To	<u> </u>	enbrier Parky		01 70	070		1 70	270	070	•	147 (			100000	0
West	From:							461	<b>a</b> s:							
64	City of Chesapeake (N	•	51000	G	97%	0%	1%	1%	2%	0%	F	NA			57000	G
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	G	97%	0%	1%	1%	2%	0%	F	NA			102000	G
West	To: From:	SR 16	8 Battlefield	Blvd												
( <del>64</del> )(168)	City of Chesapeake (N	Maint: 64) 0.50	53000	N	97%	0%	1%	1%	2%	0%	Ν	0.074	Ν		56000	Ν
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		N	95%	0%	1%	1%	3%	0%	Ν	NA			115000	Ν
West	To:	CD 14	US 17 58 Battlefield	Dlvd			-									
West 64	City of Chesapeake (N		53000	G	97%	0%	1%	1%	2%	0%	F	0.074	F		56000	G
04)	Combined Traffic Estimates for 2 Parallel	•		G	95%	0%	1%	1%	3%	0%	F	NA	-		115000	G
	To		I-464													
West	From: L	Matar OA) OAA		_	000/	00/	40/	40/	<b>5</b> 0/	00/	_	N.1.0			00000	_
64 (17)	City of Chesapeake (N Combined Traffic Estimates for 2 Parallel	,	36000	G	92%	0% 0%	1%	1%	5% 5%	0%	F	NA			38000	G
	Combined Trainic Estimates for 2 Parallel	<u> </u>		G	92%	0%	1%	1%	5%	0%	Г	NA			80000	G
West	From:	SR 190	) Great Bridg	e Blvd												
(64) (17)	City of Chesapeake (N	Maint: 64) 3.86	38000	G	92%	0%	1%	1%	5%	0%	F	NA			41000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	92%	0%	1%	1%	5%	0%	F	NA			83000	G
West	To: From:	US 17 Ge	orge Washin	gton Hv	vy											
64)	City of Chesapeake (N	Maint: 64) 1.86	35000	G	92%	0%	1%	1%	5%	0%	F	NA			37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	71000	G	92%	0%	1%	1%	5%	0%	F	NA			76000	G
	To	US 13, U	JS 460 Milita	ary Hwy	7											
West	City of Chesapeake (N	<u> </u>	35000	Α	92%	0%	1%	1%	5%	0%	С	0.104	Α		37000	Α
64	Combined Traffic Estimates for 2 Parallel	, , , , , , , , , , , , , , , , , , ,		A	92%	0%	1%	1%	5% 5%	0%	С	0.104	A	0.536	76000	A
	To:	•	I-264, I-664		JZ /0	0 70	1/0	1 /0	J/0	0 /0		0.102	<i>γ</i>	0.000	7.0000	
West	From:	I-64-W TO OCEAN	VIEW AVE	ENUE60	) PARALL	E										
64 Ramp	City of Norfolk (Mai		NA				-					NA			NA	
$\smile$	To:	2US 60-P; 2US	60-P004A C	CEAN	VIEW											

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction		Truck Axle 3+Axle 1Trail 2Trail	C)C: C)K	Dir AAWDT QW
West 64 Ramp	City of Norfolk (Maint: 64)	1-64-W TO 4TH VIEW STREETRT 60 0.18 NA US 60 US 60- 281B FROM & TO I-64	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO BAY AVENUE 0.15 <b>NA</b> 122-8623 FROM I-64 WEST	] ]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO US 46000- GRANDBY ST  0.11 NA  US 460 FROM I-64 WEST		NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>6100 F</b> SR 165 Little Creek Rd	]	NA	6100 F
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 168 SOUTH-TIDEWATER DRIVE  0.11 NA  SR 168 FROM I-64 WEST	<u> </u>	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 168 NORTH-TIDEWATER DRIVE  0.21 NA  SR 168 FROM I-64 WEST	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 194 NORTH-CHESAPEAKE BLVD 0.25 NA SR 194 FROM I-64 WEST	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	1-64-W TO RT 247 WEST00- NORVIEW Ave 0.18		C 0.098 F	4100 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 247 WEST-NORVIEW AVENUE 0.13	0% 0% 0% 0% 1	C 0.085 F	4500 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 165MILITARY HGWY VIA RO  0.20 NA  ROBIN HOOD ROAD	J 7	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13  0.11 NA  I-64-W282B TO RT 13 SOUTH		NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 NA US 13 FROM RT 64 WEST	<u>-</u> 	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SOUTH  0.03 NA  WCL Virginia Beach	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LANE 0.09 <b>NA</b> I-64-R FROM I-64 WEST	]	NA	NA

Route	Jurisdiction	_	QA 4Tire E		Trucke 3+Axle 1Trail 2Trail	QC K Qk Factor	Dir Factor AA	WDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 0.13 <b>NA</b> I-264-W013X FROM				NA	ı	NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 0.23 NA I-264-E013X FROM				NA	I	NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LA 0.12 <b>NA</b> I-64-R I-64-R008A TO				NA	ı	NA	
West Ramp	City of Virginia Beach (Maint: 6	I-64-W TO RT 40 64) 0.22 <b>NA</b> SR 407 FROM I-6				NA	ı	NA	
West 64 Ramp	City of Virginia Beach (Maint: 6	I-64-W TO RT 40	07 EAST			NA	ı	NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W289X TO GREENBRIE	ER PARKWAY WEST			NA	5	400	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W289X TO GREENBRIE	ER PARKWAY EAST			NA	I	NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W END COLL ROAD TO I) 0.66 <b>NA</b>	) GREENBRIER PAR			NA	ı	NA	
West Ramp	City of Chesapeake (Maint: 64	I-64-W289B TO GREENBRIE  1.0.10 NA  1.31-8665-E001B FROM GREE				NA	ı	NA	
West Ramp	City of Chesapeake (Maint: 64					NA	ı	NA	
West 64 Ramp	City of Chesapeake (Maint: 64			N -		NA	ı	NA	
West Ramp	City of Chesapeake (Maint: 64					NA	I	NA	
West 168 Ramp	City of Chesapeake (Maint: 64	I-64 W 1) 0.18 <b>2600</b> Bus SR 168	<b>G</b>			NA	2	600	G
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64	I-64 W 1) 0.30 <b>7800</b> Bus SR 168 Battlefi	<b>G</b> ield Blyd S			NA	7	800	G

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		INORTOIK	Maintenar	ice Are	а											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axl	Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	I-64 W <b>15000</b>	G								NA			15000	G
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-6- 0.10	4 W Exit 29	0 B								NA			NA	
West (64) (168)I-64 W Exit 290	Title Promit  City of Chesapeake (Maint: 64)	Ramp From Bu	s SR 168 Ba	ttlefield	Blvd S							NA			NA	
West (64) I-64 W Exit 290	Tite Prom:  City of Chesapeake (Maint: 64)	I-6- 0.12	4 W Exit 29	0 S								NA			NA	
West	To: From:	Ramp From Bu	s SR 168 Ba	ttlefield	Blvd N											
(64) I-64 W Exit 290  West	City of Chesapeake (Maint: 64)	0.35 Ramp	NA to I-64 E Ex	xit 289								NA			NA	
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.51	<b>NA</b> I-64 W									NA			NA	
West Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	0.26	Dak Grove C 2300 [-464; US 17	G	96%	0%	1%	1%	2%	0%	F	NA			2300	G
West 64 Ramp	City of Chesapeake (Maint: 64)	0.49	TO RT 168 <b>NA</b>									NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	US 17-N0172 0.05 1SR 168-P FROM	NA				<del> </del>					NA			NA	
West Ramp	City of Chesapeake (Maint: 64)	I-64-W BEGIN 0.40		AD TO I	RT 464							NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64-W TO RT 190 0.20		/EST-Gl		I						NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	0.24	I-64 West <b>5100</b> US 17	G	96%	0%	1%	1%	2%	0%	F	NA			5300	G
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64-W TO RT 13 0.23 US 13	NA FROM I-64		GHWAY							NA			NA	
George Washington Hwy	City of Portsmouth	0.36	7 Frederick 18000	F								0.105	F	0.750	18000	F
George Washington Hwy	City of Portsmouth	0.48	2 337 Elm A 17000 ortsmouth Bl	F			<u> </u> -					0.091	F	0.719	17000	F

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		TTOTTOIL Waitherlands	71100			-Truck			K		Dir		
Route	Jurisdiction	Length AADT C	AA 4Tire	Bus				QC	Factor	QK	Factor	AAWDT	r Q
	From:	Portsmouth Blvd											
41 Effingham St	City of Portsmouth	0.76 <b>28000</b>	F						0.095	F	0.697	29000	
	To: From:	I-264											
141)Effingham St	City of Portsmouth	0.18 <b>37000</b>	F						0.071	F	0.633	39000	
<u> </u>	To: From:	South St	-										
141)Effingham St	City of Portsmouth	0.25 <b>26000</b>	<b>F</b> 98%	0%	0% 1	% 1%	0%	F	0.071	F	0.522	28000	
	To:	High St											
Effingham St	City of Portsmouth		<b>F</b> 98%	0%	0% 1	% 1%	0%	F	0.074	F	0.591	24000	
	To:	London Blvd											
	From:	Effingham St											
41 London Blvd	City of Portsmouth	0.33 <b>24000</b>	<b>F</b> 98%	0%	0% 1	% 1%	0%	F	0.089	F	0.762	25000	
<u> </u>	To: From:	Elm Ave											
_{I41} )London Blvd	City of Portsmouth	0.83 <b>27000</b>	<b>F</b> 98%	0%	<u>0</u> % 1	% 1%	0%	С	0.099	F	0.773	29000	
<u> </u>	To:	M L King Freeway											
	From:		WEST										
₁₄₁ )Ramp									NA			NA	
	To: <u>I</u> .	264-W FROM ROUTE 14100- EI	FFINGHAM S	ST									
Effingham St													
Ramp									NA			NA	
<u> </u>	To		INGHAM ST	Γ									
Route   Jurisdiction   Length   ADT   ADT   ATT   State   State   Color   Co													
164 Western Freeway	City of Portsmouth (Maint: 64)	0.88 <b>44000</b>	A 96%	0%	0% 1	% 3%	0%	C	0.103	А	0.552	49000	
	To: From:												
164) Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>50000</b>	<b>G</b> 95%	0%	1% 1	% 3%	0%	С	0.085	F	0.624	56000	
<u> </u>	To: From:	Cedar Lane											
Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>46000</b>	<b>G</b> 95%	1%	1% 1	% 3%	0%	С	0.085	F	0.593	52000	
$\mathcal{L}$	To:	West Norfolk Rd											
164 Western Freeway	City of Portsmouth (Maint: 64)		<b>G</b> 96%	0%	0% 1	% 3%	0%	F	0.084	F	0.601	55000	
Route													
	From:	Bus US 17 George Washing	ton Hwy										
165 Moses Grandy Trail	City of Chesapeake	2.70 <b>5800</b>	<b>G</b> 97%	2%	1% 0	% 0%	0%	С	0.096	F		6300	
	To	US 17 Dominion Bly	ıd										
Cedar Rd	City of Chesapeake			1%	1% 1	% 1%	0%	С	0.085	F		27000	_
100)				.,0			-,0	-		-		000	
Cedar Pd	City of Chospooks			10/	10/, 1	0/_ 10/	00/		0.003	F		32000	
65 Cedal Nu	City of Chesapeake			1 70	1 /0 I	/U 170	U70	Г	0.093	ı		3 <u>2</u> 000	
	From:												
65 Cedar Rd	City of Chesapeake	1.73 <b>25000</b>	G 97%	1%	1% 1	% 1%	0%	F	NA			27000	
Ruse	To: From:	Bus SR 168 Battlefield	Blvd										
פטם								_				04000	
ICE ( 100 Battlefield Blvd	City of Chesaneake	().26 28000 4	<b>G</b> 98%	0%	1% N	% n%	()%	(:	NA			31000	

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus SR 168 Battle	field Blvd												
165)Mt Pleasant Rd	City of Chesapeake	0.75 <b>18000</b>	G	97%	1%	1%	1%	1%	0%	F	0.101	F		20000	G
	To:	SR 168 Great Brid	lge Bypass												
165)Mt Pleasant Rd	City of Chesapeake	2.57 18000		97%	1%	1%	1%	1%	0%	С	0.101	F		20000	(
	To	131-866 Centerv	illa Tnka												
165)Mt Pleasant Rd	City of Chesapeake	4.53 <b>10000</b>		97%	0%	1%	1%	1%	0%	С	0.11	F		11000	
163)					0,0		. , 0	.,0	0,0		0	•			
Mt Discount Dd	From:	131-8667 Fentress			00/	10/	10/	40/	00/		0.114	F		12000	
Mt Pleasant Rd	City of Chesapeake	0.91 <b>11000</b>		97%	0%	1%	1%	1%	0%	F	0.114	F		12000	
	From:	WCL Virginia WCL Virginia Beach, SR		own Rd											
165)Kempsville Rd	City of Norfolk	1.00 <b>22000</b>		99%	0%	0%	0%	0%	0%	С	0.091	F	0.689	24000	
103)	T-1						-,-			_					
Kampa illa Dd	From:	US 58 Virginia B 1.57 <b>13000</b>		99%	0%	00/	00/	0%	0%	F	0.105	F	0.557	14000	
Kempsville Rd	City of Norfolk	1.57 <b>13000</b> US 13 Northamp		99%	0%	0%	0%	0%	0%	Г	0.105	Г	0.557	14000	
	From:	Kempsville													
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>32000</b>		97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	35000	
100 (10)	To:	SR 166, US	S13												
	From: U	S 13 Northampton Blvd; SR	166 Prince	ess Anne F	Rd										
165 Military Hwy North	City of Norfolk	0.62 <b>45000</b>	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.513	48000	
<u> </u>	To:	I-64				$\neg$ $\vdash$									
165) Military Hwy North	City of Norfolk	0.60 <b>25000</b>	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.560	28000	
	То.	SR 192 Azalea G	ordon Dd												
165) Military Hwy North	City of Norfolk	0.39 <b>25000</b>		98%	1%	1%	0%	0%	0%	С	0.082	F	0.525	27000	
165 William F Twy TVOTU	City of Norrolk			3070	1 70	1 70	070	070	070	O	0.002	•	0.525	27000	
	To- From:	SR 247 Norvie								_		_			
Military Hwy North	City of Norfolk	1.65 <b>28000</b>	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.534	26000	(
<u> </u>	To- From:	SR 170 Little C	reek Rd												
165 Little Creek Rd	City of Norfolk	0.12 <b>35000</b>	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.518	39000	(
$\smile$	Та	SR 194 Chesape	ake Blvd												
165)Little Creek Rd	City of Norfolk	0.58 <b>26000</b>		97%	1%	1%	1%	1%	0%	F	0.079	F	0.546	28000	
100)	To					_									
J ittle Crook Bd	City of Norfolk	Tidewater & Sewel 0.86 <b>23000</b>		97%	1%	1%	1%	1%	0%	F	0.084	F	0.629	26000	
Little Creek Rd	City of Norioik	NHS Char		91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	-	0.004		0.029	20000	
	From:	I-64	ige												
165)Little Creek Rd	City of Norfolk	0.36 <b>24000</b>	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.519	27000	
	To														
165)Little Creek Rd	City of Norfolk	US 460 Gran 1.19 <b>24000</b>		99%	1%	1%	0%	0%	0%	С	0.086	F	0.586	22000	(
105) Little Cleek IVu	City of Nortolk	1.18 24000		JJ 70	1 70	1 70	070	U70	U70	C	0.000	Г	0.500	22000	,
	To: From:	Diven S													
165) Little Creek Rd	City of Norfolk	0.78 <b>15000</b>		99%	1%	1%	0%	0%	0%	F	0.086	F	0.628	16000	(
$\smile$	To:	SR 337 Hampto	on Blvd												

Route	Jurisdiction	Length AADT	QA 4	1Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	SR 165 I-564-S000A FROM I	RT 564 S	OU											
165 Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>	11 0 001	TTI							NA			NA	
	10.	I-64-E FROM RT 165 NORTI		JIH											
North	City of Novfolly (Mainty CA)	SR 165 TO I-64 WE	EST								NIA			NIA	
165 Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
North	To: From:	122-99026- A RROM ROBIN I	HOOD R	OAD											
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
<u> </u>	То:	I-64-W FROM RT 16500- MILITA	ARY HIC	GHWAY											
	From:	US 17 Dominion Bl	lvd												
166)Bainbridge Blvd	City of Chesapeake	2.05 <b>5500</b>	<b>G</b> 8	36%	1%	2%	6%	6%	0%	F	0.126	F	0.819	5500	C
<u> </u>	To:	SR 190 Great Bridge l	Blvd			<u> </u>									
166)Bainbridge Blvd	City of Chesapeake	0.69 <b>10000</b>	<b>G</b> 8	36%	1%	2%	6%	6%	0%	С	0.094	F		10000	G
<u> </u>	To	US 13 Military Hw	1707												
166)(460)Bainbridge Blvd	City of Chesapeake			97%	1%	1%	1%	1%	0%	F	0.088	F		12000	
100/(400)	Tol														
166) 460 Bainbridge Blvd	City of Chesapeake	1.25 <b>Teeman</b> Ave	<b>G</b> 9	97%	1%	1%	1%	1%	0%	F	NA			14000	(
66 (460) Bainbridge Blvd	City of Chesapeake		•	<i>31 7</i> 0	1 /0	1 70	1 /0	1 /0	076	'	INA			14000	•
Deinkriden Dhad	City of Change and In	Chesapeake Dr	•	370/	40/		40/	40/	00/		NIA			0500	,
66 460 Bainbridge Blvd	City of Chesapeake	0.81 <b>8700</b> SR 337 Poindexter		97%	1%	1%	1%	1%	0%	С	NA			9500	(
	From:	Bainbridge Blvd	SI												
166)(460) Poindexter St	City of Chesapeake		G 9	96%	1%	1%	1%	1%	0%	С	0.092	F		9400	(
	To	Liberty St													
166)(460)22nd St	City of Chesapeake		<b>G</b> 9	96%	1%	1%	1%	1%	0%	F	NA			7500	(
400 == 31	To:	SCL Norfolk		3070	.,,	Ť	. , 0	.,0	0,0	•					
	From:	NCL Chesapeake													
166 (460) Wilson Rd	City of Norfolk			96%	1%	1%	1%	1%	0%	F	0.101	F	0.686	9000	(
<u> </u>	To:	Campostella Ave Wilson Rd	;												
166)(460)(168)Campostella Rd	City of Norfolk		G								0.109	F	0.737	36000	(
100 (400) (108) Sampostona (10	any of Hericin										0.100	•	0.707	00000	•
166 (460) (168) Brambleton Ave	City of Norfolk	0.30 <b>48000</b>	G								NA			52000	(
166 460 168 Brambleton Ave	City of Nortoix										INA			32000	
David Acces	To: From:	US 460 Brambleton A		200/	00/		00/	40/	00/		0.000	_	0.000	47000	
Park Ave	City of Norfolk	0.45 <b>15000</b>	G S	98%	0%	1%	0%	1%	0%	С	0.082	F	0.639	17000	(
	To: From:	US 58 Va Beach Bl													
Park Ave	City of Norfolk			98%	0%	1%	0%	1%	0%	F	0.082	F	0.526	15000	(
<u> </u>	To: From:	Princess Anne Rd Park Ave	i												
166) Princess Anne Rd	City of Norfolk		G 9	97%	1%	1%	1%	1%	0%	F	0.081	F	0.519	19000	c
100)	ты			/ -	.,,		.,.	.,,	0,0	•	5.001	•	3.0.0		
Princess Anno Pd	City of Norfalls	0.30 <b>Merrimac Ave</b>	G 9	97%	1%	1%	1%	1%	0%	F	0.084	F	0.532	20000	G
166 Princess Anne Rd	City of Norfolk	Ballentine Blvd	<b>G</b> 8	J 1 70	170	1 70	1 70	170	U%	Г	0.004	r	0.552	∠0000	Ģ

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

				iviaintenar					Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ı.	Е	allentine Bl	vd												
166) Princess Anne Rd	City of Norf	folk	0.95	21000	Α	97%	1%	1%	1%	1%	0%	С	0.1	Α	0.519	23000	Α
	To:		Az	zalea Garden	Rd			<u> </u>									
166 Princess Anne Rd	City of Norf	folk	1.46	22000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.563	25000	G
	To	-	US	13 Military	Hwy												
(166) (13) (165) Northampton B	Blvd City of Norf	folk	0.26	32000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	35000	G
	To:			5 Princess A													
166) 13 Northampton Blvd	City of Norf	folk	0.62	165 Military 34000	Hwy <b>G</b>	97%	0%	1%	0%	2%	0%	F	0.094	F	0.599	35000	G
166 (13) Northampton Blvd	City of Nort	IOIK	0.02		<u> </u>	91 /0	076	1 /0	076	2/0	076		0.094		0.599	33000	G
North acceptant Divid	To T	fall-	0.00	I-64 <b>72000</b>		070/	00/	40/	00/	20/	00/		NIA			75000	
166 (13) Northampton Blvd	City of Norf	TOIK :	0.20	Virginia Be	G	97%	0%	1%	0%	2%	0%	F	NA			75000	G
	From			Carolina Sta													
168 Battlefield Blvd	City of Chesa		1.79	24000	A A	97%	0%	0%	1%	1%	0%	С	0.178	Α	0.515	22000	Α
168) Battlefield Bive	City of Criosa						070		170	170	070	Ü	0.170	,,	0.010	22000	,,
(168) Chesapeake Expressway	City of Chesapeake		3us SR 168 B 2.92	12000	vd; Gallb	ush Rd 97%	0%	0%	1%	1%	0%	F	0.088	F		11000	G
168) Oriesapeane Expressway	City of Chesapeane							070	1 70	170	070	•	0.000	'		11000	O
168 Chesapeake Expressway	To- From: City of Chesapeake (		R 168 Battlef 2.94	ield Blvd; N <b>12000</b>	ear India G	ın Creek R 97%	0%	0%	1%	1%	0%	F	0.088	F		11000	G
168 Criesapeake Expressway	City of Chesapeake	(Mairit. TOL)				91 /0	076	076	1 /0	1 /0	076	-	0.000			11000	G
168 Chesapeake Expressway	City of Chesapeake	(Maint: TOL)	0.25	Hillcrest Pkw 32000	G G	97%	0%	0%	1%	1%	0%	F	0.085	F		30000	G
168 Criesapeake Expressway	City of Chesapeake	(Mairit. TOL)				91 /0	076	076	1 /0	1 /0	076	-	0.005			30000	G
Creat Bridge Bridge	City of Change			End Toll Roa		070/	00/	-00/	40/	40/	00/		0.005	_		20000	
168 Great Bridge Bypass	City of Chesa	реаке	1.76	32000	G	97%	0%	0%	1%	1%	0%	F	0.085	F		30000	G
	To: From:	<u>.                                    </u>		168 Battlefi										_			
(168) Great Bridge Bypass	City of Chesa	peake	0.20	29000	G	97%	0%	0%	1%	1%	0%	F	0.085	F		27000	G
	To: From:			Hanbury Rd													
168 Great Bridge Bypass	City of Chesa	peake	1.50	47000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		44000	G
	To From:			65 Mt Pleasa													
168 Great Bridge Bypass	City of Chesa	peake	2.49	71000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		65000	G
	To: From:		Bus SR	168 Battlefi	eld Blvd												
168 Oak Grove Connector	City of Chesa	peake	1.82	70000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		65000	G
	To: From:			I-64													
168 64	City of Chesapeake	e (Maint: 64)	0.50				See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Parallel	el Roadways on	this Route:		N	95%	0%	1%	1%	3%	0%	Ν	NA			115000	Ν
	To:			I-64; US 17	1												
168 (64) I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.10	SR 168 CD R	Ku		See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	seam	ent		
168 64 I-64 W Exit 290	City of Chesapeake	(Want. 04)					JUG 1-0	- IOI UIII	ootioriai t	idilio VC	,,uiiic 63	umate	IOI IIIIS	Joyn	iorit.		
168 64 I-64 W Exit 290	City of Classical Co	(Maint: 64)		p to Bus SR	168 S		Caalo	1 for d!:-	ootional t	roffic · ·-	duma c=	tim at -	o for this	000:	ont		
168 (64) I-64 W Exit 290	City of Chesapeake	e (iviaint: 64)	0.10				See 1-6	4 for air	ectional t	iamic VC	nume es	umate	s for this	segm	ierit.		

## Norfolk Maintenance Area

		NOTOR Wallice A												
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۱
	From:	Ramp From SR 168 S												
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20		See I-64	for dire	ectional t	raffic vo	lume es	stimate	es for this	segm	ent.		
$\smile$	To:	Ramp to SR 168, Bus SR 1	68											
	From:	Ramp to Bus SR 168			<u></u>									
168 64 Ramp	City of Chesapeake (Maint: 64)	0.18		See I-64	for dire	ectional t	raffic vo	lume es	stimate	es for this	segm	ent.		
Bus	To: From:	Bus SR 168												
	City of Chesapeake	0.35 <b>58000 N</b>	98%	0%	1%	0%	0%	0%	N	0.081	N		63000	ı
168 Battlefield Blvd	To:	End Bus SR 168	0070	070	Ť	070	070	070		0.001			00000	
	From:	I-64; US 17												
168 Battlefield Blvd	City of Chesapeake	0.54 <b>45000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			44000	(
	To:	US 13 Military Hwy												
168)Battlefield Blvd	City of Chesapeake	0.47 <b>21000</b> G	97%	1%	1%	1%	1%	0%	F	0.084	F		22000	(
168 Battiericia Biva	Oity of Officsapeane		31 70	170	1 70	170	170	070	'	0.004	•		22000	•
	From:	Campostella Rd		407		407	401				_			
168 Atlantic Ave	City of Chesapeake	0.42 <b>15000 G</b>	97%	1%	1%	1%	1%	0%	F	0.094	F		16000	(
<u> </u>	To: From:	Providence Rd			$\neg$									
168 Atlantic Ave	City of Chesapeake	1.16 <b>17000 A</b>	97%	1%	1%	1%	1%	0%	С	0.118	Α	0.634	18000	
	To:	Old Atlantic Avenue												
168) Atlantic Ave	City of Chesapeake	0.39 <b>9600 G</b>	97%	1%	1%	1%	1%	0%	F	0.110	F		10000	(
168) Attaille Ave	Only of Officsapeane		31 70	170	1 70	1 70	170	070	'	0.110	•		10000	`
	To: From:	SR 246 Liberty Rd												
168 Campostella Rd	City of Chesapeake	0.35 <b>16000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			17000	(
<u> </u>	To	SCL Norfolk			$\neg$									
168)Campostella Rd	City of Norfolk	0.52 <b>26000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			28000	(
	To:	SR 407 Indian River Rd												
168)Campostella Rd	City of Norfolk	0.26 <b>23000</b> G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.719	25000	(
168) Campostella Nu	To:	US 460 Wilson Rd	31 /0	1 /0	1 /0	1 70	1 /0	0 70	'	0.031	•	0.713	23000	`
	From:	Wilson Rd												
168)(460)(166) Campostella Rd	City of Norfolk	0.73 <b>33000 G</b>								0.109	F	0.737	36000	(
	To:	V:1-11 T			_									
168)(460)(166) Brambleton Ave	City of Norfolk	0.30 <b>48000 G</b>								NA			52000	(
168 460 166 Brambleton Ave	City of Norton	0.50 40000 G								INA			32000	`
	To: From:	Park Ave			┷									
168)(460)Brambleton Ave	City of Norfolk	0.40 <b>30000 G</b>								0.079	F	0.589	33000	(
<u> </u>	To	Brambleton Ave			$\neg$									
168) Tidewater Dr	City of Norfolk	0.31 <b>31000 G</b>	98%	0%	1%	0%	1%	0%	F	0.077	F	0.510	33000	(
	To:	LIC 50 Vo Doods Dlvd												
Tidewater Dr	City of Norfolk	US 58 Va Beach Blvd 0.89 <b>30000 G</b>	98%	0%	10/.	0%	10/	0%	F	0.076	F	0.508	33000	(
168) Fluewater Di	City of Norfolk	0.09 <b>30000 G</b>	90%	U70	1%	U70	1%	U70	Г	0.076	Г	0.508	33000	(
	To: From:	Lindenwood Ave												
168 Tidewater Dr	City of Norfolk	0.81 <b>29000 G</b>	98%	0%	1%	0%	1%	0%	F	0.076	F	0.522	31000	(
$\sim$	To:	Cromwell Dr			$\neg$									
168)Tidewater Dr	City of Norfolk	1.03 <b>35000 A</b>	98%	0%	1%	0%	1%	0%	С	0.096	Α	0.518	38000	,
100)	To:	Norview Ave							-					-

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:	N		e												
City of Norfolk	1.11	36000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.516	39000	G
To: From:		I-64													
City of Norfolk	0.60	29000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.61	31000	G
To: From:	SR 16	5 Little Cre	ek Rd												
City of Norfolk	1.29	18000	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.679	20000	G
To:	Ba	av View Blv	vd			$\neg$ $\vdash$									
City of Norfolk	1.01	12000	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.601	13000	G
To:	US	460 Granby	/ St												
City of Norfolk	0.75	6300	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.585	6700	G
To:	US 60	Ocean Vie	w Ave												
From:	SR 168; 1SF	R 168-P SR	168-N0	5B											
City of Chesapeake (Maint:		NA									NA			NA	
To:	US 17-N01	17C TO RT	64 WES	ST											
From:			168-N0	5A											
City of Chesapeake (Maint:	64) 0.28	NA									NA			NA	
To: From:	SR 168-N015C	TO RT 17	SOUTH	& 190											
City of Chesapeake (Maint:	64) 0.05	NA									NA			NA	
To:	•	4 DT 17 NO	DTUT	O 464 NO	D										
From:			JKIHI	U 464 NU	K										
City of Chesapeake (Maint:											NA			NA	
10.															
City of Changesoke (Moint:			SOUTH	& 190							NΙΔ			NΙΛ	
City of Chesapeake (Maint.			HTUOS	& 190							INA			INA	
From:				æ 170											
City of Norfolk (Maint: 64			VEST								NA			NA	
To:			-TIDEW	ATER DI	RI										
From:	SR 168: 122-862	26 TO I-64 I	EAST @	THOL											
City of Norfolk (Maint: 64		NA									NA			NA	
To:	I-64-E FROMRT 168	NORTH-1	TIDEW.	ATER DRI	IV										
From:	1SR 1	68-P TO R	T 190												
City of Chesapeake (Maint:	64) 0.13	NA									NA			NA	
To:	SR 168-N015C	TORT 17	SOUTH	& 190											
City of Chesaneake (Maint:						•					NΔ			NΔ	
To:			O RT 46	4.64 &		1					INA			INA	
From:				,											
Citv of Norfolk (Maint: 64		NA	J. 113 I								NA			NA	
To:	,		TIDEW	ATER DR	RI.						= -				
	City of Norfolk  Ton From City of Chesapeake (Maint: Ton City of Norfolk (Maint: 64 Ton City of Norfolk (Maint: 64 Ton City of Chesapeake (Maint: Ton City of Chesapeake (Maint: Ton City of Norfolk (Maint: 64 Ton City of Chesapeake (Maint: Ton City of Chesapeake (Maint: Ton City of Norfolk (Maint: 64 Ton City of Chesapeake (Maint: City of Chesapeake (Maint	City of Norfolk 1.11    City of Norfolk   0.60	Norview Ave   Norview Ave   City of Norfolk   1.11   36000	City of Norfolk	City of Norfolk  City of Chesapeake (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesap	City of Norfolk	City of Norfolk	City of Norfolk	Length   AdDT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   Norview Ave   Norrick   1.11   36000   G   98%   0%   1%   0%   1%   1%   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164   1.164	Section   Length   AAUT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   Norview Ave   Section   Nortolk   1.11   36000   G   98%   0%   1%   0%   1%   0%   0%   1%   0%   0	Norview Ave	Length   AADT   QA   4 Tire   Bus   2AAde   3+Axle   1 Trail   2 Trail   2 Trail   Clip   Factor   Nortice   Norti	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   QR   ABX   QA   QA   QA   QA   QA   QA   QA   Q	Survised color   Survise Ave   Survise Ave	Section   Company   Comp

							Tri	ıok			K		Dir	
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	ΩK	AAWD	T QW
South	From:		O I-64 WEST											
168 Ramp	City of Norfolk (Maint: 64)		NA								NA		NA	
<u> </u>	10: [-4	64-W FROM RT 168 S	SOUTH-TIDEV	VATER DI	RI									
Bus		SR 168 Chesapeake Ex								_		_		_
168 Battlefield Blvd	City of Chesapeake	2.70 13	3000 G	97%	0%	0%	1%	1%	0%	F	0.086	F	14000	G
Bus	To: From:	Indian	Creek Rd											
168 Battlefield Blvd	City of Chesapeake	1.55 <b>16</b>	6000 G	97%	0%	0%	1%	1%	0%	F	0.086	F	18000	G
Bus	To: From:	Center	ville Tpke											
168) Battlefield Blvd	City of Chesapeake	3.78 <b>16</b>	6000 G	97%	0%	0%	1%	1%	0%	F	0.083	F	17000	G
$\smile$	To: From:	SR 168 Grea	t Bridge Bypass	<b>S</b>		_								
Bus 168) Battlefield Blvd	City of Chesapeake	0.28 <b>8</b>	800 G	98%	0%	1%	0%	0%	0%	F	0.086	F	9600	G
100)	To:	121 9902	Hanbury Rd											
Bus	From:			000/	00/	40/	00/	201	001		2 222	_	17000	
168 Battlefield Blvd	City of Chesapeake	1.70 <b>1</b> 5	5000 G	98%	0%	1%	0%	0%	0%	F	0.083	F	17000	G
Bus	To: From:	SR 165 S, Mount Ple	asant Rd, Johns	town Rd										
168 (165) Battlefield Blvd	City of Chesapeake	0.26 <b>28</b>	3000 G	98%	0%	1%	0%	0%	0%	С	NA		31000	G
	To: From:	SR 165 Nor	th; Cedar Road			$\neg$ $\vdash$								
Bus 168 Battlefield Blvd	City of Chesapeake	1.24 <b>3</b> 4	1000 G	98%	0%	1%	0%	0%	0%	F	0.083	F	37000	G
100)	To:	SD 100 Gro	at Bridge Blvd											
Bus	From:													
168 Battlefield Blvd	City of Chesapeake	0.17 <b>36</b>	6000 G	98%	0%	1%	0%	0%	0%	F	NA		39000	G
Bus	To: From:	SR 168 Grea	t Bridge Bypass	1										
168 Battlefield Blvd	City of Chesapeake	1.39 <b>43</b>	3000 G	98%	0%	1%	0%	0%	0%	F	NA		47000	G
Bus	To: From:	Hollywood Ro	d; Oak Grove R	d										
168 Battlefield Blvd	City of Chesapeake	0.68 <b>51</b>	1000 G	98%	0%	1%	0%	0%	0%	F	NA		55000	G
	To:	Volv	o Pkwy											
Bus David Cald Divid	From:			000/	00/	40/	00/	00/	00/	_	0.004	_	22222	_
168 Battlefield Blvd	City of Chesapeake	0.58 <b>58</b>	3000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	63000	G
Bus	To: From:	I	I-64											
168) (168) Battlefield Blvd	City of Chesapeake	0.35 <b>58</b>	3000 N	98%	0%	1%	0%	0%	0%	Ν	0.081	N	63000	N
	То:	SR 168 Ba	attlefield Blvd											
Bus	From:		R 168 NB											
168 Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)		0000 G								NA		10000	G
$\sim$	To:	I-64	4- WB											
Bus	From:		R 168 NB											
(168) Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)		200 G								NA		8200	G
$\smile$	To:	I-6	4- EB											

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Deste	North all all an	Learneth AADT CA	4	D		Tru	ck		-00	K	01/	Dir	A A)A/DT	01
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SR 168 Battlefield Blvd S												
168)Ramp	City of Chesapeake (Maint: 64)	0.17 <b>3000 G</b>								NA			3000	G
$\smile$	То:	I-64 W												
Bus	From:	Bus SR 168 Battlefield Blvd S												
168)Ramp	City of Chesapeake (Maint: 64)	0.35 <b>2900 G</b>								NA			2900	(
$\smile$	To:	I-64 E												
	From:	SR 165 N Military Hwy												
170)Little Creek Rd	City of Norfolk	1.08 <b>26000 G</b>	98%	0%	1%	0%	1%	0%	F	0.082	F	0.534	28000	(
	Tou	Halprin Drive												
170)Little Creek Rd	City of Norfolk	0.48 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	F	0.086	F	0.512	27000	(
170)= 0.1001.110	ony or menonic			0,0	.,,	0,70	.,,	0,0	•	0.000	•	0.0.2	2.000	
Limba Carada Del	From:	SR 192 Azalea Garden Rd	000/	00/		00/	40/	00/	F	0.000	_	0.500	04000	
170 Little Creek Rd	City of Norfolk	1.09 <b>23000 G</b>	98%	0%	1%	0%	1%	0%	F	0.088	F	0.502	24000	(
		US 60 Shore Drive												
	From:	SR 166 Bainbridge Blvd							_		_			
190 Great Bridge Blvd	City of Chesapeake	0.83 <b>4800 G</b>	88%	2%	3%	5%	3%	0%	С	0.120	F		5200	(
<u> </u>	To: From:	131-8763 Campostella Rd												
190)Great Bridge Blvd	City of Chesapeake	0.30 <b>10000 G</b>	88%	2%	3%	5%	3%	0%	F	0.096	F		11000	(
<u> </u>	To	I-64												
190 Great Bridge Blvd	City of Chesapeake	0.26 <b>12000 G</b>	96%	2%	1%	0%	0%	0%	F	NA			13000	(
190)						- 7.	-,-		•					
Croot Pridge Plyd	City of Chesapeake	US 17 Dominion Blvd 2.34 <b>12000 G</b>	96%	2%	1%	0%	0%	0%	С	0.1	F		13000	(
Great Bridge Blvd	City of Criesapeake	2.34 12000 G	90%	2%	1%	0%	0%	0%	C	0.1	Г		13000	,
	To: From:	Bus SR 168 Battlefield Blvd												
190) Kempsville Rd	City of Chesapeake	0.48 <b>27000 G</b>								0.107	F		29000	(
$\stackrel{\smile}{\smile}$	To:	Clearfield Ave												
190)Kempsville Rd	City of Chesapeake	0.81 <b>30000 G</b>								NA			32000	(
	To:	Greenbrier Pkwy			Ī									
190) Kempsville Rd	City of Chesapeake	1.81 <b>20000 G</b>	99%	0%	0%	0%	0%	0%	F	NA			22000	(
190) Kempsville Ku	City of Chesapeake		3370	070	070	070	070	070	'	INA			22000	`
	From:	Volvo Pkwy												
190 Kempsville Rd	City of Chesapeake	0.49 <b>32000 G</b>	99%	0%	0%	0%	0%	0%	F	NA			35000	(
<u> </u>	10:	WCL Virginia Beach												
	From:	SR 191, S Military Hwy												
191 <i>)</i> { 13 } { 460 }	City of Chesapeake	0.18 <b>6900 G</b>	97%	0%	1%	1%	1%	0%	F	NA			7500	(
	То:	AIRLINE BLVD												
Idliff Dd	City of Changapales	US 58 Airline Blvd 2.22 <b>3100 G</b>	98%	1%	10/	00/	007	00/	_	0.400	F		2400	(
191 Jolliff Rd	City of Chesapeake	2.22 <b>3100 G</b>	90%	1%	1%	0%	0%	0%	С	0.100	Г		3400	(
	To: From:	Dock Landing Rd												
191)Jalliff Rd	City of Chesapeake	0.91 <b>3200 G</b>	99%	0%	1%	0%	0%	0%	С	0.162	F		3400	(
$\smile$	To:	SR 337 Portsmouth Blvd												

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

_			_		_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 165 Military	/ Hwy												
192) Azalea Garden Rd	City of Norfolk	2.02 <b>13000</b>	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.542	13000	G
<u> </u>	То:	SR 170 Little 0	Creek												
	From:	SR 166 Princess A	Anne Rd												
194) Sewells Point Rd	City of Norfolk	1.63 <b>13000</b>	G	97%	1%	1%	0%	0%	0%	С	0.091	F	0.531	14000	(
	To:	Chesapeake F	Blvd												
	From:	Norview A													
194)Chesapeake Blvd	City of Norfolk	0.87 <b>19000</b>	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.510	20000	(
<u> </u>	To:	I-64													
194)Chesapeake Blvd	City of Norfolk	0.85 <b>26000</b>	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.581	28000	(
1	To														
Chananaska Blud	From:	SR 165 Little Cr		99%	0%		00/	0%	0%	F	0.002	F	0.500	25000	_
94 Chesapeake Blvd	City of Norfolk	1.31 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	Г	0.083	Г	0.598	25000	C
	To. From:	Bay View Bl													
194)Chesapeake Blvd	City of Norfolk	0.61 <b>13000</b>	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	14000	(
<u> </u>	To:	Chesapeake	St			<u> </u>									
94)Chesapeake Blvd	City of Norfolk	0.48 <b>5400</b>	G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.592	5800	(
3-7	To:	US 60 Ocean Vie	ew Ave												
orth	From	SR 194 TO I-64	WEST												
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>	WEST								NA			NA	
194)		54-W FROM RT 194 NORTH	I-CHESA	PEAKE B	L	1									
outh	From:	SR 194 TO I-64													
Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>	LASI								NA			NA	
194) ((311)		64-E FROM RT 194 SOUTH	LCHESA	PEAKE B	ſ						INA			INA	
	1-4	JT-LIKOMIKI I/T JOULII	-CHES/1												
	F	****													
Canal Da	From:	US 13 Military				40/	00/	00/	00/		NIA			45000	
96 Canal Dr	City of Chesapeake	0.96 <b>14000</b>	G	98%	0%	1%	0%	0%	0%	С	NA			15000	(
196 Canal Dr	City of Chesapeake	0.96 <b>14000</b> US 17 George Washi	<b>G</b> ngton Hv	98%		1%	0%	0%	0%	С	NA			15000	(
<u> </u>	To:	0.96 <b>14000</b> US 17 George Washi SR 337 Portsmou	<b>G</b> Ington Hw	98% vy	0%										
	City of Chesapeake  Tro  From:  City of Portsmouth	0.96 <b>14000</b> US 17 George Washi	<b>G</b> ngton Hv	98%		1% 11%	0% 1%	0%	0%	C F	NA 0.09	F	0.564	15000	
Victory Blvd	To:	0.96 <b>14000</b> US 17 George Washi SR 337 Portsmou	G ington Hw ith Blvd <b>F</b>	98% vy	0%							F	0.564		
Victory Blvd	To:	0.96 <b>14000</b> US 17 George Washi SR 337 Portsmou 0.22 <b>7800</b>	G ington Hw ith Blvd <b>F</b>	98% vy	0%							F	0.564		F
239) Victory Blvd	Fron: City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800 US 58 Airline 0.33 28000	G Ington Hw th Blvd F	98% vy 97%	1%	1%	1%	1%	0%	F	0.09			8300	F
Victory Blvd	City of Portsmouth  City of Portsmouth  City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264	G ington Hw th Blvd F Blvd F	98% yy 97%	0% 1% 1%	1% 1%	1%	1%	0%	F F	0.09	F	0.528	8300	F
Victory Blvd	Fron: City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264 0.59 21000	G ington Hv th Blvd F Blvd F	98% vy 97%	1%	1%	1%	1%	0%	F	0.09			8300	F
Victory Blvd  239 Victory Blvd  239 Victory Blvd	City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264 0.59 21000  Greenwood	G ington Hv th Blvd F Blvd F F Dr	98% 97% 97%	0% 1% 1%	1% 1% 1%	1% 1% 1%	1% 1% 1%	0% 0%	F F C	0.09 0.082 0.081	F F	0.528	8300 30000 23000	F
Victory Blvd  Octory Blvd  Octory Blvd	City of Portsmouth  City of Portsmouth  City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264 0.59 21000	G ington Hv th Blvd F Blvd F	98% yy 97%	0% 1% 1%	1% 1%	1%	1%	0%	F F	0.09	F	0.528	8300	F F
Canal Dr  Original Dr	City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264 0.59 21000  Greenwood	G Ington Hw th Blvd F Blvd F F Dr F	98% 97% 97%	0% 1% 1%	1% 1% 1%	1% 1% 1%	1% 1% 1%	0% 0%	F F C	0.09 0.082 0.081	F F	0.528	8300 30000 23000	F F
Victory Blvd  239 Victory Blvd  239 Victory Blvd  239 Victory Blvd	City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264 0.59 21000  Greenwood 1.08 15000	G Ington Hw th Blvd F Blvd F F Dr F	98% 97% 97%	0% 1% 1%	1% 1% 1%	1% 1% 1%	1% 1% 1%	0% 0%	F F C	0.09 0.082 0.081	F F	0.528	8300 30000 23000	F
Victory Blvd  239 Victory Blvd  239 Victory Blvd	City of Portsmouth  To Prom:  City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264 0.59 21000  Greenwood 1.08 15000  Deep Creek E 0.44 16000	G Ington Hv th Blvd F Blvd F F Dr F Blvd F	98% 97% 97% 97% 97%	0% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1%	1% 1% 1%	0% 0% 0%	F C F	0.09 0.082 0.081 0.092	F F	0.528 0.502 0.588	8300 30000 23000 16000	F F
Victory Blvd  Victory Blvd  Victory Blvd  Victory Blvd  Victory Blvd	City of Portsmouth  To Prom:  City of Portsmouth	0.96 14000 US 17 George Washi SR 337 Portsmou 0.22 7800  US 58 Airline 0.33 28000  I-264 0.59 21000  Greenwood 1.08 15000  Deep Creek E	G Ington Hv th Blvd F Blvd F F Dr F Blvd F	98% 97% 97% 97% 97%	0% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1%	1% 1% 1%	0% 0% 0%	F C F	0.09 0.082 0.081 0.092	F F	0.528 0.502 0.588	8300 30000 23000 16000	F F

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Viotory Plyd	City of Portamouth	0.83	Frailey Pl 4500	F	96%	1%	10/	10/	10/	00/	F	0.201	F	0.925	4800	
Victory Blvd	City of Portsmouth			Г	90%	170	1%	1%	1%	0%	г	0.201	Г	0.925	4000	
239 Victory Blvd	City of Portsmouth	0.55	Afton Pkwy 4400	F	96%	1%	1%	1%	1%	0%	F	0.212	F	0.933	4700	
239) VICIOIY BIVO	To:		R 337 Elm A		3070	170	170	170	170	070		0.212	ı	0.555	4700	
	From:	SR 239 I-264-V		ND FR	OM RT											
Ramp	City of Portsmouth (Maint: 64)	0.11	NA									NA			NA	
Down	City of Doubons the (Majort C4)		MONT AVE <b>NA</b>	NUE								NIA			NIA	
Ramp	City of Portsmouth (Maint: 64)	0.11 I-264	-W FROM R	T 239								NA			NA	
	From:	CAVALIER			AST											
Ramp	City of Portsmouth (Maint: 64)	0.13	NA									NA			NA	
<u> </u>	To:		-E FROM R													
L ih ant . Ct	From:		460 Poindext		000/	40/		40/	40/	00/	_	NIA			0.400	
Liberty St	City of Chesapeake	0.39	7700	G	96%	1%	2%	1%	1%	0%	С	NA			8400	
46)Liberty St	City of Chesapeake	0.37	Latham Stree 5000	t G	96%	1%	2%	1%	1%	0%	F	NA			5400	
46 Liberty St	To:		58 Camposte	_	90 /0	1 /0	270	1 /0	1 /0	0 /0	-	INA			3400	
	From:		37 Hampton				i									
247)26th St	City of Norfolk	0.63	3900	G	97%	1%	1%	1%	1%	0%	F	NA			4200	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	14000	G	95%	1%	1%	1%	1%	0%	F	NA			14000	
	To: From:		Colonial Ave													
47) 26th St	City of Norfolk	0.10	7700	G	97%	1%	1%	1%	1%	0%	F	NA			8300	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	17000	G	96%	1%	1%	1%	1%	0%	F	NA			19000	
Doort Or	From		Llewellyn Av		070/	40/	40/	40/	40/	00/		0.444	_		0000	
247) 26th St	City of Norfolk Combined Traffic Estimates for 2 Parallel Roadways	0.17	8700	G	97%	1% 1%	1%	1%	1%	0%	F	0.114 0.090	F F	0.613	9300	
	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	1%	0%	Г	0.090	Г	0.613	20000	
247)26th St	City of Norfolk	0.23	fonticello Av 8300	G G	97%	1%	1%	1%	1%	0%	С	NA			8900	
247)2011 01	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	1%	0%	F	NA			19000	
	To:		Church St			.,,		.,0	.,,	0,0	•				.0000	
247)26th St	City of Norfolk	0.21	9200	G	97%	1%	1%	1%	1%	0%	F	0.11	F		9900	
41)	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.603	20000	
	Too		27th St													
Lafayette Blvd	City of Norfolk	1.07	16000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.601	18000	
	To. From:	SR 1	168 Tidewate	er Dr												
Lafayette Blvd	City of Norfolk	0.66	20000	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.543	19000	

													.,				
Route	Jurisdictio	n	Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	. O
								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:			afayette Blv													
47)Chesapeake Blvd	City of Norfo	olk	1.34	19000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.532	20000	(
<u> </u>	To:			4 Sewells Po													
	From:			esapeake Bl													
Norview Ave	City of Norfe	olk	0.29	22000	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.530	24000	
<u> </u>	To			I-64													
Norview Ave	City of Norfo	olk	0.61	26000	G	99%	0%	0%	0%	0%	0%	С	0.079	F	0.535	28000	
247)	To:	<u> </u>		65 Military		0070		Ť	0,0	0,0	0,0	•	0.0.0	•	0.000		
		1															
East	From:			17 TO I-64 E			407					_		_			
247)Ramp	City of Norfolk (M		0.20	5500	G	99%	1%	0%	0%	0%	0%	С	0.095	F		5500	(
<u> </u>	То:	I-64-E	FROM RT 24	7 EAST-NO	ORVIEV	/ AVENU	E										
Vest	From:		SR 24	7 TO I-64 E	EAST												
Ramp	City of Norfolk (M	laint: 64)	0.16	7800	G	99%	0%	0%	0%	0%	0%	С	0.075	F		7800	(
	To:	I-64-E	FROM RT 24	7 WEST-N	ORVIEV	V AVENU	Έ										
M 4	From:		SR 247 JOHNS	CTDEET	FO I 64	VECT											
Vest	City of Norfalls (N						00/	10/	00/	00/	00/	_	0.067	_		E400	
Ramp	City of Norfolk (M		0.21	5100	G	99%	0%	1%	0%	0%	0%	С	0.067	F		5100	(
	10.	1-64-W	FROM RT 24	I/ WEST-N	ORVIE	v AVENU	JE										
	From:		SR 33	37 Hampton	Blvd												
247)27th St	City of Norfo	olk	0.79	9600	G	95%	2%	2%	1%	1%	0%	С	NA			10000	(
P)	Combined Traffic Estimates for 2 Paralle	el Roadways on	this Route:	14000	G	95%	1%	1%	1%	1%	0%	F	NA			14000	(
	To.		Y	lewellyn Av	10												
27th St	From: City of Norf	olk	0.77	9600		059/	20/	20/	1%	1%	0%	F	0.099	F		10000	(
247) 27th St	City of Norfo		-		G	95%	2%	2%				_					
	Combined Traffic Estimates for 2 Paralle	el Roadways on			G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.613	20000	(
				R 247 26Th	St												
	10.		SI	247 20111													
	Prom ^o		I-264-E014			-64											
Ramp	From: City of Norfolk (M	laint: 64)				-64							NA			NA	
Ramp	City of Norfolk (M	laint: 64)	I-264-E014	NA I-264-W01	I4A TO								NA			NA	
Ramp	City of Norfolk (M	Laint: 64)	I-264-E014A 0.12 I-64-E FROM	A I-264-W01 <b>NA</b> M I-264 EAS	I4A TO	EST							NA			NA	
	To:	,	I-264-E014/ 0.12 I-64-E FROM I-264-E0140	A I-264-W01 <b>NA</b> M I-264 EAS C I-264-W01	I4A TO	EST											
	City of Norfolk (M To: From: City of Norfolk (M	laint: 64)	I-264-E014A 0.12 I-64-E FROM I-264-E014C 0.18	NA I-264-W01 NA I-264 EAS C I-264-W01 NA	14A TO ST & W 14C TO	EST -64							NA NA			NA NA	
Ramp	To:	laint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E0140	NA I-264-W01 NA II-264 EAS C I-264-W01 NA II-264 EAS	14A TO ST & W 14C TO	EST -64											
Ramp	From: City of Norfolk (M To:	  aint: 64) 	I-264-E014A 0.12 I-64-E FROM I-264-E014C 0.18 I-64-W FROM	NA I-264-W01 NA II-264 EAS CI-264-W01 NA II-264 EAS II-64; I-664	14A TO ST & W 14C TO T & WE	-64 ST44							NA			NA	
Ramp	To:	  aint: 64) 	I-264-E014A 0.12 I-64-E FROM I-264-E014C 0.18	NA I-264-W01 NA II-264 EAS C I-264-W01 NA II-264 EAS	14A TO ST & W 14C TO	EST -64	0%	1%	1%	3%	0%	F					
Ramp	From: City of Norfolk (M To:	laint: 64) (Maint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E014C 0.18 I-64-W FROM	NA I-264-W01 NA M I-264 EAS C I-264-W01 NA I I-264 EAS I-64; I-664 <b>27000</b>	14A TO ST & W 14C TO T & WE	-64 ST44	0%	1%	1% 1%	3% 2%	0% 0%	F	NA			NA	
Ramp	City of Norfolk (M To:  City of Chesapeake	laint: 64) (Maint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E014( 0.18 I-64-W FROM 1.10 this Route:	NA I-264-W01 NA II-264 EAS CI-264-W01 NA II-264 EAS I-64; I-664 27000 55000	14A TO ST & W 14C TO T & WF	EST -64 ST44 96%						-	NA NA			NA 29000	
Ramp  East 264	City of Norfolk (M To:  City of Chesapeake Combined Traffic Estimates for 2 Paralle	laint: 64) (Maint: 64) el Roadways on	I-264-E014/ 0.12 I-64-E FROM I-264-E014C 0.18 I-64-W FROM 1.10 this Route:	NA II-264-W01 NA III-264-W01 NA III-264-EAS II-64; II-664 27000 55000 CL Portsmooth	14A TO ST & W 14C TO T & WE G G G	96% 96%	0%	0%	1%	2%	0%	F	NA NA NA			NA 29000 58000	(
Ramp  Fast  Fast	City of Norfolk (M To:  City of Chesapeake Combined Traffic Estimates for 2 Paralle  Tas  From:  City of Portsmouth	laint: 64)  (Maint: 64) el Roadways on  (Maint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E014( 0.18 I-64-W FROM 1.10 this Route: W0 0.23	NA II-264-W01 NA III-264-W01 NA III-264-EAS II-64; II-664 27000 55000 CL Portsmot 27000	14A TO ST & W 14C TO T & WF	EST -64 ST44 96%						-	NA NA			NA 29000	(
Ramp  East 264  East	City of Norfolk (M To:  City of Chesapeake Combined Traffic Estimates for 2 Paralle	laint: 64)  (Maint: 64) el Roadways on  (Maint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E014( 0.18 I-64-W FROM 1.10 this Route: W0 0.23	NA II-264-W01 NA III-264-W01 NA III-264-EAS II-64; II-664 27000 55000 CL Portsmot 27000	14A TO ST & W 14C TO T & WE G G G	96% 96%	0%	0%	1%	2%	0%	F	NA NA NA			NA 29000 58000	
Ramp  East 264  Fast	City of Norfolk (M To:  City of Chesapeake Combined Traffic Estimates for 2 Paralle  Tas  From:  City of Portsmouth	laint: 64)  (Maint: 64) el Roadways on  (Maint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E014( 0.18 I-64-W FROM 1.10 this Route: WO 0.23 this Route:	NA M I-264-W01 NA M I-264 EAS C I-264-W01 NA I I-264 EAS I-64; I-664 27000 55000 CL Portsmot 27000 55000	G G uth	96% 96%	0%	0% 	1% 1%	2%	0%	F	NA NA NA			NA 29000 58000 29000	
264 Ramp  East 264  East 264	City of Norfolk (M To:  City of Chesapeake Combined Traffic Estimates for 2 Paralle  Tas  From:  City of Portsmouth	laint: 64)  (Maint: 64) el Roadways on  (Maint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E014( 0.18 I-64-W FROM 1.10 this Route: WO 0.23 this Route:	NA II-264-W01 NA III-264-W01 NA III-264-EAS II-64; II-664 27000 55000 CL Portsmot 27000	G G uth	96% 96%	0%	0% 	1% 1%	2%	0%	F	NA NA NA			NA 29000 58000 29000	
264 Ramp  East 264  East 264	City of Norfolk (M To:  City of Chesapeake Combined Traffic Estimates for 2 Paralle  Tas  From:  City of Portsmouth	laint: 64)  (Maint: 64) el Roadways on  (Maint: 64) el Roadways on	I-264-E014/ 0.12 I-64-E FROM I-264-E014( 0.18 I-64-W FROM 1.10 this Route: WO 0.23 this Route:	NA M I-264-W01 NA M I-264 EAS C I-264-W01 NA I I-264 EAS I-64; I-664 27000 55000 CL Portsmot 27000 55000	G G uth	96% 96%	0%	0% 	1% 1%	2%	0%	F	NA NA NA			NA 29000 58000 29000	(
264 Ramp  East 264  East 264  East 264	City of Norfolk (M To:  City of Chesapeake Combined Traffic Estimates for 2 Paralle  City of Portsmouth Combined Traffic Estimates for 2 Paralle	Maint: 64)  (Maint: 64) el Roadways on  (Maint: 64) el Roadways on  (Maint: 64) (Maint: 64)	I-264-E014/ 0.12 I-64-E FROM I-264-E014( 0.18 I-64-W FROM 1.10 this Route: WC 0.23 this Route: Gro	NA II-264-W01 NA III-264 EAS IIII-264 EAS IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	G G uth G G ive	96% 96% 96%	0% 0% 0%	0% 1% 0%	1% 1% 1%	2% 3% 2%	0% 0% 0%	F	NA NA NA NA			NA 29000 58000 29000 58000	

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		NOTION	viaintenan	ioc Aic	.a			Tru	uol.			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	SD 1	239 Victory I	Rlvd			ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Factor		
264)	City of Portsmouth		30000	A	96%	0%	1%	1%	3%	0%	С	0.120	Α		32000	Α
204)	Combined Traffic Estimates for 2 Paralle			Α	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.604	63000	Α
	To:		7 Portsmouth					.,,								
East ALT	From:				000/	00/	40/	407	00/	00/	_	N.1.0			00000	_
264) 460	City of Portsmouth	` ,	31000	G	96%	0%	1%	1%	3%	0%	F	NA			33000	G
	Combined Traffic Estimates for 2 Paralle			G	96%	0%	0%	1%	2%	0%	F	NA			68000	G
East ALT	To: From:	US 1	7 Frederick	Blvd												
264)(460)	City of Portsmouth	(Maint: 64) 0.99	38000	G	96%	0%	1%	1%	3%	0%	F	NA			41000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	76000	G	96%	0%	0%	1%	2%	0%	F	NA			80000	G
Foot ALT	To: From:	De	ep Creek Bl	vd												
East ALT 264 460	City of Portsmouth	(Maint: 64) 0.67	35000	G	96%	0%	1%	1%	3%	0%	F	NA			37000	G
204/(400)	Combined Traffic Estimates for 2 Paralle	` ,		G	96%	0%	0%	1%	2%	0%	F	NA			74000	G
	To:		41 Effingha					. , 0		0,0	•					
East ALT	From:				2001						_				.=	
264 460 Elizabeth River Downt	•	` ,	43000	A	96%	0%	1%	1%	3%	0%	F _	0.082	A		47000	Α.
<u> </u>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	0.077	Α	0.5	97000	Α
East ALT	To: From:	V	VCL Norfoll	k												
264) 460 Elizabeth River Downt	own Tunnel City of Norfolk (M	laint: 64) 0.55	43000	Α	96%	0%	1%	1%	3%	0%	F	0.082	Α		47000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	NA			97000	Α
Al T	To:	Į.	-464, SR 337	7			$\neg$									
East ALT 264 460	City of Norfolk (M	laint: 64) 0.16	56000	G	98%	0%	1%	1%	1%	0%	F	NA			61000	G
264/(460)	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	1%	1%	1%	0%	F	NA			110000	
	To:		337 Main St		0170	070		170	170	070					110000	
East ALT	From:	1														
264 460 337 Berkley Bridge	City of Norfolk (M	,	52000	G	98%	0%	1%	1%	1%	0%	F	NA			57000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	97000	G	97%	0%	1%	1%	1%	0%	F	NA			106000	G
East	To: From:	I	ALT US 460	)												
264)	City of Norfolk (M	faint: 64) 0.91	52000	N	98%	0%	1%	1%	1%	0%	Ν	NA			57000	Ν
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	99000	N	97%	0%	1%	1%	1%	0%	Ν	NA			108000	Ν
	To:	US 46	0 Brambleto	n Ave												
264)	City of Norfolk (M	laint: 64) 0.81	61000	G	96%	0%	1%	1%	3%	0%	F	NA			67000	G
264)	Combined Traffic Estimates for 2 Paralle	,		G	96%	0%	1%	1%	2%	0%	F	NA			134000	G
	Tollier Trainic Estillates for 2 Farance				JU /0	0 /0	1 /0	1 /0	<b>~</b> /0	0 /0	•	1 1/7			10-1000	
East	From:	1	5 Ballentine													
264)	City of Norfolk (M	*	60000	G	98%	0%	1%	1%	1%	0%	С	0.111	В		65000	G
$\smile$	Combined Traffic Estimates for 2 Paralle			G	97%	0%	1%	1%	1%	0%	С	0.055	В		127000	G
	To:	US	13 Military I	Hwy												

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

									Trι	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:			13 Military													
264	City of Norfolk (M		1.05	39000	F	98%	0%	1%	1%	1%	0%	F	0.117	В		43000	F
$\smile$	Combined Traffic Estimates for 3 Parallel	el Roadways on	this Route:	94000	G	97%	0%	1%	1%	1%	0%	F	NA			104000	G
East	To: From:		I-64 Har	npton Road	ls Beltwa	y											
Virginia Beach Norfolk E	Expwy City of Norfolk (M	1aint: 75)	0.74	90000	N	97%	0%	0%	2%	1%	0%	Ν	NA			96000	Ν
	Combined Traffic Estimates for 2 Paralle	el Roadways on	this Route:	183000	N	97%	0%	1%	1%	1%	0%	Ν	NA			195000	Ν
	To:		WC	L Virginia I	Beach												
East	From:		I-264-E TO		OOD DR	IVE											
Ramp	City of Portsmouth	(Maint: 64)	0.32	NA									NA			NA	
<u> </u>	To			0 FROM T													
East	From:			O GREEN	WOOD I	R											
264 Ramp	City of Portsmouth	(Maint: 64)	0.10	NA	DT 264								NA			NA	
	10.			540 FROM													
East	City of Doutomouth	(Maintr C4)		54-E TO RT	Γ 239								NIA			NΙΔ	
Ramp	City of Portsmouth	(Maint: 64)	0.14 124-8599 RA	MDEDOM	1 DT 64 I	ACT							NA			NA	
F .	From:					ZA31											
East 264 Ramp	City of Portsmouth	(Maint: 64)	0.14	64-E TO RT <b>NA</b>	1 33/								NA			NA	
264) (Kamp	To:	(Mairit. 04)		37 FROM F	RT 264								IVA			14/3	
East	From:	I-26	54-E TO ROU			CK BLVD											
(264) Ramp	City of Portsmouth		0.25	NA									NA			NA	
$\smile$	Ta-		-E005B TO RO	OUTE 17 N	ORTHE	REDERIC	'K'										
East	From:				OKTIFI	KEDEKIC	·IX										
Ramp	City of Portsmouth	(Maint: 64)	0.03 US 17 FRO	NA NA DOUTE	E 264 E A	CT							NA			NA	
East 264 Ramp	City of Portsmouth		-E005A TO RO 0.02	NA NA	ORTH-F	REDERIC	K						NA			NA	
264 Kamp	To:	(Mairit. 04)	US 17 FRO		E 264 EA	ST							INA			INA	
East	From:			O DES MO				1									
(264) Ramp	City of Portsmouth	(Maint: 64)	0.14	NA	AI (LI) II	· E							NA			NA	
204)	To:	,	124-85	559 FROM	RT 264												
East	From:		-264-E TO RO	UTE 141-E	EFFINGH	IAM ST											
Ramp	City of Portsmouth		0.20	NA				-					NA			NA	
	To:		SR 141 FR	OM ROUT	E 264 EA	AST											
East	From:		-E TO ROUTE	E 141 NORT	ΓH-EFFI	NGHAM S	ST										
East 264 Ramp	City of Portsmouth	(Maint: 64)	0.10	NA	·								NA			NA	
$\overline{}$	To: From:	I	-264-E007C T	O CRAWF	ORD ST	REET S											
East (264) Ramp	City of Portsmouth	(Maint: 64)	0.13	NA		_							NA			NA	
(204) (311)	Ta:	(		OM ROUT	E 264 E /	CT							. 4/ 1			. 17 1	

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		NOTOR Maillenance Area			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor F	Dir -actor AAWDT QW
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E007B TO CRAWFORD STREET S  0.21 NA  CRAWFORD STREET S		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	264-E TO ROUTE 460 WEST00- BRAMBLETON 0.21 NA US 460 RAMP FROM RT 264 FROM ROUTE 26		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E TO ROUTE 405 MERRIMAC AVENUE  0.10 NA  SR 405; 122-8637 Ga		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	1-264-E013X TO RT 13 SOUTH-MILITARY HIG 0.14 NA US 13 FROM ROUTE 264 EAST COLL RD		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	-264-E013X TO RT 13 NORTH-MILITARY HIG  0.14 NA  US 13 FROM ROUTE 364 EAST COLL RD		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	1-264-E BEGIN COLL RD T0 RTS 13, 64 & 403 0.11 NA -264-E013A TO RT 13 SOUTH-MILITARY HWY	_	NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	0.07 <b>NA</b>		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	13-S047A FROM RT 13 SOUTH-MILITARY HWY  0.11 NA		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	264-E013B TO RT 13 NORTH-MILITARY HWY  0.09 NA  13-N047A FROM RT 13 NORTH-MILITARY HWY		NA	NA
East 264 Collector Road at I-64	City of Norfolk (Maint: 64)	US 13 Military Hwy  0.42 <b>27000 F</b> 98% 0%  I-64 Hampton Roads Beltway	 1% 1% 1% 0%	F 0.095 B	29000 F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E014A TO RT 64 EAST  0.18 NA  I-64-E284B FROM RT 64 EAST		NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>	_	NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	1-264-E014B TO RT 64 WEST  0.09 <b>24000 G</b>		NA	24000 G
East 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284B FROM RT 64 WEST  0.23 51000 G		NA	51000 G
East 264 Ramp	City of Norfolk (Maint: 64)	-264-E015A TO RT 403 SOUTH-NEWTOWN RD  0.15 NA  403-S000A FROM RT 403 SOUTH-NEWTOWN RD		NA	NA

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru				1/		D:=		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
ast		SR 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	ք 403 NORT	TH-NEW	TOWN R	D										
Ramp	City of Norfolk (Maint: 64)	0.17	34000	G	97%	0%	0%	2%	1%	0%	F	NA			71000	
<u> </u>	To	I-264-E END COLI	L RD FROM	1 RTS 1	3, 64 & 40	3										
ast	From:	I-264-E0	013X TO I-6	54 EAST	,											
Ramp	City of Norfolk (Maint: 64)	0.16	NA									NA			NA	
<i></i>	To:	I-264-W01	4A I-264- 14	4A TO I	-64											
ıst	From		013X TO I-6	4 WEST												
Ramp	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
	107		FROM I-26													
ast D	From:		-E TO I-64 V	WEST								N10			NIA	
Ramp	City of Norfolk (Maint: 64)	0.25	<b>NA</b> 14C I-264- 14	4C TO I	61		_					NA			NA	
	From:															
ev	City of Norfolk (Maint: 64)	I-264-R I-264- 0.01	NA	MPS TC	) & FK							NA			NA	
54	To:	I-264-E FROM I		SIBLE	IN MED							1471			1471	
est	From:		I-64; I-664													
64)	City of Chesapeake (Maint: 6	64) 1.17	28000	G	96%	0%	0%	1%	2%	0%	F	NA			29000	
9	Combined Traffic Estimates for 2 Parallel Roadwa	•	55000	G	96%	0%	0%	1%	2%	0%	F	NA			58000	
	To:	W	CL Portsmo	uth												
est	From:				000/	00/	00/	40/	00/	00/	_	NIA			20000	
64)	City of Portsmouth (Maint: 6	•	28000	G	96%	0%	0%	1%	2%	0%	-	NA			29000	
	Combined Traffic Estimates for 2 Parallel Roadw	<u> </u>		G	96%	0%	0%	1%	2%	0%	F	NA			58000	
est	To: From:	Gr	eenwood Dr	ive												
64)	City of Portsmouth (Maint: 6	4) 1.34	27000	G	96%	0%	0%	1%	2%	0%	F	NA			29000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	54000	G	96%	0%	0%	1%	2%	0%	F	NA			57000	
not .	To: From:	SR 2	239 Victory	Blvd												
est 64)	City of Portsmouth (Maint: 6	4) 0.75	29000	Α	96%	0%	0%	1%	2%	0%	С	0.119	Α		31000	
04)	Combined Traffic Estimates for 2 Parallel Roadwa	•		A	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.604	63000	
	To:				3070	070		170	270	070	Ü	0.001	,,	0.004	00000	
est ALT	From:		7 Portsmout					_				_				
64)(460)	City of Portsmouth (Maint: 6	•	33000	G	96%	0%	0%	1%	2%	0%	F	NA			35000	
<i></i>	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	64000	G	96%	0%	0%	1%	2%	0%	F	NA			68000	
est ALT	To- From:	US 1	17 Frederick	Blvd												
64) 460	City of Portsmouth (Maint: 6	4) 0.55	37000	G	96%	0%	0%	1%	2%	0%	F	NA			40000	
	Combined Traffic Estimates for 2 Parallel Roadwa	•		G	96%	0%	0%	1%	2%	0%	F	NA			80000	
	To:	•	eep Creek Bl													

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

									Tru	ck			K		Dir		
Route	Jurisdiction	1	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West ALT	From:			ep Creek B													
264 (460)	City of Portsmouth (I	•	1.17	35000	G	96%	0%	0%	1%	2%	0%	F	NA			37000	G
$\smile \smile$	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	70000	G	96%	0%	0%	1%	2%	0%	F	NA			74000	G
West ALT	To: From:		SR 1	41 Effingha	am St												
264 460 Elizabeth River Do	owntown Tunnel City of Portsmouth (I	Maint: 64)	0.45	47000	Α	96%	0%	0%	1%	2%	0%	F	0.084	Α		50000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	0.077	Α	0.5	97000	Α
\\\+ \\\\+	To: From:		V	VCL Norfol	lk			$\neg$ $\vdash$									
West ALT (264) 460 Elizabeth River Do	owntown Tunnel City of Norfolk (Ma	aint: 64)	0.56	47000	Α	96%	0%	0%	1%	2%	0%	F	0.084	Α		50000	Α
264 460 211200011111101 20	Combined Traffic Estimates for 2 Parallel	,			A	96%	0%	0%	1%	2%	0%	F	NA	,,		97000	Α
	To:	Trodaways on		-464, SR 33		3070	070	————	170	270	070	•	147			37000	,,
West ALT	From:																
264 460 Berkley Bridge	City of Norfolk (Ma	,	0.78	45000	G	97%	0%	1%	1%	1%	0%	F	NA			49000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	101000	G	97%	0%	1%	1%	1%	0%	F	NA			110000	G
West	Ta: From:		Ti	dewater Dri	ive												
264)	City of Norfolk (Ma	aint: 64)	0.84	47000	G	97%	0%	1%	1%	1%	0%	F	NA			51000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	99000	N	97%	0%	1%	1%	1%	0%	Ν	NA			108000	Ν
West	Ta. From:	U	JS 460, SR 16	8, SR 166 E	Bramblet	on Ave											
(264)	City of Norfolk (Ma	aint: 64)	0.87	62000	G	97%	0%	1%	1%	1%	0%	F	NA			67000	G
204)	Combined Traffic Estimates for 2 Parallel	,			G	96%	0%	1%	1%	2%	0%	F	NA			134000	G
	To			5 Ballentin	e Blvd												
West	From:	sint: C4)				97%	00/	10/	40/	40/	00/	0	0.407	D		62000	_
264	City of Norfolk (Ma Combined Traffic Estimates for 2 Parallel	,	2.01	61000	G	97% 97%	0% 0%	1% 1%	1% 1%	1% 1%	0% 0%	C C	0.107 NA	В		62000 127000	G G
		Roadways on				9170	076	170	1 70	170	076	C	INA			127000	G
West	From:		US	13 Military	Hwy												
264	City of Norfolk (Ma	,	1.08	27000	G	97%	0%	1%	1%	1%	0%	F	0.107	N		31000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on	this Route:	94000	G	97%	0%	1%	1%	1%	0%	F	NA			104000	G
West	To: From:		I-64 Han	npton Roads	Beltwa	у											
Virginia Beach Norfolk E	Expwy City of Norfolk (Ma	aint: 75)	0.30	93000	N	98%	0%	1%	0%	1%	0%	Ν	NA			99000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	183000	N	97%	0%	1%	1%	1%	0%	Ν	NA			195000	Ν
	То:		WCI	L Virginia E	Beach												
West	From:			V TO I-664	WEST												
264 Ramp	City of Chesapeake (	(Maint: 64)	0.42	NA									NA			NA	
	To:			FROM I-26													
West	City of Dorton with /	Moint: 64\	I-264-W TO		OOD DI	RIVE							NIA			NIA	
Ramp	City of Portsmouth (I	iviaint: 64)	0.17	NA 40 FROM 1	DT 264								NA			NA	
NA/	PI					NAC.		<u> </u>									
West (264) Ramp	From: L City of Portsmouth (I	Maint: 64)	I-264-W TO 0.27	GREENWO NA	OOD DE	UVE							NA			NA	
\ 264 / Namp	City of Fortsmouth (I	ıvıalı II. 04)	0.27	IVA									INA			INA	

Route	Jurisdiction	Length <b>AADT QA</b> 4Tii	·o Duo	Truck QC +Axle 1Trail 2Trail	K QK Factor	Dir AAWDT QW
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 239 0.20 NA SR 239 SR 239- A TO AND FROM RT			NA	NA
West Ramp	City of Portsmouth (Maint: 64)	I-264-W TO RT 337 0.37 NA SR 337 FROM RT 264			NA	NA
West Ramp	City of Portsmouth (Maint: 64)	64-W TO ROUTE 1700- FREDERICK BI 0.25 <b>NA</b> US 17 FROM ROUTE 264 WEST	VD		NA	NA
West Ramp	City of Portsmouth (Maint: 64)	I-W005A TO ROUTE 17 SOUTH00- FRE 0.04 NA US 17 FROM ROUTE 264 WEST	DRIC		NA	NA
West Ramp	City of Portsmouth (Maint: 64)	4-W TO RT 141-EFFINGHAM ST VIA C 0.02 NA I-264-W007B TO COURT ST	RAW		NA	NA
West Ramp	City of Portsmouth (Maint: 64)	0.07 NA  CRAWFORD STREET N			NA	NA
West Ramp	City of Portsmouth (Maint: 64)	I-264-W007A TO COURT ST 0.18 <b>NA</b> 124-8761			NA	NA
West Ramp	City of Norfolk (Maint: 64)	W TO ROUTE 460 WEST-BRAMBLETO 0.06 NA I-264-W011C TO CLAIBORNE AVENUI			NA	NA
West Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b> US 460 FROM ROUTE 264 WEST			NA	NA
West Ramp	City of Norfolk (Maint: 64)	W TO ROUTE 460 EAST-BRAMBLETO 0.12 NA US 460 FROM ROUTE 264 WEST	ON AV		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVENUI 0.07 <b>NA</b> CLAIBORNE AVENUE	E		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	0.15 NA SR 405 TO & FROM ROUTE	NUE		NA	NA
West Ramp	City of Norfolk (Maint: 64)	4-W013X TO RT 13 SOUTH-MILITARY 0.12 NA US 13 FROM ROUTE 264 WEST COLL R			NA	NA
West Ramp	City of Norfolk (Maint: 64)	-W013X O ROUTE 13 NORTH00- MILIT 0.15 NA US 13 FROM ROUTE 264 WEST COLL R			NA	NA

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

-									17			
Route	Jurisdiction	Length AADT QA 4	Tire Bus		Trud 3+Axle			QC	K Factor	OK	Dir AAWD actor	T QW
West		264-W RAMPS TO & FROM 64 H.O.V	.IN ME									
264)	City of Norfolk (Maint: 64)	0.06 <b>NA</b>							NA		NA	
$\smile$	To:	I-264-R I-264-R000A RAMPS TO &	FR									
West	From:	I-264 West										
Ramp	City of Norfolk (Maint: 64)		98% 0%	1%	0%	1%	0%	F	NA		52000	) G
	To:	SR 403 N000B										
West	From:	I-64-W284A FROM RT 64 WEST	1									
(264) Ramp	City of Norfolk (Maint: 64)	0.27 <b>NA</b>							NA		NA	
<u> </u>	To SR 4	03-S000B FROM RT 403 SOUTH-NEW	VTOWN R	$\neg$ $\vdash$								
West	City of Norfolk (Maint: 64)	0.45 <b>67000 G</b>							NA		67000	) G
Ramp	City of Norrolk (Maint. 64)	0.45 <b>67000 G</b>							INA		67000	J
West	To: From:	I-264-W014C TO RT 64 WEST										
(264) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>							NA		NA	
204)		A CANNON A PROMOTE CANADA										
West	From:	I-64-W284A FROM RT 64 WEST										
(264) Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>							NA		NA	
$\overline{}$	To:	I-264-W014B TO RT 64 EAST		<b>—</b> —								
West	Prom:								N.1.0		NIA	
264 Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>							NA		NA	
West	To- From	I-64-E284A FROM RT 64 EAST										
264 Ramp	City of Norfolk (Maint: 64)	0.42 <b>NA</b>							NA		NA	
264) ( ( )												
West	From: I-26	4-W013B O ROUTE 13 NORTH00- MI	ILITARY									
264 Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>							NA		NA	
	To: US	13-N047B FROM ROUTE 13 NORTH0	O MILIT									
West	11011.		O- MILIT									
264 Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>							NA		NA	
<u> </u>	Tree From:	64-W013A TO RT 13 SOUTH-MILITA	RY HIG	<u> </u>								
West	City of Norfolk (Maint: 64)	0.09 <b>NA</b>							NA		NA	
Ramp									INA		INA	
West	From: US	13-S047B FROM ROUTE 13 SOUTHO	0- MILIT									
(264) Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>							NA		NA	
204)		264-W END COLL RD FROM RTS 40	3, 64 &									
West	From	I-264-W TO I-64 EAST										
(264) Ramp	City of Norfolk (Maint: 64)	0.24 <b>NA</b>							NA		NA	
204)	To:	I-264-E014A I-264- 14A TO I-64										
Woot	From:	I-264-W013X TO I-64 EAST		<u> </u>								
West 264) Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>							NA		NA	
204) (311)	To:	I-64-E FROM I-264 WEST44							1 1/-1		INA	
	Econ.											
West	City of Novfolk (Naint CA)	I-264-W013X TO I-64 WEST 0.08 <b>NA</b>							NIA		NIA	
Ramp	City of Norfolk (Maint: 64)								NA		NA	
	10	I-264-E014C I-264- 14C TO I-64										

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		Norfolk Maintena	ince Are	a											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. O/
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:	ECL Suffo		0.407	407		001	007	201	_	0.000	_		4.4000	,
Portsmouth Blvd	City of Chesapeake	0.72 <b>13000</b>	G	94%	1%	1%	2%	2%	0%	С	0.086	F		14000	(
	To- From:	SR 191 Joliff													
Portsmouth Blvd	City of Chesapeake	0.68 <b>18000</b>	G	94%	1%	1%	2%	2%	0%	F	0.082	F		19000	(
<u> </u>	To- From:	I-664				$\neg$ $\vdash$									
Portsmouth Blvd	City of Chesapeake	0.60 33000	G	98%	0%	1%	0%	1%	0%	F	0.086	F		36000	(
<u> </u>	To	Capri Circle V	Vest												
Portsmouth Blvd	City of Chesapeake	0.67 <b>23000</b>	G	98%	0%	1%	0%	1%	0%	С	0.083	F		25000	(
131)	Tod	T1 D													
Portsmouth Blvd	City of Chesapeake	0.24 <b>Z8000</b>	G	98%	0%	1%	0%	1%	0%	F	0.083	F		30000	(
37)1 GISMOUN DIVO	Oity of Officsapeare			3070	070	170	070	1 /0	070	'	0.000	•		30000	
Boots as south Blood	From:	Dock Landing		000/	00/		00/	40/	00/		0.004	_		00000	
Portsmouth Blvd	City of Chesapeake	0.49 <b>30000</b>	G	98%	0%	1%	0%	1%	0%	F	0.084	F		32000	(
	From:	WCL Portsme ECL Chesape													
Portsmouth Blvd	City of Portsmouth	0.34 <b>27000</b>	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.524	29000	
0.7	Tod	П-4 Е	n.i												
37)Portsmouth Blvd	City of Portsmouth	Hodges Ferry 0.60 <b>23000</b>	F	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	24000	
37) CHOMOGEN BIVE	- F			0070	070		070	070	070	•	0.000	•	0.000	21000	
Doubous state Dhad	City of Dartons with	Elmhurst La		000/	00/	-00/	00/	00/	00/		0.000	F	0.047	22222	
Portsmouth Blvd	City of Portsmouth	1.17 <b>20000</b>	F	99%	0%	0%	0%	0%	0%	С	0.086	г	0.617	22000	
	Tro: From:	SR 239 Victory													
37) Portsmouth Blvd	City of Portsmouth	0.23 <b>15000</b>	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.606	16000	
ALT	To: From:	US 58, ALT US 460	Airline B	lvd											
ALT (337) (460) Portsmouth Blvd	City of Portsmouth	0.10 <b>16000</b>	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	
337) (460) i Giterrioda i Elva	and a removal				070		070	070	070	•	0.000	•	0.010	17000	
ALT	From:	ALT SR 337 Turi	ipike Rd												
37)(460) Portsmouth Blvd	City of Portsmouth	0.15 <b>12000</b>	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	
	To:	I-264 Ram	p												
ALT 337)(460 Portsmouth Blvd	City of Portsmouth	0.22 <b>12000</b>	N	99%	0%	0%	0%	0%	0%	N	0.087	N	0.656	12000	
Portsmouth Blvd	City of Fortsmouth			9970	076	<u> </u>	076	070	076	IN	0.007	IN	0.050	12000	
	To: From:	End ALT US 460													
Portsmouth Blvd	City of Portsmouth	0.08 <b>12000</b>	N	99%	0%	0%	0%	0%	0%	N	0.087	Ν	0.656	12000	
	To: From:	I-264 Ram	p												
737) Portsmouth Blvd	City of Portsmouth	0.98 <b>10000</b>	F	97%	1%	0%	1%	1%	0%	F	0.106	F	0.534	11000	
<i></i>	To	Deep Creek I	Blvd												
Portsmouth Blvd	City of Portsmouth	0.17 <b>6700</b>	F	97%	1%	0%	1%	1%	0%	F	0.102	F	0.63	7100	ı
	To:	ALT US 17 Frede	rick Blvd												
Portsmouth Blvd	City of Portsmouth	0.79 <b>9800</b>	F	97%	1%	0%	1%	1%	0%	С	0.129	F	0.773	10000	
537. 516.1164.11 2114	To:	US 17 Elm A		0.70	. 70		. 70	. 70	570	9	0.120	•	50	10000	•

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	US 17	Portsmouth Blv	i											
Elm Ave	City of Portsmouth	0.32	3400 F	97%	1%	0%	1%	1%	0%	F	0.123	F	0.633	3600	
<u> </u>	To:	<u> </u>	Washington Hw												
	From:		Washington Hwy	,						_		_			
337 Elm Ave	City of Portsmouth	0.72	4700 F	97%	1%	0%	1%	1%	0%	F	0.133	F	0.855	5100	
<u> </u>	To: From:	SR 2	39 Victory Blvd												
337)Elm Ave	City of Portsmouth	0.23	11000 G	97%	1%	0%	1%	1%	0%	F	NA			12000	
$\mathcal{L}$	Tou	Bur	rtons Point Rd												
Elm Ave	City of Portsmouth	0.32	7600 G	97%	1%	0%	1%	1%	0%	F	NA			8200	
337)=	To:		L Chesapeake		.,,	Ť									
	From:		L Portsmouth												
337 Jordan Bridge	City of Chesapeake (Maint	: TOL) 0.39	7600 N	97%	1%	0%	1%	1%	0%	Ν	NA			8200	
	To	, T. 11 A	d 2: D 1												
337) Poindexter St	City of Chesapeake		uthority Boundar	~	1%	0%	1%	1%	0%	F	NA			8200	
337 Forndexter St	City of Chesapeake	0.11	7000	91/0	1 /0	0 /6	1 /0	1 /0	0 /0		INA			0200	
	To: From:		I-464												
Poindexter St	City of Chesapeake	0.56	12000 G	97%	1%	0%	1%	1%	0%	F	NA			13000	
<u> </u>	To:		) Bainbridge Blv												
	From:		60; Poindexter S							_		_			
Bainbridge Blvd	City of Chesapeake		1700 G	97%	1%	0%	1%	1%	0%	F	0.153	F	0.82	1900	
<u> </u>	To		CL Norfolk												
Dainbridge Dhyd	City of Nortally	0.28	L Chesapeake 1400 G	93%	1%	20/	00/	00/	00/	С	0.450	F	0.894	4000	
Bainbridge Blvd	City of Norfolk	0.26		93%	1%	2%	2%	2%	0%	C	0.152	Г	0.694	1600	
<u> </u>	From:	Ra	Main St inbridge Blvd												
337) Main St	City of Norfolk	0.21	4900 G	93%	1%	2%	2%	2%	0%	F	0.116	F	0.818	5300	
337) IVIAITI OT	To.		Liberty St	3370	170		270	270	070	'	0.110	•	0.010	3300	
	From:		Main St												
337)Liberty St	City of Norfolk	0.12	3900 G	93%	1%	2%	2%	2%	0%	F	0.135	F	0.838	4200	
331)======	To	****	State St		.,,	ΞÏ.	_,,	_,,		-		-			
	From:		Liberty St												
337)State St	City of Norfolk	0.45	3900 N	93%	1%	2%	2%	2%	0%	Ν	0.135	Ν	0.838	4200	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	5700 N	94%	1%	3%	1%	2%	0%	Ν	NA			5800	
	To														
ALT	From:		I-264												
337 264 460 Berkley Bridge	City of Norfolk (Maint: 6	64) 0.25		;	See I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	97000 G	97%	0%	1%	1%	1%	0%	F	NA			106000	
	To:		RT 460 ALT												
ALT	From:		I-264												_
337)(460)	City of Norfolk (Maint: 6	64) 0.22	30000 N								0.089	Ν	0.791	33000	
	To:	ALT US	460 St Pauls Bl	vd		—									
Tidewater Dr	City of Norfolk	0.80	21000 G		0%	0%	1%	2%	0%	F	0.073	F	0.512	25000	
337)	To:		ibleton Avenue;		370		. 70	_/0	0,0	•	0.0.0	•	5.5.2	_5555	
	From:		Brambleton Ave			-									
337)(460) Brambleton Ave	City of Norfolk	0.10	30000 G								0.08	F	0.585	29000	
337/ (400)	To:		Church St												

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

			44DT		4.7.			Tru	ıck			K	014	Dir	4 4 1 4 C T	0147
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
337) 460 Brambleton Ave	From: City of Norfolk	0.31	20000	G								0.079	F	0.533	19000	G
337 460 Brambleton Ave	City of Nortoik		S 460 St Pauls	_								0.079	Г	0.555	19000	G
	From:		O Saint Pauls E													
337)Brambleton Ave	City of Norfolk	0.20	26000	G	97%	0%	0%	1%	2%	0%	F	0.073	F	0.543	30000	G
	То		Boush St													
337)Brambleton Ave	City of Norfolk	c 0.07		N	97%	0%	0%	1%	2%	0%	N	0.075	Ν	0.612	42000	Ν
001)	To		337 Par Duke S	C+												
337) (58) Brambleton Ave	From: City of Norfolk			G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.612	42000	G
337 (36) 21411111111111111111111111111111111111		. 0.00			0.70	0,0		. , 0	_,0	0,0	•	0.0.0	•	0.0.2		
337 58 Brambleton Ave	City of Norfolk	0.26	30000	G	97%	0%	0%	1%	2%	0%	F	NA			35000	G
337 58 Brambleton Ave	City of Nortoik	0.20	US 58	<u> </u>	9170	076	0%	170	270	0%	Г	INA			33000	G
	From:		US 58 .													
337)Brambleton Ave	City of Norfolk	0.22	30000	N	97%	0%	0%	1%	2%	0%	Ν	NA			35000	Ν
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	30000	N								NA			NA	
	To:		Iampton Blvd													
	From:		Brambleton A		070/	201		40/	007	00/	_	0.070	_	0.074	00000	_
337 Hampton Blvd	City of Norfolk	0.90	28000	G	97%	0%	0%	1%	2%	0%	F	0.078	F	0.674	32000	G
	To- From:		21st Street													
337 Hampton Blvd	City of Norfolk	0.22	33000	G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.533	38000	G
	To- From:	SI	R 247, 26th St													
(337) Hampton Blvd	City of Norfolk	c 0.71	33000	G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.573	39000	G
$\smile$	To:	49th St, Ol	d Dominion U	niversi	ty		$\neg$ $\vdash$									
(337) Hampton Blvd	City of Norfolk		35000	Α	97%	0%	0%	1%	2%	0%	С	0.099	Α	0.533	40000	Α
	To		55 Little Creek	DA			—									
(337) Hampton Blvd	From: City of Norfolk		30000	G	97%	0%	0%	1%	2%	0%	F	0.083	F	0.611	35000	G
337) Hampton Bird	The state of the s					070		1,0	270	070	•	0.000	•	0.011	00000	Ū
Hampton Plyd	City of Norfolk		rnational Term 24000	nnal B	97%	0%	0%	10/	2%	0%	F	0.089	F	0.663	28000	G
337 Hampton Blvd	City of Nortoik		iral Taussig Bl		9170	076	0%	1%	270	0%	Г	0.069	Г	0.003	20000	G
	From:		Blvd; Marylar		:											
Admiral Taussig Blvd	City of Norfolk	c 0.91	24000	G	97%	0%	0%	1%	2%	0%	F	0.100	F	0.870	27000	G
	To:		I-564													
East	From:	SR	337 TO I-664	1												
337)Ramp	City of Chesapeake (M	Maint: 64) 0.29	NA									NA			NA	
$\bigcirc$	To:	I-664-	E FROM RT 3	337												
East	From:	SR 337 I-664-V	W011A TO I-6	64 AN	D FR											
(337) Ramp	City of Chesapeake (M	Maint: 64) 0.28	NA									NA			NA	
	To:	I-664-	W FROM RT	337	•											
East	From:	SR	337 TO RT 26	i4												
337)Ramp	City of Portsmouth (M	faint: 64) 0.57	NA									NA			NA	
$\smile$	To:	I-264-	E FROM RT 3	337												

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdictio	on Length	AADT Q	A 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 337 Ramp	From: City of Chesapeake To:	SR 337 TRUXTO (Maint: 64) 0.15 I-464-S004X FRO	NA								NA			NA	
East 337 Ramp	City of Chesapeake	(Maint: 64) 0.17	337 TO RT 464 <b>NA</b> I-N FROM RT 33								NA			NA	
North 337 Ramp	From: City of Norfolk (M	Maint: 64) 0.07	STATE ST @ R NA 06B FROM STA								NA			NA	
West 337 Ramp	From: City of Chesapeake To:	(Maint: 64) 0.24	E011B TO AND  NA  4-E FROM RT 33								NA			NA	
West 337 Ramp	From: City of Chesapeake To:	(Maint: 64) 0.24	R 337 TO I-664 <b>NA</b> W FROM RT 3:	37							NA			NA	
West 337 Ramp	City of Portsmouth		337 TO RT 264 <b>NA</b> FROM RT 337 F								NA			NA	
West 337 Ramp	City of Chesapeake		TO RT 464 SOU NA M ROUTE 337 W		D						NA			NA	
West 337 Ramp	City of Chesapeake		O ROUTE 464 N NA UTE 337 WESTO		ГЕ						NA			NA	
337 State St	City of Norf Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 5700 I	<b>G</b> 94% <b>N</b> 94%	1% 1%	4% 3%	1% 1%	0% 2%	0% 0%	F N	0.145 NA	F	0.766	1700 5800	G N
337 State St	City of Norf  Combined Traffic Estimates for 2 Paralle	olk 0.18		G 94% N 93%	1% 1%	4% 2%	1% 2%	0% 2%	0% 0%	C N	0.117 NA	F	0.643	130 4300	G N
ALT 337 Turnpike Rd	City of Portsm	nouth 1.05		F 87%	1%	1%	3%	8%	0%	F	0.1	F	0.507	4700	F
337 Turnpike Rd	City of Portsm		17 Frederick Blvd 11000 I Howard St	F 87%	1%	1%	3%	8%	0%	F	0.082	F	0.561	12000	F
ALT 337 Turnpike Rd	City of Portsm	nouth 0.54	9300 Harbor Dr	F 87%	1%	1%	3%	8%	0%	С	0.083	F	0.651	9900	F
ALT 337 Harbor Dr	City of Portsm	nouth 0.05	Cassell Ave 3900   County St	F 87%	1%	1%	3%	8%	0%	F	0.092	F	0.54	4200	F

		Nortolk Mair	mienance	e Are	a											
Route	Jurisdiction	Length A	ADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
ALT	From:		unty St													
(337)Harbor Dr	City of Portsmouth	0.11 <b>4</b> 8	1800	F	87%	1%	1%	3%	8%	0%	F	0.093	F	0.502	5200	F
$\overline{}$	To:	Hi	ligh St													
ALT	From:															
( ₃₃₇ )Harbor Dr	City of Portsmouth		2000	F	87%	1%	1%	3%	8%	0%	F	0.097	F	0.585	13000	F
<u> </u>	To		JS 58													
ALT	Prom:	ALT US 460 Over				00/		00/	00/	00/	_	0.404	_	0.000	00000	_
337 Waterside Dr/Boush St	City of Norfolk			G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.639	33000	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 33	3000	G	97%	2%	1%	0%	0%	0%	F	0.094	F	0.58	36000	G
	To	City J	Hall Ave				$\neg$ $\vdash$									
ALT	City of North	-		_	070/	2%	40/	00/	00/	00/	_	0.000	_	0.54	20000	0
337) Waterside Dr/Boush St	City of Norfolk			G	97%		1%	0%	0%	0%	_	0.089		0.51	29000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadwa			G	97%	2%	1%	0%	0%	0%	F	0.089	F	0.521	32000	G
	10:	N SR 337 B	Brambleton	ı Ave												
ALT	From:		oush St									•				
337 Duke St	City of Norfolk	0.35 <b>2</b> 5	2500	G	97%	2%	1%	0%	0%	0%	С	0.098	F	0.6	2700	G
P	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route: 60	0000	G	97%	2%	1%	0%	0%	0%	F	0.094	F	0.58	64000	G
	То:		oleton Ave													
	From:	SR 165 Ke	Cempsville	Rd												
(403) Newtown Rd	City of Norfolk		1000	G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.577	32000	G
403)	Only of Honolik					070		070	070	070	Ŭ	0.000	•	0.011	02000	Ŭ
	To: From:	I-264 Va Beac														
(403) Newtown Rd	City of Norfolk		5000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.515	38000	G
<u> </u>	To:	US 58 Va	a Beach Bl	lvd												
	From:	SR 168; 7	Tidewater 1	Dr												
404) Princess Anne Rd	City of Norfolk	0.53 <b>22</b>	2000	G	99%	1%	1%	0%	0%	0%	F	0.087	F	0.507	23000	G
	To:	SR 166	6 Park Ave	)												
	From:	Ţ	I-264													
(405) Ballentine Blvd	City of Norfolk		5000	G	92%	1%	2%	4%	2%	0%	С	0.081	F	0.593	27000	G
405 Balleritine Biva	To:		; 122-8573		0 <u>2</u> /0	170		470	270	070	•	0.001	•	0.000	27000	Ü
	From:															
			122-8637 (	Ga												
405 Ramp	City of Norfolk (Maint: 64)		NA									NA			NA	
	To:	I-264-E FROM ROUTE 4	405-MERI	RIMA	CAVENU	JE										
	From:	SR 405 TO &	FROM R	OUTE	)											
(405) Ramp	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
	То:	I-264-W FROM ROUTE	405-MER	RIMA	C AVENU	JE										
	From	SR 337 H	Hampton Bl	lvd												
(406) International Blvd	City of Norfolk		6000	A	94%	0%	0%	1%	4%	0%	С	0.096	Α	0.626	29000	Α
400)	Combined Traffic Estimates for 2 Parallel Roadwa			A	0.70	J / U	370	. 70	170	J /0	3	0.093	Α	0.608	NA	, ,
	Combined France Estimates for 2 Parallel Roadwa	tys on this Route: 26	0000	A								0.093	А	0.008	INA	
	To- From:	Ruth	hven Rd													
406 International Blvd	City of Norfolk (Maint: 64)	0.28 <b>26</b>	6000	N	94%	0%	0%	1%	4%	0%	Ν	0.096	Ν	0.626	29000	Ν
$\smile$	To:	I.	[-564													

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
East	From:	SR 406 I-564-S	FROM SR	406 EA	ST &		ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
406) Ramp	City of Norfolk (Maint: 64)	0.06	NA									NA			NA	
	To:	I-564-S00	00B FROM	RT 406												
	From:	SR 168	Campostell	la Rd												
407)Indian River Rd	City of Norfolk	0.71	19000	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.565	21000	G
	To:		L Chesapeal	ke												
	From:		CL Norfolk								_		_			_
407 Indian River Rd	City of Chesapeake	0.71	21000	G	99%	0%	1%	0%	0%	0%	F	0.095	F		23000	G
	To: From:	0	aklette Ave													
407) Indian River Rd	City of Chesapeake		28000	G	99%	0%	1%	0%	0%	0%	С	NA			30000	G
$\subseteq$	To:	WCL	Virginia Be	ach												
~~~	From:	Е	CL Suffolk													
460 \ \(58 \) \(\) Military Highway	City of Chesapeake (Maint: 64)	2.94	67000	Α	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	Α
\sim \sim	To		I-664				_									
460)(58)(13)	City of Chesapeake (Maint: 64)	0.11	11000	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	G
	To:	TIC	5 58; SR 191	1												
460 (13) (191)	City of Chesapeake	0.18	6900	G	97%	0%	1%	1%	1%	0%	F	NA			7500	G
400 (13) (191)	any or arresaption.				01 70	070		170	170	070	•	100			7000	Ŭ
Military I Habring	City of Change and a		, S Military		070/	00/	40/	40/	40/	00/	F	0.440	_		0000	_
460 (13) Military Highway	City of Chesapeake	0.45	5700	G	97%	0%	1%	1%	1%	0%	г	0.116	F		6200	G
Com	bined Traffic Estimates for 2 Parallel Roadways o	n this Route:	5700	G								NA			NA	
~~~ ~~	To: From:		Military Hwy													
460) (13) Military Highway	City of Chesapeake	2.44	9000	G	97%	0%	1%	1%	1%	0%	F	NA			9800	G
<del>~~~</del>	To: From:		I-64				$\neg$ $\vdash$									
460 (13) Military Highway	City of Chesapeake	1.37	18000	G	97%	0%	1%	1%	1%	0%	F	0.098	F		20000	G
<del></del>	To	US 17 Geor	roe Washino	oton Hu	737											
460 13 Military Highway	City of Chesapeake		17000	G	97%	0%	1%	1%	1%	0%	F	0.102	F		19000	G
400) (13)	Tri				0.70			. , 0	.,,	0,0	•	002	•		.0000	Ū
Military Highway	City of Change and to		196 Canal D 23000	F	97%	0%	10/	40/	40/	0%	С	0.100	В	0.506	26000	F
460 (13) Military Highway	City of Chesapeake		Lilitary Hwy	Г	91%	0%	1%	1%	1%	0%	C	0.109	В	0.526	26000	Г
	From:		3 Military H	Iwv												
460 (166) Bainbridge Blvd	City of Chesapeake		11000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
400 (100)	Tol						_									
460 166 Bainbridge Blvd	City of Chesapeake		12000	G	97%	1%	1%	1%	1%	0%	F	NA			14000	G
460 Bainbridge Blvd	City of Chesapeake	1.25	12000	G	91 /0	1 /0	1 /0	1 /0	1 /0	0 /6		INA			14000	G
	To- From:		sapeake Av													
460 166 Bainbridge Blvd	City of Chesapeake	0.81	8700	G	97%	1%	1%	1%	1%	0%	С	NA			9500	G
~ ~	From:		7 Poindexte nbridge Blv													
460 166 Poindexter St	City of Chesapeake	0.56	8600	G G	96%	1%	1%	1%	1%	0%	С	0.092	F		9400	G
460 Poindexter St	- I				0070	1 /0	. /0	1 /0	1 /0	0 /0	5	0.002	•		J-100	J
	To: From:		Liberty St		0001	401		401	461	001					7500	_
460 166 22nd St	City of Chesapeake	0.39	6800	G	96%	1%	1%	1%	1%	0%	F	NA			7500	G
	10:	SO	CL Norfolk													

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		30 7 II OU			Tru	ck			K		Dir		—
Jurisdiction	Length AADT	QA 4Tire	e Bus					QC	Factor	QK	Factor	AAWDT	Q
From:													
City of Norfolk			5 1%	1%	1%	1%	0%	F	0.101	F	0.686	9000	
To:		/e											
From:										_			
City of Norfolk	0.73 <b>33000</b>	G							0.109	F	0.737	36000	
To: From:	Kimball Terr												
City of Norfolk	0.30 <b>48000</b>	G							NA			52000	
T													
City of Norfolk									0.070		0.500	22000	
City of Nortoik	0.40 30000	G							0.079	Г	0.569	33000	
To: From:	Tidewater Dr												_
City of Norfolk	0.10 <b>30000</b>	G							0.08	F	0.585	29000	
To:	Changle Ct												
City of Norfolk		<u> </u>							0.070		0.533	10000	
City of Nortoik				_					0.079	•	0.555	19000	
From:													_
City of Norfolk	,		2%	1%	1%	1%	0%	F	0.079	N	0 533	24000	
•			2/0	1 /0	1 /0	170	070	•		14	0.000		
affic Estimates for 2 Parallel Roadways	3 on this Route: 27000	<u> </u>							INA			29000	
To: From:	ALT US 460 Par; Monti	icello Ave											_
City of Norfolk	0.07 <b>26000</b>	<b>G</b> 96%	2%	1%	1%	1%	0%	F	0.074	F	0.568	27000	
To:	US 58 Virginia Reac	h Blvd											
City of Norfolk			2%	1%	1%	1%	0%	C	0.075	F	0.623	19000	
Only of Horion			270	170	170	170	070	Ü	0.070	•	0.020	10000	
To: From:													_
City of Norfolk	0.49 <b>17000</b>	<b>G</b> 96%	5 2%	1%	1%	1%	0%	F	0.077	F	0.523	18000	
To:	Church St												
City of Norfolk		<b>G</b> 98%	5 1%	1%	0%	0%	0%	F	0.081	F	0.613	27000	
-			,.				-,-						
From:													_
City of Norfolk	0.45 <b>39000</b>	<b>G</b> 98%	5 1%	1%	0%	0%	0%	F	0.086	F	0.561	41000	
To	Willow Wood I	Or .		$\neg$ $\vdash$									
City of Norfolk	1.30 <b>36000</b>	<b>G</b> 98%	5 1%	1%	0%	0%	0%	С	0.086	F	0.512	39000	
,													
From:		• • • • • • • • • • • • • • • • • • • •	101		00/	001	00/	_	0.00		0.500	00000	
City of Norfolk	0.37 <b>59000</b>	<b>G</b> 98%	o 1%	1%	0%	0%	0%	F	0.08	F	0.500	63000	
To: From:	SR 165 Little Cree	k Rd											
City of Norfolk	0.44 <b>26000</b>	<b>G</b> 98%	5 1%	1%	0%	0%	0%	F	0.091	F	0.524	28000	
To:	T C4 T CC4			<del></del> 1									
From:		• • • • • • • • • • • • • • • • • • • •	40/	40/	00/	00/	00/		0.44		0.004	07000	
City of Nortolk	0.99 <b>25000</b>	<b>G</b> 98%	1%	1%	U%	υ‰	υ%	۲	0.11	F	0.861	27000	
To:	Bay View Blvo												_
From:													
City of Norfolk	0.89 14000	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.117	F	0.665	15000	
City of Norfolk			5 1%	1%	0%	0%	0%	С	0.117	F	0.665	15000	
City of Norfolk  City of Norfolk  City of Norfolk	0.89 <b>14000</b> SR 168 Tidewater 0.71 <b>12000</b>			1%  1%	0%	0%	0%	C F	0.117	F F	0.665	15000	
	City of Norfolk  City of Norfolk	NCL Chesapeal   NCL Chesapeal	NCL Chesapeake   NCL Chesapeake	NCL Chesapeake   City of Norfolk   0.65   8200   G   96%   1%	City of Norfolk   City of No	NCL Chespeake	City of Norfolk   City of No	City of Norfolk   0.65   8200   G   96%   1%   1%   1%   1%   0%	NCL Chesapeake   Save   Save	City of Norfolk   0.56   8200   G   96%   1%   1%   1%   0%   F   0.101	City of Norfolk   0.55   8200   G   95%   1%   1%   1%   1%   0%   F   0.101   F	NCL Chesapeals	Note   City of Norfolk   O.85   8200   G   96%   1%   1%   1%   1%   0%   F   0.101   F   0.886   9000

### Norfolk Maintenance Area

				• • •											
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	US 46	60 TO I-64 WES	Γ											
A60 Ramp	City of Norfolk (Maint: 6	64) 0.07	NA								NA			NA	
<del></del>	To:	I-64-W FROM U	US 460-GRANB	Y STREET											
East	From:	US 460 T	O ROUTE 264 E	AST											
460 Ramp	City of Norfolk (Maint: 6	64) 0.14	NA								NA			NA	
~	To:	I-264-E FROM ROU	TE 460 EAST-E	RAMBLET	ON										
ast	From:		TO RT 564 NOR	TH											
Ramp	City of Norfolk (Maint: 6		NA								NA			NA	
<del>~</del>	To:	I-564-N I-564	-R000A FROM	H.O.V. L											
/est	From:		O ROUTE 264 E	AST											
Ramp	City of Norfolk (Maint: 6		NA								NA			NA	
~	103	I-264-E FROM ROU		- BRAMBLI	ЕТО										
ALT ALT	From:		337 A1US 460-P								N 1 A			F000	
460 460 460 Monticello Ave	City of Norfolk	0.25	5300								NA			5000	(
	Combined Traffic Estimates for 2 Parallel Roa		<b>27000</b> 60 St Pauls Blvd			_					NA			29000	(
	From		Joliff Rd												
ALT 460 ( 58 ) Airline Blvd	City of Chesapeake	1.72	7600 G	95%	2%	1%	0%	1%	0%	С	0.100	F		8200	(
(58) / 1111116 Elva	Tr.		CL Portsmouth	3070	270	— <u>`</u>	070	170	070	Ü	0.100	•		0200	
ALT	From:		CL Chesapeake												
460 (58) Airline Blvd	City of Portsmouth	0.29	12000 F	95%	2%	1%	0%	1%	0%	F	0.089	F	0.532	13000	F
ALT.	To. From:	G	reenwood Dr			_									
ALT 460 \ 58 \ Airline Blvd	City of Portsmouth	0.20	13000 F	95%	2%	1%	0%	1%	0%	F	0.086	F	0.546	14000	F
460) (38) /	City of 1 oftenhour			3070	270		070	170	070	•	0.000	•	0.040	14000	
ALT ~~~	From:	E	lmhurst Lane												
460 (58) Airline Blvd	City of Portsmouth	1.30	10000 F	95%	2%	1%	0%	1%	0%	F	0.087	F	0.559	11000	F
<u> </u>	To: From:	VIC	CTORY BLVD			$\Box$ $\vdash$									
ALT 460 ( 58 ) Airline Blvd	City of Portsmouth	0.28	12000 F	95%	2%	1%	0%	1%	0%	F	0.080	F	0.562	12000	F
100 (38) /	To To						0,0	.,0	0,0	•	0.000	•	0.002		
ALT	From:		S 58, SR 337												
460 337 Portsmouth Blvd	City of Portsmouth	0.10	16000 F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	I
ALT	To: From:	ALT S	R 337 Turnpike l	Rd		$\Box$ $\vdash$									
460 337 Portsmouth Blvd	City of Portsmouth	0.15	12000 F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	-
100 (337)	To To						0,0	0,0	0,0	•	0.00.	•	0.000		
ALT	From:		I-264												
Portsmouth Blvd	City of Portsmouth	0.22	12000 N	99%	0%	0%	0%	0%	0%	Ν	0.087	Ν	0.656	12000	ı
ALT	To: From:	R	Г 337 & І-264			$\Box$									
160 (264)	City of Portsmouth (Main	t: 64) 0.72			See I-264	4 for dir	ectional	traffic v	olume es	stimate	es for this	sear	nent.		
+00)(204)	Combined Traffic Estimates for 2 Parallel Roa	•	64000		0%	0%	1%	2%	0%	F	NA	Jogi		68000	(
	To Take To Louis To La Control La	•	7 Frederick Blvd		0,0		1 /0	-/0	0,0	•				00000	•

Route	Jurisdictio	on Len	gth <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:		JS 17 Frederic	k Blvd												
(460)(264)	City of Portsmouth	` ,	-		;	See I-264	4 for di	ectional	traffic v	olume e	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ute: <b>76000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			80000	G
ALT	Ta: From:		Deep Creek I	Blvd												
460 (264)	City of Portsmouth	(Maint: 64) 0.6	7		,	See I-264	4 for di	ectional	traffic v	olume es	stimate	es for this	sean	nent.		
400 (204)	Combined Traffic Estimates for 2 Paralle	'		G	96%	0%	0%	1%	2%	0%	F	NA			74000	G
	Tax	-	SR 141 Effingh					.,,	_,,,		-					
ALT	From:			iaiii St			<b>-</b>									
460 264 Elizabeth River Down		` '										es for this	U			
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ıte: <b>90000</b>	Α	96%	0%	0%	1%	2%	0%	F	0.077	Α	0.5	97000	Α
ALT	To: From:		WCL Norfo	olk												
460 264 Elizabeth River Down	town Tunnel City of Norfolk (M	Maint: 64) 0.5	5		,	See I-264	4 for di	ectional	traffic v	olume e	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ute: <b>90000</b>	Α	96%	0%	0%	1%	2%	0%	F	NA			97000	Α
	To:		I-464				$\neg$									
ALT	City of Norfalls (N.)	Maint: 64) 0.1				Coo Loc	4 for di	ootional	troffic v	م مسام	atimat.	oo for this				
460 (264)	City of Norfolk (M	•					4 101 dii 1%	1%	1%	Olume e: 0%	Suman	es for this NA	segn	ient.	110000	G
	Combined Traffic Estimates for 2 Paralle				97%	0%	1%	1%	170	0%	Г	INA			110000	G
ALT	From:		SR 337 Main S	Street												
460 (264) (337) Berkley Bridge	City of Norfolk (M	faint: 64) 0.2	5		;	See I-264	4 for di	ectional	traffic v	olume e	stimate	es for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ute: <b>97000</b>	G	97%	0%	1%	1%	1%	0%	F	NA			106000	G
ALT	To: From:		I-264				$\Box$									
ALT	City of Norfolk (M	Maint: 64) 0.2	2 <b>30000</b>	N								0.089	N	0.791	33000	N
460 337	Only of Horron (M											0.000	.,	0.701	00000	.,
ALT	Io: From:		R 337 Tidewate	er Drive												
<b>460</b>	City of Norfolk (M	faint: 64) 0.1	6 <b>30000</b>	G								0.089	F	0.791	33000	G
	Combined Traffic Estimates for 3 Paralle	el Roadways on this Ro										0.089	F	0.791	NA	
ALT	To:		St Pauls Bl Fenchurch													
(460) St Pauls Blvd	City of Norfe	colk 0.4		G G								NA			43000	G
460) 617 ddio 217d	Combined Traffic Estimates for 2 Paralle			G								NA			51000	G
	To:						_					100			01000	Ü
ALT	From:		S 460 Bramble													
(460)(460)(460) St Pauls Blvd	City of Norfe			G	96%	2%	1%	1%	1%	0%	F	0.079	N	0.533	24000	G
	Combined Traffic Estimates for 2 Paralle			G								NA			29000	G
	То:	ALT U	IS 460 Par; Mo		Ave											
ALT	From:		City Hall A												7-00	_
Monticello Ave	City of Norf			G								NA			7500	G
~-	Combined Traffic Estimates for 2 Paralle			G								NA			51000	G
	To:	S	R 337 Bramble	ton Ave												

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

		TTOTTOIL	viamenar	100 7 11 0	<i>.</i>			Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	SR 33	7 Brambleto	on Ave						2116						
460 (460) Monticello Ave	City of Norfe	olk 0.25	5300	G								NA			5000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	27000	G								NA			29000	G
	To:	US 4	60 St Pauls	Blvd												
North	From:		S 17; SR 16													
464 (17)	City of Chesapeake	'	26000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
$\smile \smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	59000	G	95%	0%	1%	1%	2%	0%	F	NA			67000	G
North	To: From:		I-64													
464)	City of Chesapeake	(Maint: 64) 0.64	27000	G	95%	0%	1%	1%	2%	0%	F	NA			31000	G
401)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	G
	To:	US	13 Military l	Hwv												
North	City of Changage		23000	G	95%	0%	1%	1%	2%	0%	_	NA			27000	G
464	City of Chesapeake Combined Traffic Estimates for 2 Paralle	,									F					_
	Combined Traffic Estimates for 2 Paralle			G	95%	0%	1%	1%	2%	0%	Г	NA			51000	G
North	To: From:	I	Freeman Av	e												
464)	City of Chesapeake	(Maint: 64) 1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.149	Α		26000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	42000	Α	95%	0%	1%	1%	2%	0%	С	0.103	Α	0.76	49000	Α
N. d	To:	SR 3	37 Poindext	ter St												
North (464)	City of Chesapeake	(Maint: 64) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
464	Combined Traffic Estimates for 2 Paralle	` '		G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
	To:		SCL Norfolk		0070	070		170	270	070	•				01000	
North	From:															
464	City of Norfolk (M	,	25000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
North	To: From:		Main Street													
464)	City of Norfolk (M	laint: 64) 0.76	23000	G	95%	0%	1%	1%	2%	0%	F	NA			26000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	42000	G	95%	0%	1%	1%	2%	0%	F	NA			48000	G
	To:		I-264													
North	From:	I-464-	N TO I-64 l	EAST												
(464) (17) Ramp	City of Virginia Beach	, ,	NA									NA			NA	
	To:	I-64-E FR	OM RT 464	4 NORT	Н											
North	From:		64-N TO RT	T 13												
Ramp	City of Chesapeake		NA									NA			NA	
	To:	US 13 US 13-														
North	From:	I-464-N TO		N AVEN	UE				-							
Ramp	City of Chesapeake	, ,	NA	01447								NA			NA	
	10:	131-8598; 131-8			TOR											
North	From:		4-N TO RT	337								NIA			NIA	
Ramp	City of Chesapeake	'	NA 37 FROM R	T 161			<del></del> 1					NA			NA	
	117	SR 33	/ FKUM R	1 404			J									

Route	Jurisdiction	Length		QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 464 Ramp	City of Chesapeake (Maint: 6	64) 0.10	4-N TO RT 2 NA 337 TO RT 4									NA			NA	
North 464) Ramp	From: City of Norfolk (Maint: 64)		I-464 North	404 <b>G</b>								NA			1300	G
464 Kamp	Te		SR 337									INA			1300	
North 464 Ramp	City of Norfolk (Maint: 64)	I-464-N TO ROUTE 0.13 SR 337-N025A	NA			Γ	<u> </u>					NA			NA	
North 464 Ramp	City of Norfolk (Maint: 64)	I-464-N006A 0.04	TO ROUTE <b>NA</b>	E 264 W	EST							NA			NA	
lorth 464 Ramp	City of Norfolk (Maint: 64)	SR 337-N02 0.08	NA	STATE	ST							NA			NA	
lorth 464 Ramp	City of Norfolk (Maint: 64)		NA									NA			NA	
North Ramp	From:  City of Norfolk (Maint: 64)	I-264-W FRO I-464-N006B INSI 0.07	PECTION S	STATIC								NA			NA	
outh	To:		ATE STREE S 17; SR 16													
17	City of Chesapeake (Maint: 6 Combined Traffic Estimates for 2 Parallel Roadw	•	34000 59000	G G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F F	NA NA			38000 67000	G G
outh 64)	City of Chesapeake (Maint: 6	64) 0.98	I-64 <b>24000</b>	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
04)	Combined Traffic Estimates for 2 Parallel Roadw	rays on this Route:	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	G
outh 64	City of Chesapeake (Maint: 6 Combined Traffic Estimates for 2 Parallel Roadw	64) 0.84	20000	G G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F F	NA NA			23000 51000	G G
outh	To From:		eeman Avenu		9570	078		1 70	270	070		INA			31000	
64	City of Chesapeake (Maint: 6 Combined Traffic Estimates for 2 Parallel Roadw	,	20000 42000	A A	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	C C	0.138 0.103	A A	0.76	22000 49000	A A
outh	To From		ollector Roa		050/	001		40/	201	00/						_
64)	City of Chesapeake (Maint: 6 Combined Traffic Estimates for 2 Parallel Roadw	rays on this Route:		G G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F F	NA NA			23000 51000	G G
outh	City of Norfolk (Maint: 64)		SCL Norfolk 20000	G	95%	0%	1%	1%	2%	0%	F	NA			23000	G
164	City of Norrolk (Maint. 64) Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:		G	95%	0%	1%	1%	2%	0%	F	NA			51000	G

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		Main Street	t												
464)	City of Norfolk (Maint	t: 64) 0.87	19000	G	95%	0%	1%	1%	2%	0%	F	NA			22000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route	: 42000	G	95%	0%	1%	1%	2%	0%	F	NA			48000	G
	To:		I-264													
outh	From:		04 TO I-64 V	WEST												
Ramp	City of Chesapeake (Ma	aint: 64) 0.22	NA									NA			NA	
<u> </u>	To:	I-64-W2912	X FROM RT	464 SO	UTH											
outh	From:	I-46	4-S TO I-64	EAST												
Ramp	City of Chesapeake (Ma	aint: 64) 0.36	NA									NA			NA	
	To:	I-64-E F	ROM RT 46	4 SOUT	Н											
outh	From:	I	464-S TO RT	Γ 13												
Ramp	City of Chesapeake (Ma	aint: 64) 0.14	NA									NA			NA	
	To:		O AND FRO	M RT 46	54											
outh	From:	I-464-\$	TO FREEM	IAN Ave												
Ramp	City of Chesapeake (Ma		NA									NA			NA	
104)	To:	131-8598; 131		) AND F	ROM I											
outh	From:	I-464-S004X TO R	T 337 F A ST	ΓΩΩ- <b>Ρ</b> ΩΙ	NDEXTE	R										
Ramp	City of Chesapeake (Ma		NA	100-101	INDEXTE	IX.						NA			NA	
.04)	To:		OM ROUTE	464 SOI	JTH											
a. i i la	From:	I-464-S BEG COLI				v										
outh 164 Ramp	City of Chesapeake (Ma		NA	J-K1 33/	POINDE.	Λ						NA			NA	
164 Kamp	City of Chesapeake (Wa	<u> </u>										INA			INA	
outh	To: From:	SR 337-W023A FRC	OM ROUTE :	337 WES	ST00- POI	ND										
Ramp	City of Chesapeake (Ma	aint: 64) 0.14	NA									NA			NA	
	To	I-464-S004A TO R	T 227 E A CT	FOO DOT	NDEVTE	D										
outh	From:			100- FOI	NDEATE	N.										
Ramp	City of Chesapeake (Ma	aint: 64) 0.09	NA									NA			NA	
<u> </u>	To: From:	SR 337-E023A FRC	OM RT 337 E	EAST00-	POINDEX	ΚΤ										
outh 164 Ramp	City of Chesapeake (Ma	aint: 64) 0.14	NA									NA			NA	
164 Kamp	To:	I-464-S END COL		000- RT	337 POIN	D						INA			INA	
	Francisco	1-404-3 END COL		J00-K1	337 I OIN	<i>D</i>										
orth	City of North / Maint	t: 64) 0.96	I-64 <b>30000</b>		97%	0%	0%	00/	20/	00/	_	NA			36000	G
564	City of Norfolk (Maint			G				0%	2%	0%						_
	Combined Traffic Estimates for 2 Parallel Ro		ernational Te	G	98%	0%	0%	0%	1%	0%	F	NA			63000	G
orth	From:		ernational Te				_									
564)	City of Norfolk (Maint		17000	A	97%	0%	0%	0%	2%	0%	С	0.232	Α		20000	Α
004)	Combined Traffic Estimates for 2 Parallel Ro	•		A	98%	0%	0%	0%	1%	0%	C	0.137	Α	0.856	43000	Α
	To:		Admiral Tau			070	370	J /0	1 /0	0 /0	J	0.107	73	0.000		
Pov.	From:		D I-564-R FR	_												
Rev 664)Ramp	City of Norfolk (Maint		NA	COM IS	70 <del>4</del> A							NA			NA	
004/1101119	Oity of Nortolk (Maint	I-564-N US 4										1.4/~\			1 4/-1	

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		I-64													
564	City of Norfolk (Maint: 64)		22000	G	98%	0%	0%	0%	1%	0%	F	NA			27000	G
	Combined Traffic Estimates for 2 Parallel Roadw			G	98%	0%	0%	0%	1%	0%	F	NA			63000	G
South	To: From:	SR 406 Inter	rnational Te	rminial I	Blvd											
564)	City of Norfolk (Maint: 64)		18000	Α	98%	0%	0%	0%	1%	0%	С	0.229	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roadw			Α	98%	0%	0%	0%	1%	0%	С	0.137	Α	0.856	43000	Α
	10:		Admiral Tau													
South	City of Norfolk (Maint: 64)	I-564-S TO RT 1	.65-LITTLI NA	E CREE	K ROAD							NA			NA	
Tamp Ramp	City of Nortolk (Maint. 64)	SR 165 RAMP T		T FROM	1 RT 564							INA			INA	
South	From:	I-564-S TO I-64					1									
Ramp	City of Norfolk (Maint: 64)		NA	00-0101	NDI DI							NA			NA	
304)	To:		001A FRO	M RT 40	6											
South	From:			WIKI 40	0							NIA			NIA	
564 Ramp	City of Norfolk (Maint: 64)		NA									NA			NA	
South	To: From:	I-564-S00	OC TO RT	64 WES	Т											
Ramp	City of Norfolk (Maint: 64)		NA									NA			NA	
<u> </u>	To:	US 460 Gap														
South	From:		00B TO I-6	54 WEST	1							NIA			NIA	
564 Ramp	City of Norfolk (Maint: 64)		NA ROM RT 50	54 SOUT	Н							NA			NA	
Courth	From:		TO H.O.V				1									
South 564) Ramp	City of Norfolk (Maint: 64)		NA	. LANE								NA			NA	
304)	To:	I-564-R I-56	4-R000A F	ROM I-5	64A											
East	From:	7	WCL Suffol	k												
664 Hampton Roads Beltway	City of Chesapeake (Maint: (	64) 0.16	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	,		G	94%	0%	1%	1%	4%	0%	F	NA			90000	G
	_	East I-664 is	signed a	s Soutl	ı I-664											
East	To: From:	64-6.	59 Pughsvil	le Rd												
Hampton Roads Beltway	City of Chesapeake (Maint: 0	64) 2.02	46000	G	94%	0%	1%	1%	4%	0%	F	NA			50000	G
	Combined Traffic Estimates for 2 Parallel Roadw			G	94%	0%	1%	1%	4%	0%	F	NA			99000	G
		East I-664 is	signed a	s Soutl	ı I-664											
Foot	To: From:	SR 33	7 Portsmou	th Blvd												
East 664) Hampton Roads Beltway	City of Chesapeake (Maint: (	64) 1.10	47000	G	94%	0%	1%	1%	4%	0%	F	NA			51000	G
004)	Combined Traffic Estimates for 2 Parallel Roadw	•		G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
		East I-664 is					• •									-
	То:		Dock Landi													

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

									Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		64-663	Dock Landi	ng Road				0 17 11 10				. 4515.		. 45151		
664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways	on this Route:	90000	G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
		•	East I-664 is	signed a	s Souti	n I-664											
	To:		US 13, US 58,														
East	From:	(3.4 : 4 0.4)					00/	40/	407	407	001	_				74000	_
664 Hampton Roads Beltway	City of Chesapeake	` ,	1.13	69000	G	94%	0%	1%	1%	4%	0%	F	NA			74000	G
•	Combined Traffic Estimates for 2 Paralle	el Roadways				94%	0%	1%	1%	4%	0%	F	NA			138000	G
			East I-664 is	_													
East	To: From:		US 13, US 46	0 Military F	Highway	South											
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.73	63000	G	94%	0%	1%	1%	4%	0%	F	NA			68000	G
,	Combined Traffic Estimates for 2 Paralle	Roadways	on this Route:	123000	G	94%	0%	1%	1%	4%	0%	F	NA			132000	G
		,	East I-664 is			n I-664											
	To:			I-64; I-264													
East	From:		I-664-E TO	PUGHSVI	LLE RO	AD											
(664) Ramp	City of Chesapeake	(Maint: 64)	0.35	NA									NA			NA	
$\smile$	Ta	ı	I-664-E010B TO P	UGHSVILI	E ROA	D NORTH	ī										
East	From:				DE ROZI	D IVORITI	•						NIA			N.I.A	
664 Ramp	City of Chesapeake	(Maint: 64)	0.08 131-8529 FROM	NA POLITE 6	CA DACT	COUTH							NA			NA	
East	City of Changesoke		I-664-E010A TO P 0.03	UGHSVILI <b>NA</b>	LE ROA	D NORTE	i						NA			NΙΛ	
664 Ramp	City of Chesapeake	(Mami: 64)		TO & FRO	OM DOI	T							INA			NA	
	From:					)											
East	City of Chesapeake	(Maint: 64)	0.36	4-E TO RT <b>NA</b>	337								NA			NA	
664 Ramp	City of Chesapeake	(Mairit. 04)		37 FROM	I-664								INA			INA	
	From			4-E TO RT													
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.22	4-E 10 K1 <b>NA</b>	337								NA			NA	
664) Kamp	To:	(Mant. 04)	SR 337 SR 337-		AND FI	ROM I-6							INA			INA	
Foot	From:		I-664-E TO D					<u>-</u> -									
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.06	NA	DINGK	OAD							NA			NA	
664) · · · · · · · · · ·	ony or orrosapoano	` ′											101				
East	To: From:		64-E012B TO DO	CK LANDI	NG ROA	AD00- NO	RT										
664 Ramp	City of Chesapeake	(Maint: 64)	0.17	NA									NA			NA	
$\smile$	To:		131-8527 FROM	ROUTE 6	64 EAST	SOUTH											
East	From:		64-E012A TO DO		NG ROA	AD00- NO	RT										
664 Ramp	City of Chesapeake	(Maint: 64)	0.08	NA									NA			NA	
<u> </u>	То:			TO & FRO													
East	From:		I-664-E TO R		3&460 V	VEST											
664 Ramp	City of Chesapeake	(Maint: 64)	0.47	NA									NA			NA	
$\smile$	To:		US 58 FROM I	ROUTE 664	4 EASTS	OUTH											

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tr			QC	K	QK	Dir	AAWDT	QW
East	From:		I-664-E TO R	OUTE 58,1	3&4601	EAST		2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
Ramp	City of Chesapeake	(Maint: 64)	0.25	NA									NA			NA	
	То:		US 58 FROM R		EASTS	SOUTH											
East	City of Chesapeake	(Maint: 64)	0.12	I-664 East									NA			NA	
664 Ramp	City of Chesapeare	(IVIAITIL 04)		; 1US 13-P	FRO			$\overline{}$					INA			INA	
East	From:		I-664-I	E TO I-264	EAST												
Ramp	City of Chesapeake	(Maint: 64)	0.56	NA									NA			NA	
	To:			FROM I-66		•											
West Hampton Roads Rollway	City of Chesapeake	(Maint: 64)	0.62	VCL Suffoll 41000	k G	94%	0%	1%	1%	4%	0%	_	NA			45000	G
Hampton Roads Beltway	Combined Traffic Estimates for 2 Paralle				G	94%	0%	1%	1%	4% 4%	0%	F	NA			90000	G
	Combined Frame Lournages for 2 Farance	rroddwayo	West I-664 is				070	170	1 /0	470	070	•	14/1			30000	Ŭ
	To:		64-659	) Pughsville	Road												
West 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	46000	G	94%	0%	1%	1%	4%	0%	F	NA			49000	G
664 Hampton Roads Bellway	Combined Traffic Estimates for 2 Paralle	'			G	94%	0%	1%	1%	4%	0%	F	NA			99000	G
			West I-664 is				0,0	. , 0	.,,	.,0	0,0	•				00000	Ū
	To:		SR 337	Portsmout	h Blvd												
West 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.03	42000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
(004) · isimpton · roado Domiay	Combined Traffic Estimates for 2 Paralle	` ,			G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
		·	West I-664 is	signed a	s Nort	h I-664											
West	To: From:		Docl	k Landing R	Road			$\Box$ $\vdash$									
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.48	49000	G	94%	0%	1%	1%	4%	0%	F	NA			52000	G
	Combined Traffic Estimates for 2 Paralle	Roadways	on this Route:	90000	G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
			West I-664 is	signed a	s Nort	h I-664											
West	To: From:		US 13, US 58,	US 460 Mi	litary Hi	ghway		_									
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.21	59000	G	94%	0%	1%	1%	4%	0%	F	NA			64000	G
	Combined Traffic Estimates for 2 Paralle	l Roadways			G	94%	0%	1%	1%	4%	0%	F	NA			138000	G
	To:		West I-664 is	<i>signed a</i> I-64; I-264	s Nort	h I-664											
	Town																
West 664 Ramp	City of Chesapeake	(Maint: 64)	I-664-W TO 0.19	NA PUGHSVI	LLE RC	DAD							NA			NA	
004)	To:	,	I-664-W010B T		лиг	COUTH										• • • •	
West	City of Changage	(Maint: 64)	0.10	NA	VILLE S	оо тп							NA			NΙΔ	
664 Ramp	City of Chesapeake	(iviairii. 64)		NA 529 Pughsvi	lle Rd								INA			NA	
West	From:		I-664-W010A T			SOUTH											
(664) Ramp	City of Chesapeake	(Maint: 64)	0.05	NA									NA			NA	
$\smile$	To		131-8529 FROM	ROUTE 66	4 WES	INORTH											

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Norfolk Maintenance Area

Route	Jurisdiction -	Length <b>AADT QA</b> 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Facto	AAWDT QW
West Ramp	City of Chesapeake (Maint: 64)	1-664-W TO RT 337 0.22 NA SR 337 SR 337-E014B TO I-664 AND FR	NA NA	NA
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO RT 337 <b>0.36 NA</b> SR 337 FROM I-664	NA NA	NA
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO DOCK LANDING ROAD  0.14 NA	NA NA	NA
West Ramp	City of Chesapeake (Maint: 64)	0.10 NA  131-8527 FROM ROUTE 664 WESTNORTH	NA NA	NA
West 664 Ramp	City of Chesapeake (Maint: 64)	4-W012A TO DOCK LANDING ROAD-SOUTH  0.07 NA  131-8527 TO & FROM DOC	NA NA	NA
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO ROUTE 58,13&460 WEST  0.06 NA  I-664-W013B TO 58,13&460 EAST	NA	NA
West 664 Ramp	City of Chesapeake (Maint: 64)	0.53 <b>NA</b> US 58 TO ROUTE 664 EA	NA NA	NA
West Ramp	City of Chesapeake (Maint: 64)	I-664-W013A TO 58,13&460 EAST 0.10 NA US 58 FROM ROUTE 664 WESTNORTH	NA NA	NA

					N	ortolk Ma	aintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Virginia Beach		Froi	n:								-					
(F143) Midtown Way	0.55	330	G			υ	ead End				NA			330	G	2010
		Т	'n.		13	34-8661 Re	gent Unive	rsity Dr								
City of Chesapeake		Froi	n:			Ru	s SR 168				ı					
(F144)	0.10	1200	R			Du	3 SK 100				NA			NA		04/28/2009
		Т	o:			D	ead End									
Dullden Dd	0.00	Froi				T	intern St							0.40		2040
(F145) Bulldog Rd	0.06	840	G			D	ead End				NA T			840	G	2010
		Froi	n:				ead End				Ì					
(F148) Tennyson St	0.10	40	G								NA			40	G	2010
		Т	o:				reat Bridge	Blvd								
(F150) Libertyville Rd	0.34	1300	[™]			M	ullen Rd				 NA			1300	G	2010
F150) Libertyville red	0.54	1300	'n			SR 166 E	Bainbridge E	Blvd						1300		2010
_		Froi	n:			Sor	ıthway St									
(F151) Firman St	0.17	100	G								NA			100	G	2010
		From	1				ead End									
(F153) Rotunda Ave	1.67	450	G	97%	1%	1%	ilitary High 1%	way 0%	0%	С	0.106	F	0.51	480	G	2010
F153) TOTALING THE			in	0.70	.,,		Portsmouth				¬	•	0.0.			
(F153) Rotunda Ave	0.69	450 From	N. N	97%	1%	1%	1%	0%	0%	N	0.106	N	0.51	480	Ν	2010
		Т	o:			124-8540	Greenwood	d Dr								
City of Portsmouth		Froi	n.			D	1 F 1									
(F154) Liberty St	0.40	20	G			<u> </u>	ead End				NA			20	G	2010
,		Т	o:			Ta	zewell St									
City of Chesapeake		Froi					ъ.				-					
(F156) Burns St	0.12	60	G			D	orcas Rd				NA			60	G	2010
1130) = 3		Т				D	ead End									
City of Norfolk																
(5457)	0.29	2600	"L			D	ead End				 NA			2600	G	2010
(F157)	0.20	<b>2000</b>	_			US 13	Military Hw	vy						2000		2010
City of Chesapeake																
F336) Jolliff Rd	0.19	30	". G			SR 19	1 Jolliff Rd	l			NA			30	G	2010
(F336) Jolliff Rd	0.19		i:			D	ead End							30	G	2010
		Froi	n:			D	ead End									
(F337) Branchview Way	0.47	60	G								NA			60	G	2010
		Т					1 Jolliff Rd									
(F683) Blake St	0.32	840	G			SR 190 G	reat Bridge	Blvd			 NA			840	G	2010
F683) Blake St	0.02	T				D	ead End							040		2010
		Froi	n:			SR 190 G	reat Bridge	Blvd								
F684 Finck Lane	0.13	690	G								NA			690	G	2010
		Froi					ead End				<u> </u>					
(F808) W Military Hwy	0.06	40	"L			D	ead End				NA			40	G	2010
		т				US :	58; FR-923								_	
		Froi				D	ead End									
(F809)	0.65	100 T	G			110 50	3 (*1°. **				NA			100	G	2010
		Froi					Military Hw									
(F812) Ridgeway Ave	0.46	70	G			US 13	Military Hw	vy			NA			70	G	2010
37 17			io:			D	ead End									

					NC	rfolk Mainte	nance Area								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				US 58 Milit	ory Huzy								
F ₉₂₃ ) Snowden St	0.58	20	G			US 36 WIIII	ary riwy			NA			20	G	2010
. 3.29		To				Dead I	End								
City of Norfolk															
1 Corporate Blvd	0.47	4100	G	98%	1%	Curlew 1% 0	Dr 0% 0%	0%	F	 NA			4400	G	2010
Corporate Blvd	0.47	<b>4100</b>		30 /0	1 /0	US 13 Milit		070					4400	G	2010
		From			SR	194; SR 247 CI		1							
3 Sewells Point Rd	1.57	8900	G	97%	1%		% 0%	0%	С	0.095	F	0.561	9500	G	2010
		To	<u> </u>			SR 165 Little									
O Domo	0.14	From <b>NA</b>				122-8623 TO	I-64 EAST						NIA		
8023 Ramp	0.14	NA To			I-6	4-E FROM BA	Y AVENUE			NA T			NA		
		From				Powhatar									
8560) 49th St	0.56	4100	G	98%	1%		1% 0%	0%	С	0.080	F	0.559	4400	G	2010
122		To From		_		SR 337 Hamp		_							
8560) 49th St	0.42	3900	G	98%	1%	Hampton 1% C	19% 0%	0%	F	0.083	F	0.559	4200	G	2010
(8560) 49th St	0.12	То		0070	170	Colley .		070		0.000	•	0.000	1200		2010
		From				Powhatar	ı Ave								
8561 Bolling Ave	0.48	2400	G	98%	1%	1% 0	0%	0%	F	0.098	F	0.607	2600	G	2010
		To From				SR 337 Ham	pton Blvd								
8561 Bolling Ave	0.48	2600	G	98%	1%		% 0%	0%	F	0.175	F	0.521	2800	G	2010
		То				Jamestown (									
8562) 43rd St	0.98	11000	G	98%	1%	Powhatar 1% C	1 Ave 1% 0%	0%	F	0.083	F	0.539	12000	G	2010
8562) 43rd St	0.00	To	Ŭ	3070	170	Colley		070	•	0.000	•	0.000	12000	Ü	2010
		From				US 58 Bramb	leton Ave								
8563 Colley Ave	0.21	17000	G	98%	1%	1% 0	% 0%	0%	F	0.080	F	0.538	19000	G	2010
		To From				Olney	Rd								
8563 Colley Ave	0.40	14000	G	98%	1%	1% 0	0%	0%	F	0.087	F	0.652	15000	G	2010
		To From				Princess A									
(8563) Colley Ave	0.37	15000	G	98%	1%	1% 0	0%	0%	F	0.082	F	0.521	17000	G	2010
<u> </u>		To From				21st St									
8563 Colley Ave	0.30	17000 _{To}	G	98%	1%	1% C	0% 0%	0%	F	0.093	F	0.564	18000	G	2010
		From				27th 5									
8563 Colley Ave	1.04	14000	G	98%	1%	1% 0	0%	0%	С	0.09	F	0.57	15000	G	2010
<u>~</u>		To From				52rd St				$\Box$					
(8563) Jamestown Crescent	0.74	5900 _{To}	G	98%	1%		% 0%	0%	F	0.093	F	0.557	6200	G	2010
						SR 337 Hamp									
8564) Powhatan Ave	0.75	From <b>1700</b>	G	99%	1%	Dead F 1% 0	End 0%	0%	F	0.101	F	0.597	1800	G	2010
(8564) Pownatan Ave		To		5570	1 /0			0 /0	•	J. 101		0.001			
8564) Powhatan Ave	0.81	6100 From	G	99%	1%	Bolling 1% C	Ave 1% 0%	0%	F	0.08	F	0.536	6400	G	2010
8564 Pownatan Ave		To				38th 3									
20th Ct	0.57	From	<u> </u>	000/	10/	Powhatar		00/		0.004		0.530	4000		2010
8564 38th St	0.57	3700	G	99%	1%		0%	0%	F	0.084	F	0.539	4000	G	2010
8564) 38th St	0.41	From 6100	G	99%	1%	1% C	pton Blvd 0%	0%	F	0.086	F	0.653	6500	G	2010
8564) 38th St	0.41	0100		33%	170			U70	۲	0.060	۲	0.003	0000	G	2010
8564) 38th St	0.53	9000 From	G	99%	1%	Colley .	Ave 1% 0%	0%	С	0.088	F	0.615	9700	G	2010
		5000	9	JJ /0	1 /0	1/0	/U U/0	U /0	$\overline{}$	0.000	1	0.010	3100	J	2010
78564) 38th St	0.55	_													
(8564) 38th St	0.33	4600 From	G	99%	1%	Llewelly		0%	F	0.098	F	0.673	4900	G	2010

La Valletira Ave 0.48 1800 G 99% 1% 1% 1% 0% 0% 0% F 0.111 F 0.547 2000 G 2010  Colonial Ave 1.08 6700 G 99% 1% 1% 0% 0% 0% 0% F 0.111 F 0.569 7200 G 2010  Colonial Ave 1.07 2800 G 99% 1% 1% 0% 0% 0% 0% F 0.101 F 0.569 7200 G 2010  New Hampshire Ave 0.24 150 G 99% 1% 1% 0% 0% 0% 0% F 0.17 F 0.875 160 G 2010  New Hampshire Ave 0.24 150 G 99% 1% 1% 0% 0% 0% 0% F 0.17 F 0.875 160 G 2010  Mayflower Ave 0.25 1800 G 100% 0% 0% 0% 0% 0% F 0.128 F 0.700 1100 G 2010  Delaware Ave 0.55 3800 G 100% 0% 0% 0% 0% 0% 0% F 0.089 F 0.53 3800 G 2010  Delaware Ave 0.12 7400 G 100% 0% 0% 0% 0% 0% F 0.089 F 0.53 3800 G 2010  Delaware Ave 0.12 7400 G 100% 0% 0% 0% 0% 0% F 0.089 F 0.55 3800 G 2010  Delaware Ave 0.12 7400 G 99% 0% 0% 0% 0% F 0.09 F 0.55 940 G 2010  Delaware Ave 0.12 7800 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.20 1800 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 7800 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 7800 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.21 6900 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 7800 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 7800 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.10 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.01 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.01 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.01 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.01 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.01 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.01 F 0.55 940 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0% 0% 0% 0% F 0.01 F 0.05 870 G 2010  Delaware Ave 0.12 8000 G 99% 0% 0%						INC	ortoik iviainte	enance Area								
Colonial Ave	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Levellyn Ave 0.48 1800 G 99% 1% 1% 0% 0% 0% F 0.111 F 0.547 2000 G 2010 Colonial Ave 1.08 6700 G 99% 1% 1% 0% 0% 0% F 0.101 F 0.569 7200 G 2010 Colonial Ave 1.07 2600 G 99% 1% 1% 0% 0% 0% 0% F 0.101 F 0.569 7200 G 2010 Colonial Ave 1.07 2600 G 99% 1% 1% 0% 0% 0% 0% F 0.101 F 0.569 7200 G 2010 Colonial Ave 1.07 2600 G 99% 1% 1% 0% 0% 0% 0% F 0.101 F 0.569 7200 G 2010 Colonial Ave 1.07 2600 G 99% 1% 1% 0% 0% 0% 0% F 0.101 F 0.569 7200 G 2010 Colonial Ave 1.07 2600 G 99% 1% 1% 0% 0% 0% 0% F 0.101 F 0.569 7200 G 2010 Colonial Ave 1.07 2600 G 99% 1% 1% 0% 0% 0% 0% F 0.103 F 0.651 1700 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.128 F 0.700 1100 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.128 F 0.700 1100 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.53 3900 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.099 F 0.55 9400 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.009 F 0.55 9400 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% 0% F 0.009 F 0.55 9400 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% F 0.009 F 0.55 9400 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% F 0.009 F 0.55 9400 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0% 0% 0% 0% F 0.009 F 0.55 9400 G 2010 Colonial Ave 1.08 2600 G 100% 0% 0	City of Norfolk															
Collonial Ave 1.08 6700 G 99% 1% 1% 1% 0% 0% 0% F 0.101 F 0.569 7200 G 2010  ***Section of the collection of the collect	La Valletta Ava	0.40		<u> </u>	000/	40/			00/		0.111	_	0.547	2000	0	2010
Colonial Ave 1.08 6700	(8564) La Vallette Ave	0.46	10 <b>00</b>		99%	170			0%	Г	0.111	Г	0.547	2000	G	2010
Colonial Ave 1.08 6700			From	I							<u> </u>					
Colonial Ave	Colonial Ave	1.08		G	99%	1%			0%	F	0.101	F	0.569	7200	G	2010
Colonial Ave   1.07   2800   G   99%   1%   1%   1%   0%   0%   F   0.094   F   0.094   F   0.699   2800   G   2010	122 COIOTHGII 7 (VO	1.00	T. 00			1,70						•	0.000	, 200	Ū	2010
New Hampshire Ave	Colonial Ave	1.07			99%	1%			0%	F	0.094	F	U 600	2800	G	2010
New Hampshire Ave   0.24   150   G   99%   19%   19%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%	100 Octobrical 7 110	1.07			0070	170			070	-	0.00 .	•	0.000	2000	Ū	2010
	$\sim$		From													
See   41st St   0.05   1000   G   100%   0%   0%   0%   0%   0%   0%	(8565) New Hampshire Ave	0.24		G	99%	1%			0%	F	0.17	F	0.875	160	G	2010
## 41st St																
Mayflower Ave   0.22   1800   G   100%   0%   0%   0%   0%   0%   0%	Adot Ct	0.05		<u> </u>	1000/	00/			00/		0.100	_	0.700	1100	0	2010
Mayflower Ave   0.22   1600   G   100%   0%   0%   0%   0%   0%   0%	8566) 41St St	0.05	1000 To	<u> </u>	100%	0%			0%	Г	0.128	Г	0.700	1100	G	2010
Delaware Ave			From													
Delaware Ave   0.55   3800   G   100%   0%   0%   0%   0%   0%   0%	8566 Mayflower Ave	0.22	1600	G	100%	0%	0% (	0%	0%	F	0.103	F	0.651	1700	G	2010
Delaware Ave 0.55 3800	<i></i>		To													
Delaware Ave   0.12   7400   G   100%   0%   0%   0%   0%   0%   0%	Delaware Ave	0.55			100%	0%			0%	F	0.089	F	0.53	3900	G	2010
Delaware Ave	8566 Delaware Ave	0.55	3000		10076	0 70			076	'	0.003	'	0.55	3300	G	2010
Second	Delawara Ava	0.10		<u> </u>	1000/	00/			00/	-	0.106		0.757	7000		2010
Boush St   0.21   6900   G   100%   0%   0%   0%   0%   0%   0%	8566 Delaware Ave	0.12			100%	0%			0%	C	0.106	Г	0.757	7900	G	2010
Boush St   0.21   6900   G   100%   0%   0%   0%   0%   0%   0%			From													
Llewellyn Ave   0.30   8800   G   99%   0%   0%   0%   0%   0%   0%   F   0.109   F   0.65   9400   G   2010	Boush St	0.21		G	100%	0%			0%	F	NA			7400	G	2010
Llewellyn Ave   0.30	8567) Bodon Gr	0.21			10070	070								7 100	Ū	2010
Delaware Ave   0.50   9100   G   99%   0%   0%   0%   0%   0%   0%   F   0.102   F   0.585   9900   G   2010	Llowollyn Avo	0.30			00%	Λ0/:			09/		0.100	_	0.65	0400	G	2010
Llewellyn Ave   0.50   9100   G   99%   0%   0%   0%   0%   0%   0%   F   0.102   F   0.585   9900   G   2010	122 Liewelly IT Ave	0.30	8800		99 /0	0 /0			0 /6	Г	0.109		0.05	9400	G	2010
Llewellyn Ave   0.72   7900   G   99%   0%   0%   0%   0%   0%   0%   F   0.104   F   0.505   8700   G   2010	A Llowelly in Ave	0.50		<u> </u>	000/	00/			00/		0.102		0.505	0000		2010
Llewellyn Ave   0.72   7900   G   99%   0%   0%   0%   0%   0%   0%   F   0.104   F   0.505   8700   G   2010	8567) Liewellyn Ave	0.50	9100		9970	0%	0%	J% U%	0%	Г	0.102	г	0.565	9900	G	2010
See   College		0.70		<u> </u>	000/	00/			00/		0.404		0.505	0700		2040
Second   S	8567 Liewellyn Ave	0.72	7900		99%	0%	0% (	J% U%	0%	F	0.104	F	0.505	8700	G	2010
Sign   Clewellyn Ave   0.20   12000   G   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>				2221											
Segs   Llewellyn Ave   0.20   12000   G   99%   0%   0%   0%   0%   0%   0%   0	Llewellyn Ave	0.14	8000	G	99%	0%			0%	С	0.103	F	0.523	7600	G	2010
Colley Ave   0.20   12000   G   99%   0%   0%   0%   0%   0%   0%   F   0.095   F   0.546   13000   G   2010			From													
Second   Color   Col	8567) Llewellyn Ave	0.20	12000	G	99%	0%			0%	F	0.095	F	0.546	13000	G	2010
College   Coll	122		To				Delawar	e Ave								
Second   S	8567 Llewellyn Ave	0.28		G	99%	0%			0%	F	0.101	F	0.945	8400	G	2010
Second   S	122		To													
Second State   Seco			From				Collev	Ave								
Color   Colo	8568) Olney Rd	0.50	10000	G	98%	1%			0%	С	0.108	F	0.759	11000	G	2010
Second	(199)		To			US 5	8 Viroinia Bea	ch Blyd: Duke S	St							
Total   Monticello Ave   From   122-8585 Main St	8568 Olney Rd	0.31		G	98%					F	0.112	F	0.779	2800	G	2010
Granby St 0.36 7900 G 98% 1% 1% 0% 0% 0% F 0.081 F 0.523 8700 G 2010    Starmbleton Ave   Starmbleton	122						Monticel	lo Ave								
Granby St 0.36 7900 G 98% 1% 1% 0% 0% 0% F 0.081 F 0.523 8700 G 2010    Start   Start			From				122-8585	Main St			Ī					
S   S   Brambleton Ave   Church St   Church S	8569 Granby St	0.36	7900	G	98%	1%			0%	F	0.081	F	0.523	8700	G	2010
Granby St 1.27 9300 G 98% 1% 1% 0% 0% 0% F 0.083 F 0.505 8800 G 2010 Church St	122)		To													
Church St   From:   Raleigh Ave	Granby St	1 27		<u>۾</u>	QQ0/.	10/-			00/	F	U 083	F	0.505	2200	G	2010
Raleigh Ave     Raleigh Ave   Raleigh Ave     Raleigh Ave     Raleigh Ave     Raleigh Ave     Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Raleigh Ave   Ra	122 Stariby 31	1.41	33 <b>00</b> To		JO /0	1 /0			U /0	Г	0.003	I.	0.505	0000	G	2010
SF   SF   SF   SF   SF   SF   SF   SF			From								<del>_</del> _					
SR 337 Hampton Blvd	9572) Claremont Ave	0.51		G	99%	1%			0%	F	0 128	F		1000	G	2010
8572 21st St 0.29 8200 G 99% 1% 1% 0% 0% 0% C 0.099 F 0.544 9000 G 2010  Colley Ave  Colle	122	0.01	<del></del>		JU /0	1 /0			370			•		1000	J	2010
Colley Ave Sergery 21st St 0.48 14000 G 99% 1% 1% 0% 0% 0% F 0.086 F 0.501 15000 G 2010	21ct St	0.20	From		000/	10/			00/		0.000	F	0.544	0000	C	2010
8572) 21st St 0.48 <b>14000 G</b> 99% 1% 1% 0% 0% F 0.086 F 0.501 15000 G 2010	8572) 2 181 31 122	0.29	0200		99%	170			U%	U	0.099		0.544	9000	G	2010
100 /	21at Ct	0.40	From	<u> </u>	0007	407			00/				0.504	45000	^	0040
	(8572) 21st St	0.48	14000	G	99%	1%			υ%	٢	0.086	۲	0.501	15000	G	2010

					No	ortolk iviai	intenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk			-								_					
04.40	2.05	From		2001	40/		wellyn St	00/	00/			_	0.500	44000	_	0010
8572 1222 21st St	0.25	9800 Tra	G	99%	1%	1% Monti	0%	0%	0%	F	0.092	F	0.523	11000	G	2010
		From					icello Ave									
8573) Ballentine Blvd	0.50	14000	G	95%	1%	2%	a Beach Bl	va 1%	0%	С	0.079	F	0.605	15000	G	2010
8573 Ballentine Blvd	0.50	14000		95 /6	1 /0				070		0.073	'	0.003	13000	O	2010
Pollentine Plyd	0.54	11000	G	95%	1%	SR 166 Pri 2%	incess Anne 2%	2 Rd 1%	0%	F	0.079	F	0.506	12000	G	2010
8573 Ballentine Blvd	0.54	To		93 /6	1 /0		Terrace	1 /0	0 76		0.079	-	0.506	12000	G	2010
_		From					34 Tait Ten	r								
8573 Ballentine Blvd	0.49	9400	G	95%	1%	2%	2%	1%	0%	F	0.081	F	0.507	10000	G	2010
		To	:			122-8613 C	hesapeake	Blvd								
O		From					O Granby St									
8574 Willow Wood Dr	1.10	11000	G	99%	1%	1%	0%	0%	0%	С	0.091	F	0.538	12000	G	2010
		10	1				Tidewater I									
St Doule Divid	0.22	14000	G	000/		ALT SR 33			00/		0.007	F	0.7F	15000	<u></u>	2040
(8575) St Pauls Blvd	0.33	14000		99%	1%	1%	0%	0%	0%	F	0.097		0.75	15000	G	2010
C Faradamak Ot	0.44	From		000/	40/		arket St	00/	00/			_	0.500	40000	_	0040
(8575) Fenchurch St	0.41	9700	<u>G</u>	99%	1%	1%	0%	0%	0%	F	0.086	F	0.523	10000	G	2010
O 01 1 01		From		0=01	401		rambleton A		061			_	0.555	40000		0010
(8575) Church St	0.23	17000	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.552	18000	G	2010
		To From				US 58 Virg		Blvd								
8575 Church St	0.13	17000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.574	18000	G	2010
		To From				Princes	ss Anne Rd									
8575 Church St	0.84	20000	G	97%	1%	1%	1%	1%	0%	С	0.09	F	0.539	21000	G	2010
		To			SR	247 Lafayet	tte Blvd; 26	th Street	t							
8575 Church St	0.05	13000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.506	14000	G	2010
(122)		To From				2	7th St									
8575 Church St	0.21	12000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.543	13000	G	2010
122		To	:		US -	460 Granby	St; Montic	ello Ave								
		From	:			De	ad End									
8576 Princess Anne Rd	0.62	710	G	97%	1%	2%	0%	0%	0%	С	0.118	F	0.543	780	G	2010
		To				SR 337 H	Hampton Bl	vd			<b>—</b>					
8576 Princess Anne Rd	0.08	6400	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.528	6300	G	2010
(12)		To From	_			Col	lley Ave				<b>—</b>					
8576 Princess Anne Rd	0.32	8000	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.629	8800	G	2010
122/		To	:			Colo	onial Ave									
Drivers Aves D.	0.40	From	<u> </u>	000/	40/		Colonial A		007		0.004	_	0.504	44000	_	0040
8576 Princess Anne Rd	0.18	9800	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.591	11000	G	2010
		From					ellyn Ave									
8576 Princess Anne Rd	0.28	9100	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.555	9800	G	2010
<u> </u>		To From					icello Ave									
8576 Princess Anne Rd	0.49	9300	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.538	10000	G	2010
<u> </u>		To From				Ch	urch St									
8576 Princess Anne Rd	0.29	17000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.507	18000	G	2010
		To	-				water Dr									
<u> </u>		From				Monti	icello Ave		•						_	
(8580) Charlotte St	0.17	3900	G			***	D 177 :	α.			NA			4200	G	2010
		From					Bus Wood US 460	St								
(8580) Wood St	0.13	2000	G			Dus	25 700				0.122	F	0.856	2200	G	2010
8580 Wood St		То	_			Га	aburak Ct								_	
(8580) Charlotte St	0.32	1900	G	98%	1%	1%	church St 0%	0%	0%	F	0.09	F	0.509	2100	G	2010
(8580) Charlotte St	0.02	To	Ť	3070	. 70		water Dr	273	3,0	•		•	2.000	2.50	_	_0.0
			•													

					INC	orronk iviairiteriarite Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	.1			Character Dlad			<del>- 1</del>					
Fishermans Rd	0.44	4900	G	98%	1%	Chesapeake Blvd 1% 1% 0%	0%	С	0.097	F	0.658	5000	G	2010
		To				Sturgis Rd Fishermans Rd								
Sturgis Rd	0.11	760	G	98%	1%	1% 1% 0%	0%	F	0.129	F	0.542	810	G	2010
Sturgis Rd		To				Bay View Blvd								
8581) Sturgis St	0.64	1400 From	G	98%	1%	1% 1% 0%	0%	F	0.092	F	0.506	1500	G	2010
Sturgis St		To	:			Ocean View Ave								
		From	:			Boush St								
Main St	0.25	5500	G	98%	1%	1% 0% 0%	0%	F	0.108	F	0.549	5900	G	2010
		To	:			Bank St Main St								
8585) Bank St	0.16	4000	G	98%	1%	1% 0% 0%	0%	F	NA			4300	G	2010
8585) Bank St		То	:			A1US 460-P City Hall Ave								
		From	:			Boush St								
8586 Plume St	0.42	2900	G	98%	1%	1% 0% 0%	0%	F	0.137	F	0.529	3100	G	2010
122)		To				St Pauls Blvd								
		From	i.			Park Ave								
8588 Corprew Ave	0.77	6100	G	98%	1%	1% 0% 0%	0%	F	0.109	F	0.592	6700	G	2010
		To	1			Merrimac Ave								
Indias Diver Del	0.00	From	<u> </u>	0007	40/	SR 337 State St	001		0.005	_	0.040	4.400	^	0040
Indian River Rd	0.23	1300	G	98%	1%	1% 0% 0%	0%	F	0.225	F	0.949	1400	G	2010
<u> </u>		From				Main Street								
Indian River Rd	0.66	2100	G	98%	1%	1% 0% 0%	0%	С	0.123	F	0.628	2300	G	2010
		From				Marsh St Berkley Ave								
ndian River Rd	0.53	14000	G	98%	1%	1% 0% 0%	0%	F	0.096	F	0.839	15000	G	2010
122)		To	:			US 460 Wilson Rd								
		From	:			SR 337 Main S								
Liberty St	0.57	5000	G						0.083	F	0.511	5300	G	2010
		То	:			WCL Chesapeake								
O		From	:			I-464								
8592 Berkley Ave	0.10	15000	G	96%	1%	2% 0% 0%	0%	F	0.107	F	0.810	16000	G	2010
		From				State St								
8592 Berkley Ave	0.11	14000	G	96%	1%	2% 0% 0%	0%	F	0.075	F	0.510	15000	G	2010
<u> </u>		To From	:			Main St								
8592 Berkley Ave	0.21	14000	G	96%	1%	2% 0% 0%	0%	F	0.089	F	0.549	15000	G	2010
		To From				Fauquier St			$\Box$					
8592 Berkley Ave Ext	0.80	4400	G	96%	1%	2% 0% 0%	0%	С	0.081	F	0.501	4300	G	2010
		To From				US 460 Wilson Rd								
8592 Berkley Ave Ext	0.45	3500	G	96%	1%	2% 0% 0%	0%	F	0.087	F	0.515	3800	G	2010
1227		To From				Campostella Rd								
8592 Berkley Ave Ext	0.27	3100	G	96%	1%	2% 0% 0%	0%	F	0.083	F	0.52	3400	G	2010
122/		To	:			WCL Chesapeake								
<u> </u>		From	:		1SR 3	337-P; 122-8592 BERKLEY	AV							
8592) Ramp	0.09	NA							NA			NA		
		То	:		I-464-	S FROM BERKLEY AVEN	UE							
0.0000000000000000000000000000000000000	0.50	From		0.407	001	Campostella Rd	601		0.400	_	0.574	0.10		0040
Springfield Ave	0.52	230 To	G	94%	2%	4% 0% 0% Sycamora St	0%	С	0.132	F	0.571	240	G	2010
			<u>l</u>			Sycamore St			<u> </u>					
Spring Meadow Blvd	0.55	790	G	99%	0%	Military Hwy 1% 0% 0%	0%	С	0.094	F	0.625	840	G	2010
Service and the interpretation of the contract	0.55	190		JJ /0	U /0	1% 0% 0% Hunt Rd	0 /0		0.094	1-	0.020	040	G	2010
122) Opring Moddon Bird		To												
127		To							<u> </u>					
(8594) Spring Meadow Blvd (8595) S Main St	0.27	From <b>3000</b>	G	96%	1%	Liberty St 2% 0% 0%	0%	F	0.124	F	0.555	3200	G	2010

								amenance									
Route	e	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Nort	folk																
Villag	ge Ave/Sewells Poin	1.07	4000	G	84%	1%	Ing 2%	gleside Rd 4%	9%	0%	С	0.095	F	0.507	4000	G	2010
8607 Villag	ge Ave/Sewells Full	1.07	4000 To-		04 /0	1 /0		ess Anne Ro		0 /6	C	0.093	-	0.507	4000	G	2010
			From:					oncurry Rd									
8609 North	n Shore Rd	0.57	690	G	97%	1%	1%	0%	0%	0%	F	0.174	F	0.663	700	G	2010
8609 North			Tor									_	-			-	
North	n Shore Rd	0.73	1500	G	96%	1%	2%	npton Blvd 0%	0%	0%	F	0.084	F	0.733	1500	G	2010
8609 North	1 Shore Ita	0.75	To:		30 70	1 /0		Diven St	070	070	'	0.004	'	0.755	1300	G	2010
			From:					th Shore Rd									
8609 Diver	n St	0.60	1600	G	97%	1%	1%	0%	0%	0%	С	0.096	F	0.507	1600	G	2010
			To:			I	nternation	nal Terminal	Blvd								
_			From:				SR 337	Hampton B	lvd								
8610 Beecl	chwood Ave	0.49	300	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.530	320	G	2010
122)			To:				Beed	chwood Ave									
_			From:				(	ranby St									
8611) Kingl:	lsey Lane	0.25	4100	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.633	4300	G	2010
·			To- From:					wport Ave	-	-		$\perp$					
Nour	port Ave	1 16		G	98%	1%		gsley Lane 0%	0%	0%	С	0.107	F	0.500	2700	G	2010
8611 Newp	port Ave	1.16	3700 To-		JO 70	170	1%	e Creek Rd	U70	U70	U	0.107	۲	0.508	3700	J	2010
			From:						1			+					
Malth	oy Ave	0.27	3400	G	96%	1%	2%	ess Anne Ro	0%	0%	F	0.082	F	0.532	3600	G	2010
8613 Maltb	by AVC	0.21	J- <del>1</del> UU		JU /0	1 /0			U /0	U /0	'	0.002		0.002	3000	J	2010
<u> </u>		0.15	From:	ــــــــــــــــــــــــــــــــــــــ	000:			Cary St	001	661				0 = / =			
8613 Maltb	by Ave	0.15	3800	G	96%	1%	2%	0%	0%	0%	F	0.076	F	0.513	4100	G	2010
			To: From:					Julian Ave									
8613 Maltb	by Ave	0.20	910	G	96%	1%	2%	0%	0%	0%	F	0.091	F	0.539	980	G	2010
			To: From:					Rugby St									
Malth	oy Ave	0.12	70	G	96%	1%	2%	37 Rugby Str 0%	0%	0%	F	NA			80	G	2010
8613 Maltb	Dy Ave	0.12	To:		30 70	1 /0		Dead End	070	070	'				00	G	2010
			From:					it Terrace									
8613 Ches	sapeake Blvd	0.62	1300	G	96%	1%	2%	0%	0%	0%	F	0.089	F	0.529	1400	G	2010
122/			To				Kita	chener Ave									
R613 Ches	sapeake Blvd	0.10	1600	G	96%	1%	2%	0%	0%	0%	F	0.083	F	0.5	1700	G	2010
8613 Ches			To:	_		.,,						_	-	-		_	
Chan	sapeake Blvd	0.04	1600	NI	96%	1%	122-8573 <b>2%</b>	Ballentine 1	0%	0%	N	0.083	N	0.5	1700	N	2010
8613 Ches	sapeane bivu	0.04	1000	N	3070	1 70			U /0	U 70	IN	0.003	IN	0.0	1700	IN	2010
<u> </u>			From:					litary Hwy									
8613 Norvi	iew Ave	0.51	14000	G	99%	0%	0%	0%	0%	0%	С	0.081	F	0.562	15000	G	2010
			To: From:				Azale	a Garden Ro	i								
8613 Norvi	iew Ave	0.21	13000	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.551	14000	G	2010
122)			To:			N	Vorfolk In	ternational A	irport								
_			From:				(	Franby St									
8618 Bay \	View Blvd	0.61	8700	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.535	9300	G	2010
122)			From:	-			Tio	lewater Dr				_					
8618) Bay \	View Blvd	0.52	12000	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.604	13000	G	2010
8618 Bay V			To				Chas	apeake Blvd				_					
Bay \	View Blvd	1.10	7100	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.578	7600	G	2010
8618) Bay V			To	Ī	0070	0,0		e View Ave	0,70	0,0	•		•	0.0.0		•	_0.0
_			From:					View Blvd									
8618 Cape	e View Ave	0.41	5400	G	99%	0%	0%	0%	0%	0%	С	0.134	F	0.51	5800	G	2010
			To:				US 60 C	cean View A	Ave								
			From				Ches	apeake Blvd	<u> </u>								
8619 Beach	ch View St	0.71	1000	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.608	1100	G	2010
122/			To:		_	_	Oce	an View St		_							
			From:				Tic	lewater Dr									
-				_													
8620 Shep	oard Ave	0.54	1300	G	98%	0%	1%	0%	0%	0%	С	0.109	F	0.533	1400	G	2010

						orroik iviainten									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From:	1			CI 1	D1 1								
8620) Shepard Ave	0.49	1200	G	98%	0%	Chesapeake		0%	F	0.094	F	0.636	1300	G	2010
Shepard Ave		To				Cape View									
O 2 1/1 4		From:				Sheppard A					_			_	
8620 Cape View Ave	0.19	360	G	98%	0%	1% 0%	0%	0%	F	0.106	F	0.714	380	G	2010
<u> </u>		From				Tallwood									
8620 Cape View Ave	0.04	360	N	98%	0%	1% 0%		0%	N	0.106	Ν	0.714	380	N	2010
<u> </u>		From:				Dead End; Sunset Dr				-					
8620 Cape View Ave	0.46	660	G	99%	0%	0% 0%		0%	F	0.117	F	0.506	710	G	2010
8620 Cape View Ave		To:				Bay View I	lvd								
		From				Little Creek	Rd			Ī					
8621 Old Ocean View Rd	0.64	3500	G	99%	0%	0% 0%		0%	F	0.108	F	0.625	3800	G	2010
122		To				Sheppard A	VA								
8621) Old Ocean View Rd	0.73	3800 From:	G	99%	0%	0% 0%		0%	F	0.1	F	0.793	4100	G	2010
8621) Old Ocean View Rd	00	To								<b>—</b>	•	000		Ū	_0.0
8621) Old Ocean View Rd	0.76	960	G	99%	0%	Bay View I 0% 0%		0%	F	0.102	F	0.716	1000	G	2010
Old Ocean View Rd	0.70	To:		JJ /0	0 /0	Tidewater		0 /0	Г	0.102	r	0.7 10	1000	9	2010
		From				US 460 Gran									
8623) Bay Ave	0.33	2300	G	99%	0%	0% 0%	•	0%	F	0.194	F	0.567	2500	G	2010
8623 Bay Ave	0.50	_500	_	2070	3,0		. 070	0,0	•		•	0.001	_000	-	2010
Day Ave	0.00	From	<u> </u>	000/	40/	I-64	00/	00/		0.400	_	0.047	47000		2040
8623 Bay Ave	0.30	16000	G	98%	1%	0% 19 First View		0%	С	0.109	F	0.847	17000	G	2010
		From:				Bay Ave				+					
8623) First View St	0.36	9100	G	98%	1%	0% 1%		0%	F	0.094	F	0.746	9700	G	2010
First View St		To				Beardon A	va.								
First View St	0.47	6000	G	98%	1%	0% 19		0%	F	0.098	F	0.651	6600	G	2010
8623 First View St	0			0070	.,,			0,0	•		•	0.00	0000	•	
First View St	0.44	14000	G	98%	1%	Cherry S 0% 19		0%	F	0.086	F	0.660	15000	G	2010
First View St	0.44	14000 To:		90 /6	1 /0	US 60 Ocean V		0 /6		0.000	-	0.660	15000	G	2010
		From:													
8624) Maple Ave	0.35	850	G	98%	1%	First View		0%	F	0.107	F	0.654	910	G	2010
Maple Ave	0.55	To:	ı –	3070	1 /0	Dead En		070		0.107	'	0.004	310	O	2010
		From													
8625) Suburban Pkwy	0.87	1700	G	98%	1%	Granby S 1% 0%		0%	F	0.141	F	0.615	1800	G	2010
Suburban Pkwy	0.07	To:		3070	170	Thole S		070	•	0.141	•	0.010	1000	Ü	2010
		From:				Granby S									
8626) Thole St	0.39	11000	G	98%	1%	1% 0%		0%	F	0.1	F	0.538	12000	G	2010
8626) I hole St	0.00		_	2070	1 /0			0,0	•		•	2.000	.2000	-	2010
8626) Thole St	0.72	From:	G	98%	1%	Parkdale 1		0%	С	0.102	F	0 <i>575</i>	11000	G	2010
8626) Thole St	0.72	To:		96%	170	SR 168 Tidew		0%	U	0.102	Г	0.575	11000	G	2010
		From:	1												
8629) Meadow Creek Rd	0.49	2600	G	98%	1%	Little Creek		0%	F	0.096	F	0.634	2800	G	2010
122 Weadow Creek Rd	0.49	<b>2000</b> To:		90 /0	1 /0	Dead En		0 /0	-	0.090	-	0.034	2000	G	2010
		From:	l							1					
8630) Heutte Dr	1.20	2400	G	98%	1%	Azalea Gardo		0%	F	0.11	F	0.573	2500	G	2010
8630) Heutte Dr	1.20	<b>2400</b> To:		90 /6	1 /0	Shore D		0 /6		-U.11	-	0.573	2300	G	2010
		From								<u> </u>					
9631) Johnstons Rd	0.21	7400	G	98%	1%	122-3 Sewells Po 1% 0%		0%	С	0.098	F	0.505	7500	G	2010
B631 Johnstons Rd	0.21	1-00		0070	1 /0			0 /0		0.000	•	0.000	, 500	5	2010
Johnstone D.1	0.50	From	<u> </u>	0007	407	Chesapeake		001		0.400	_	0.040	40000		0040
Johnstons Rd	0.58	12000	G	98%	1%	1% 0%	0%	0%	F	0.103	F	0.612	12000	G	2010
		To: From:				Military H		_							
8631 Johnstons Rd	0.93	7500	G	98%	1%	1% 0%	0%	0%	С	0.099	F	0.587	7700	G	2010
<u> </u>		To:				Little Creek	Rd								
8631) Halprin Dr	1 OF	3600	G	98%	1%	1% 0%		00/		0.004	_	0.500	2000	G	2010
8631) Halpili Di	1.05	3000	G	30 /0	1 /0	170 07	0%	0%	F	0.094	F	0.599	3900	G	2010

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From	1			D	and End				1					
5th Bay St	0.16	540	G	98%	1%	1%	ead End 0%	0%	0%	F	0.098	F	0.564	570	G	2010
8631) 5th Bay St	0.10	To	Ť	0070	170		asant Ave	070	070	-	0.000	·	0.001	0.0	Ū	2010
		From					ewater Dr				i					
8632) Norview Ave	0.29	6800	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.656	7300	G	2010
Norview Ave		To				Sade	gefield Dr									
8632) Norview Ave	0.79	6400 From	G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.613	6800	G	2010
Norview Ave		To					peake Blvo									
		From				Не	eutte Dr									
8633 Walters Dr	0.20	370	G	98%	1%	1%	1%	0%	0%	F	0.111	F	0.621	390	G	2010
122/		To				Little	e Creek Rd									
8633 Walters Dr	0.53	1200 From	G	98%	1%	1%	1%	0%	0%	С	0.102	F	0.589	1300	G	2010
122		To				Cree	kwood Rd									
		From				Mili	itary Hwy									
Meadow Lake Dr	0.43	870	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.543	920	G	2010
122/		To				Al	ldow Dr									
<u> </u>		From				Chesa	peake Blvc	i								
8636 Robin Hood Rd	0.99	6400	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.549	6800	G	2010
		To From					lls Point Ro	1	_							
8636) Robin Hood Rd	0.36	5300	G	97%	1%	1%	ells Pt Rd 0%	1%	0%	F	0.098	F	0.555	5700	G	2010
8636 Robin Hood Rd	0.00		<u> </u>	01 70	170				070		0.000	•	0.000	0700	Ü	2010
8636) Robin Hood Rd	0.40	8400	G	97%	1%	Azalea	a Garden Ro	1%	0%	С	0.101	F	0.656	9000	G	2010
8636 Robin Hood Rd	0.40	0400		91 /0	1 /0	1 /0	0 /6	1 /0	0 /6	C	0.101	-	0.030	9000	G	2010
O Balda Harad Bal	0.00	From	ᄂ	070/	40/		mere Ave	40/	00/			_	0.704	40000	_	0046
Robin Hood Rd	0.33	12000 _{To}	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.724	13000	G	2010
		From					rth Military				_					
8637) Ballentine Blvd	0.23	5500	G	98%	1%	1%	Kimball Te 0%	omace 0%	0%	С	0.097	F	0.598	6000	G	2010
122 Dalichtine Biva	0.20	To	_	3070			Ballentine l				0.037	•	0.550	0000	J	2010
		From					ia Beach Bl									
8637 Merrimac Ave	0.36	1200	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.561	1200	G	2010
		To				SR 166 Pr	incess Ann	e Rd								
$\sim$		From					mpton Blv									
8638 Wesleyan Dr	0.36	19000	G	97%	1%	1%	0%	1%	0%	F	0.082	F	0.637	21000	G	2010
		To				WCL V	'irginia Bea	ch								
	•	From		0.00			bleton Ave		601			_				
8639 Kimball Terrace	0.99	5500 To	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.571	5900	G	2010
		From					entine Blvd Thick St									
8639) Westminister Ave	0.50	4600	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.561	4700	G	2010
8639 Westminister Ave		To				Stap	oleton Ave									
<u> </u>		From					ead End				<b>_</b>					
Westminister Ave	0.33	180	G	96%	1%	1%	1%	1%	0%	F	0.104	F	0.575	190	G	2010
		To					eside Road ninister Av	e.								
8639) Ingleside Rd	1.00	4200	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	4500	G	2010
122) Ingleside Rd		To					Beach Blvd									
8639) Ingleside Rd	0.65	13000 From	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.522	14000	G	2010
ngleside Rd	0.00				. , 0					•		•			•	_5.0
8639) Ingleside Rd	0.46	16000	G	96%	1%	Prince 1%	ess Anne Ro	1%	0%	С	0.093	F	0.5	17000	G	2010
102 Ingleside Rd	0.40	10000		<i>3</i> 0 %	1 /0			1 /0	U /0	U	0.033	г	0.3	17000	G	2010
0	2.50	From	ب	000/	401		t Terrace	401	001	_	0.005		0.510	47000		0041
8639 Cromwell Rd	0.58	16000	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.512	17000	G	2010
		To From					peake Blvc									
8639 Cromwell Rd	0.85	14000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.528	15000	G	2010
$\overline{}$		To				Tide	ewater Dr									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Truck 3+Axle 1Tra	ail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From				W D	1.701.1								
Azalea Garden Rd	0.79	11000	G			Va B	each Blvd			0.096	F	0.527	11000	G	2010
<u> </u>		To				Prince	ss Anne Rd			$\neg$ —					
Azalea Garden Rd	0.31	15000	G							0.097	F	0.521	16000	G	2010
<u> </u>		To From				Sew	ells Pt Rd			$\neg$ —					
8641 Azalea Garden Rd	0.64	9900	G	96%	1%	1%	1% 1%	6 0%	F	0.093	F	0.529	10000	G	2010
		To From				Robin	n Hood Rd			$\supset$ —					
Azalea Garden Rd	0.39	10000	G							0.088	F	0.56	10000	G	2010
<u> </u>		From	:[			Elml	hurst Ave			$\supset \!\!\! -$					
Azalea Garden Rd	0.42	8900	G			2.600				0.089	F	0.601	9100	G	2010
		10	<u> </u>				itary Hwy								-
Raby Rd	0.25	10000	G	97%	0%	US 58 V 1%	7a Beach Blvd 1% 1%	6 0%	С	0.085	F	0.561	11000	G	2010
8642) Raby Rd	0.23	To		91 /0	0 /6		mony Rd	5 076		0.063	-	0.501	11000	G	2010
$\overline{}$		From				Ra	aby Rd			ゴー					
Sabre Rd/Lowery Rd	0.45	9200	G	97%	0%	1%	1% 1%	6 0%	F	0.081	F	0.507	9800	G	2010
		From					Military Hwy			ightharpoons					
Lowery Rd	0.43	6600	G	97%	0%	1%	1% 1%	6 0%	F	0.097	F	0.508	7000	G	2010
		To	<u> </u>				Kempsville Rd			<del>_</del>					
Popler Hell Dr	0.56	From	L	000/	10/	Sandı 1%	piper Lane	00/	F	0.097	F	0.570	2100	G	2010
Poplar Hall Dr	0.56	2000		98%	1%		0% 0%	6 0%	<u>г</u>	0.097	Г	0.579	2100	G	2010
Deploy Hell Dr	0.50	From	G	000/	10/		Military Hwy	′ 00/	С	0.005		0.520	17000		2010
Poplar Hall Dr	0.59	17000 _{To}		98%	1%	1% Glea	0% 0%	6 0%		0.095	F	0.539	17000	G	2010
		From					ar Hall Dr								
B644 Glenrock Rd	0.40	6000	G	98%	1%	1%	0% 0%	6 0%	F	0.103	F	0.514	6400	G	2010
		To	<u> </u>			US 58 V	a Beach Blvd								
O MEGama I I	0.40	From	ь	000/	40/		rlew Dr		<del></del>		_	0.00	4000	0	0046
S Military Hwy	0.19	4000 To	G	99%	1%	1%	0% 0%	6 0%	F	0.095	F	0.62	4300	G	2010
		From					itary Hwy			$\pm$					
8646 Sellger Dr	0.59	3200	G	99%	1%	1%	0% 0%	ú 0%	С	0.096	F	0.509	3500	G	2010
		To	:				dd Blvd			$+\!\!\!-\!\!\!\!-$					
8646) Kidd Blvd	0.24	2200	_			36	llger Dr				_				
8646 Kidd Blvd	• ·- ·		Gi	99%	1%	1%	0% 0%	5 0%	-	0.096	-	0.56	2400	G	2010
		То	G	99%	1%	1% Cu	0% 0% irlew Dr	6 0%	F	0.096	F	0.56	2400	G	2010
		From		99%	1%	Cu		0%	<u>-</u>	0.096	<u>-</u>	0.56	2400	G	2010
8678) Newtown Rd	0.57			99%	0%	Susqu 1%	urlew Dr uehanna Dr 0% 0%		F	0.096	<del>-</del>	0.56	2400 9500	G G	
Newtown Rd	0.57	From <b>8900</b>			0%	Susqu 1% SR 165 Pri	nehanna Dr 0% 0% incess Anne Rd				<u>-</u>	0.56			
		From <b>8900</b> To From	G	98%	0%	Susqu 1% SR 165 Pri US 58 V	nehanna Dr 0% 0% incess Anne Rd a Beach Blvd	6 0%	F	NA			9500	G	2010
Newtown Rd	0.57	From <b>8900</b>			0%	Susqu 1% SR 165 Pri US 58 V 1%	nehanna Dr 0% 0% incess Anne Rd	% 0%			F	0.56			2010
		From <b>8900</b> To From	G	98%	0%	Susqu 1% SR 165 Pri US 58 V 1% NCL	rlew Dr  nehanna Dr  0% 0%  incess Anne Rd  a Beach Blvd  0% 0%	6 0%	F	NA			9500	G	2010
8678 Newtown Rd		From To	G	98%	0%	Susqu 1% SR 165 Pri US 58 V 1% NCL	rlew Dr nehanna Dr 0% 0% incess Anne Rd a Beach Blvd 0% 0% Va Beach	6 0% 6 0%	F	NA			9500	G	2010
8678 Newtown Rd	0.16	8900 To From 580 To	G G	98%	0%	Susqu 1% SR 165 Pri US 58 V 1% NCL Robir 0% Winde	rlew Dr  nehanna Dr  0% 0%  incess Anne Rd a Beach Blvd  0% 0%  Va Beach n Hood Rd  0% 0%  ermere Ave	6 0% 6 0%	F C	0.078	F	0.502	9500 42000	G G	2010
9678 Newtown Rd 9754 Herbert St	0.16	From 8900 To From 44000 To From 580 Tro From From From From From From From Fr	G G G	98% 98% 98%	0%	Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde	rlew Dr  nehanna Dr  0% 0%  incess Anne Rd a Beach Blvd  0% 0%  Va Beach n Hood Rd  0% 0%  ermere Ave	6 0%	F C	0.078 0.112	F	0.502	9500 42000 620	G G	2010
Newtown Rd  8678 Newtown Rd  8754 Herbert St	0.16	8900 To From 580 To	G G G	98%	0%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He	rlew Dr  nehanna Dr  0% 0%  incess Anne Rd a Beach Blvd  0% 0%  Va Beach  n Hood Rd  0% 0%  ermere Ave erbert St  0% 0%	6 0%	F C	0.078	F	0.502	9500 42000	G G	2010
Newtown Rd  8678 Newtown Rd  8754 Herbert St	0.16	8900 To From 44000 To From 580 To From 420	G G G	98% 98% 98%	0%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He 0% Sewe	relew Dr  releanna Dr  O% O%  incess Anne Rd ra Beach Blvd O% O%  Va Beach n Hood Rd O% O%  ermere Ave rebert St O% O%  ells Pt Rd	6 0%	F C	0.078 0.112	F	0.502	9500 42000 620	G G	2010
Newtown Rd  Ref 1979  Newtown Rd  Ref 1979  Windermere Ave	0.16	8900 To From 44000 To From 420 To	G G G	98% 98% 98%	0%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He 0% Sewe	rlew Dr  nehanna Dr  0% 0%  incess Anne Rd a Beach Blvd  0% 0%  Va Beach  n Hood Rd  0% 0%  ermere Ave erbert St  0% 0%	6 0% 6 0% 6 0%	F C	0.078 0.112	F	0.502	9500 42000 620	G G	2010 2010 2010 2010
8678 Newtown Rd  8754 Herbert St  8754 Windermere Ave	0.16 0.42 0.23	8900 To From 44000 To From 420 To From From 420 From From From From From From From From	G G G	98% 98% 98%	0%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He 0% Sewe Cul 1%	rices Dr  O% O%  incess Anne Rd 'a Beach Blvd O% O%  Va Beach In Hood Rd O% O%  ermere Ave rebert St O% O%  ells Pt Rd  I-de-Sac	6 0% 6 0% 6 0%	F C C	0.078 0.112 0.098	F F	0.502 0.676 0.617	9500 42000 620 450	G G G	2010 2010 2010 2010
Newtown Rd  Ref. 1975  Ref. 1975	0.16 0.42 0.23	8900 To From 44000 To From 420 To From From 420 From From From From From From From From	G G G	98% 98% 98%	0%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He 0% Sewe Cul 1% Clar	rlew Dr  nehanna Dr  0% 0%  incess Anne Rd  a Beach Blvd  0% 0%  Va Beach  n Hood Rd  0% 0%  ermere Ave  erbert St  0% 0%  ells Pt Rd  1-de-Sac  4% 4%	6 0% 6 0% 6 0%	F C C	0.078 0.112 0.098	F F	0.502 0.676 0.617	9500 42000 620 450	G G G	2010 2010 2010 2010
8678 Newtown Rd  8754 Herbert St  8763 Raleigh Ave	0.16 0.42 0.23	From 8900 To From 44000 To From 420 To From 1900 To T	G G G	98% 98% 98%	0%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He 0% Sewe Cul 1% Clar Nor	rlew Dr  nehanna Dr  0% 0% incess Anne Rd a Beach Blvd  0% 0% Va Beach n Hood Rd  0% 0% ermere Ave erbert St  0% 0% ells Pt Rd  1-de-Sac  4% 4% emont St  view Ave  1% 1%	6 0%	F C C	0.078 0.112 0.098	F F	0.502 0.676 0.617	9500 42000 620 450	G G G	2010 2010 2010 2010
Newtown Rd  Ref 1/22  Ref	0.16 0.42 0.23	8900 To From 44000 To From 580 To From 1900 To From 1200 To	G G G G	98% 98% 98% 98%	0% 0% 1% 1%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He 0% Sewe Cul 1% Clar Nor	riew Dr  nehanna Dr  0% 0%  incess Anne Rd a Beach Blvd  0% 0%  Va Beach n Hood Rd  0% 0%  ermere Ave berbert St  0% 0%  ells Pt Rd  1-de-Sac  4% 4%  remont St  view Ave	6 0%	F C C	0.078 0.112 0.098	F F	0.502 0.676 0.617	9500 42000 620 450 2000	G G G	2010 2010 2010 2010
8678 Newtown Rd  8754 Herbert St  8763 Raleigh Ave	0.16 0.42 0.23	From 8900 To From 44000 To From 420 To From 1900 To T	G G G G	98% 98% 98% 98%	0% 0% 1% 1%	Cu Susqu 1% SR 165 Pri US 58 V 1% NCL Robin 0% Winde He 0% Sewe Cul 1% Clar Nor 1% Phil	rlew Dr  nehanna Dr  0% 0% incess Anne Rd a Beach Blvd  0% 0% Va Beach n Hood Rd  0% 0% ermere Ave erbert St  0% 0% ells Pt Rd  1-de-Sac  4% 4% emont St  view Ave  1% 1%	6 0% 6 0% 6 0%	F C C	0.078 0.112 0.098	F F	0.502 0.676 0.617	9500 42000 620 450 2000	G G G	2010 2010 2010 2010 2010 2010

						orfolk Mainter									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
Diament Aug	0.40	From:		070/	40/	US 60 Shor		00/			_	0.047	4000	0	2040
8766 Pleasant Ave	0.49	1200	G	97%	1%	1% 09		0%	С	0.099	F	0.617	1300	G	2010
						30th Bay S									
Namuru Diaga	0.70	From:	_	070/	20/	Versailles		00/			_	0.004	4000	_	0040
8767 Norway Place	0.76	1300	G	97%	2%	1% 09		0%	F	0.098	F	0.621	1300	G	2010
		10.				Willow Wo	od Dr								
		From:				Meadow Cre								_	
8768 Dominion Ave	1.49	1300	G	97%	2%	1% 09		0%	F	0.103	F	0.546	1400	G	2010
		To:				Walters	Dr								
		From:				Elmore P									
(8770) Alsace Ave	0.16	1200	G	97%	2%	1% 09	% 0%	0%	F	0.198	F	0.536	1300	G	2010
<u> </u>		To:				Tidewate	r Dr								
_		From:				26Th S	St								
(8780) Lindenwood Ave	0.52	4000	G	97%	2%	1% 09	% 0%	0%	С	0.089	F	0.556	4300	G	2010
( <i>v</i> )		To:				Tidewate	r Dr								
		From:				Tappahanno	ock Dr								
(8782) Muskogee Ave	0.29	1800	G	96%	2%	2% 09	% 0%	0%	F	0.095	F	0.632	1900	G	2010
(8782) Muskogee Ave		To:				T: 1	D			_					
(8782) Philpotts Rd	0.80	2400 From:	G	96%	2%	Tidewate		0%	С	0.105	F	0.633	2600	G	2010
(8782) Philpotts Rd	0.00	<b>2400</b> To:	_	30 /0	2 /0	Sewells Poi		070		0.103	•	0.033	2000	G	2010
$\bigcirc$ 0 + 5	4.04	From:		070/	407	Huntsmar		201			_	0.50	4.400	_	0040
(8784) Curlew Dr	1.61	4100	G	97%	1%	1% 09		0%	F	0.113	F	0.52	4400	G	2010
<u> </u>		To:				Newtown	Rd								
		From:				Hampton 1	Blvd								
(8791) 35th St	0.22	1100	G	97%	1%	1% 09	% 0%	0%	F	0.09	F	0.564	1200	G	2010
		To				Killam A	ive								
8791 35th St	0.18	2100	G	97%	1%	1% 09		0%	F	0.102	F	0.718	2200	G	2010
122		To	1												
OF th Ct	0.47	From:	_	070/	40/	Colley A		00/		0.000	F	0.506	4000		2010
8791 35th St	0.47	4700	G	97%	1%	1% 09	% 0%	0%	С	0.088	Г	0.596	4800	G	2010
		To: From:				Debree A	Ave								
(8791) 35th St	0.08	4800	G	97%	1%	1% 09	% 0%	0%	F	0.084	F	0.549	5300	G	2010
		To				Llewellyn	Ave			<b>—</b>					
(8791) 35th St	0.16	5000 From:	G	97%	1%	1% 09		0%	F	0.083	F	0.658	4700	G	2010
(8791) 35th St		To:				Granby									
		From:				Olney Ro	ı w								
(8795) Mowbray Arch	0.66	660	G	97%	1%	1% 0°		0%	F	0.105	F	0.585	710	G	2010
(8795) Mowbray Arch	0.00	To:	_	01 70	170	Olney Ro		070	•		•	0.000	7.10	Ū	2010
		From:													
	0.00		_	070/	40/	Ballentine		00/			_	0.500	2000	_	2040
(8834) Tait Terrace	0.09	2600 To:	G	97%	1%	1% 09		0%	F	0.086	F	0.528	2800	G	2010
						Ingleside	Ka								
		From:				21St Str									
(8836) Ocean View Ave	0.44	290	G	97%	1%	1% 09		0%	F	0.115	F	0.557	320	G	2010
		To:				28Th Str	eet								
		From:				Tidewate	r Dr								
(8837) Rugby St	0.33	1200	G	97%	1%	1% 09	% 0%	0%	F	0.108	F	0.614	1300	G	2010
122		To:				Maltby A	Ave								
		From				122-8644 Glei	rock Rd								
(8838) Poplar Hall Dr	0.41	8200	G	99%	1%	0% 09		0%	С	0.096	F	0.514	9000	G	2010
(8838) Poplar Hall Dr		To				US 58 Va Bea						•			-
		From:				A1SR 337 Wat				<u> </u>					
(8840) Atlantic St	0.07	3600	G	96%	1%	2% 09		0%	F	0.159	F	0.617	3900	G	2010
(8840) Atlantic St	0.07	3000 To:	-	<i>3</i> 0 /0	1 /0	122-8585 Mai		U /0	Г	0.109	r	0.017	3300	9	2010
		From		I-0	64-E272	A BAYVILLE S	TREET FRO	M & T		<u> </u>					
99001 Ramp	0.03	NA								NA			NA		
		To			I-64-I	E FROM BAYV	ILLE STREE	T							

					INC	rfolk Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk		From:	1			New Gate Ro	i			<u> </u>					
99002 Ramp	0.13	NA				New Gale Ko				NA			NA		
199		To				I-64 E									
		From:				SR 337									
99017 Ramp	0.10	1300	G	97%	1%	0% 1%	1%	0%	F	NA			1400	G	2010
		To:				I-464 South									
Pamp	0.06	From:				ROBIN HOOD R	OAD			NA			NA		
99026 Ramp	0.00	To:		S	R 165-N	34A FROM ROBI	N HOOD I	ROAD					IVA		
City of Portsmouth															
		From:		2001		Mt Vernon Av					_			_	
1 Bayview Blvd	0.21	400	F	96%	2%	2% 0%	0%	0%	С	0.104	F	0.553	430	F	2010
		From:	1			Chautauqua A									
(8516) Cedar Lane	0.42	1100	F			124-8525 River Sh	ore Ra			0.102	F	0.549	1100	F	2010
(8516) Cedar Lane	0.42	To-	<u> </u>			Dead End				0.102	•	0.040	1100	•	2010
		From:				ECL Suffolk				1					
8520 Towne Point Rd	0.71	10000	F	99%	0%	0% 0%	0%	0%	F	0.1	F	0.500	11000	F	2010
124)		To:				Twin Pines R	d								
8520 Towne Point Rd	0.13	22000	F	99%	0%	0% 0%	0%	0%	F	0.086	F	0.526	23000	F	2010
124		To:				SR 164 Western	Fwy								
8520 Towne Point Rd	0.31	21000	F	99%	0%	0% 0%	0%	0%	С	0.096	F	0.538	22000	F	2010
(124)		To:				NCL Chesapea	ke								
O		From:				Elm Ave									
8522 Portsmouth Blvd	0.34	6900	F	99%	0%	1% 0%	0%	0%	F	0.147	F	0.700	7400	F	2010
		From:		2221		Effingham St									
8522 124 Portsmouth Blvd	0.55	4400 To:	F	99%	0%	1% 0% Portcenter Pkv	0%	0%	С	0.133	F	0.759	4700	F	2010
		From:													
8523) Twin Pines Rd	0.90	9200	F			Town Point R	d			0.093	F	0.565	9800	F	2010
(8523) Twin Pines Rd	0.00	To:				g	_				•	0.000	0000	•	20.0
8523) Twin Pines Rd	0.51	3600 From:	F			Swannanoa D	I			0.105	F	0.512	3800	F	2010
(8523) Twin Pines Rd		To				Twin Pines R	d								
8523 Twin Pines Rd	0.12	3600 From:	N			I will I liles R	u			0.105	N	0.512	3800	N	2010
Twin Pines Rd		To				Twin Pines R	d								
(8523) Hedgerow Ln	0.28	1700 From:	F			1 will 1 lifes R	u			0.122	F	0.572	1800	F	2010
124		To:				River Shore R	d								
_		From:				ECL Chesapea	ke								
8524 Churchland Blvd	0.09	13000	F	99%	1%	0% 0%	0%	0%	F	0.098	F	0.516	13000	F	2010
<u> </u>		To: From:				West Norfolk I Churchland Bl									
(8524) W Norfolk Rd	0.11	3000	F	99%	1%	0% 0%	0%	0%	F	0.095	F	0.559	3300	F	2010
(8524) W Norfolk Rd		To				Tyre Neck Ro									
(8524) W Norfolk Rd	1.05	5700 From:	F	99%	1%	0% 0%	0%	0%	С	0.106	F	0.543	6100	F	2010
(8524) VV NOITOIK Rd		To:				Cedar Lane									
(8524) W Norfolk Rd	1.47	4300 From:	F	99%	1%	0% 0%	0%	0%	F	0.111	F	0.708	4600	F	2010
(8524) W Norfolk Rd		To				SR 164 Western									
(8524) W Norfolk Rd	0.46	300 From:	F	99%	1%	0% 0%	0%	0%	F	0.126	F	0.5	320	F	2010
124/		To:				Broadway St									
		From:				Feudist Drive	<u> </u>								
8525 Sterling Point Rd	0.38	1500	F	98%	1%	1% 0%	0%	0%	F	0.105	F	0.575	1600	F	2010
		To- From:				High St				$\Box$					
8525 Cedar Lane	1.18	11000	F	98%	1%	1% 0%	0%	0%	С	0.088	F	0.519	12000	F	2010
<u> </u>		To:				West Norfolk I	Rd								

						140	JITOIN IVIE	an ito italio	e Area								
	Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of	Portsmouth																
			From	<u> </u>				Norfolk Rd					_			_	
8525) 124	Cedar Ln	0.23	14000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.539	15000	F	2010
$\overline{}$			To From	-		-	SR 164 V	Vestern Fre	eway			$\neg$ —					
8525	Cedar Ln	0.47	9700	F	98%	1%	1%	0%	0%	0%	F	0.114	F	0.511	10000	F	2010
8525) 124			To	ı*			Rive	er Shore Rd				$\neg$					
			From	-			Ce	edar Lane									
B525 124	River Shore Rd	0.11	7000	F	98%	1%	1%	0%	0%	0%	F	0.101	F	0.577	7500	F	2010
124			To					1-1									
	River Shore Rd	0.05	From	F	000/	1%	1%	khurst Rd	0%	00/	F	0.085	_	0.577	2000	F	2010
3525) 124	River Shore Ru	0.85	3700 _{To}	<u>-</u>	98%	170		0%		0%		0.065	F	0.577	3900	Г	2010
_			10	1			Hed	gerow Lane									
			From				C	'ul-d-Sac									
3526	Chautauqua Ave	0.58	1000	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.604	1100	F	2010
124			To				CI	1 10				_					
$\overline{}$	OL	0.40	From	<u> </u>	000/	40/		eveland St	-00/	-00/				0.507	4000		0040
3526) 124	Chautauqua Ave	0.12	1800	F	98%	1%	1%	0%	0%	0%	С	0.088	F	0.587	1900	F	2010
$\mathcal{L}$			To From	:			D	Detroit St				$\neg$ —					
3526	Chautaugua Ave	0.14	1200 From	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.531	1300	F	2010
3526) 124			•			. , ,							-			-	_,
$\overline{}$			To From	<u></u>				Vesley St									
3526 124	Chaltauqua Ave	0.26	1100	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.603	1100	F	2010
1/4/			To				Bay	view Blvd									
			From	17			West	Norfolk Re									
(T)	Churchland Blvd	0.13	9000	F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.527	9600	F	2010
3528) 124	Charchiana biva	0.13	3000		90 /0	1 /0	1 /0	0 /0	0 /0	0 /0		0.080	1	0.521	9000	1	2010
_			To From	:			Tyr	e Neck Rd									
3528	Churchland Blvd	0.27	9300	F	98%	1%	1%	0%	0%	0%	С	0.098	F	0.531	9900	F	2010
3528) 124			To	c			Hig	h St US 17				$\neg$					
			From	T													
	Toma Marala Dal	0.04		<u> </u>	000/	-00/		Chesapeak		00/	<del></del> -		_	0.044	44000	_	0046
3532	Tyre Neck Rd	0.24	10000	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.614	11000	F	2010
			To From	-			Ţ	High St				$\neg$ —					
3532	Tyre Neck Rd	0.18	5000 From	F	99%	0%	0%	0%	0%	0%	С	0.1	F	0.540	5300	F	2010
8532) 124	.,																
$\overline{}$			To From	:			Chur	chland Blvo	<u>i</u>								
3532) 124	Tyre Neck Rd	0.09	3200	F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.506	3400	F	2010
124/			To	:			WI	Norfolk Rd									
			From	a l			C _f	edar Lane									
	Hatton Pt Rd	0.56	2700	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.644	2900	F	2010
3534) 124	riation i i i i i	0.50	<b>2100</b> To	, <del>-</del>	3370	0 70			070	0 70		0.000	'	0.044	2900	•	2010
				<u> </u>				Goff St									
_			From					High St									
8536	Western Branch Blvd	0.58	5300	F	97%	1%	1%	0%	0%	0%	F	0.101	F	0.530	5700	F	2010
124			-									<b>—</b>					
$\overline{}$			From					High St									
3536) 124	Hartford St	1.00	3000	_ <u>F</u> _	97%	1%	1%	0%	0%	0%	С	0.104	F	0.534	3200	F	2010
			To	<u> </u>			Mt V	Vernon Ave									
			From	12			Vic	ctory Blvd									
0527	Elmhurst Ln	1.41	3400	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.542	3600	F	2010
8537) 124		1.71	5 <del>100</del>	<u>.</u>	JU /0	1 /0	1 /0	J /0	370	J / U		0.007	•	5.07∠	3000	•	2010
$\overline{}$			To From	i .			Gar	wood Ave				_			-		
8537) 124	Elmhurst Ln	0.18	4100	F	98%	1%	1%	0%	0%	0%	F	0.101	F	0.61	4300	F	2010
124			To	.—			Α:	D11				_					
$\overline{}$	Clash coat La	0.74	From	<u> </u>	000/	40/		rline Blvd	00/	00/				0.500	0000		2046
3537) 124	Elmhurst Ln	0.71	6200	F	98%	1%	1%	0%	0%	0%	С	0.098	F	0.596	6600	F	2010
$\mathcal{L}$			To From	:			Ch	erokee Rd				$\neg$ —					
2537	Elmhurst Ln	0.31	6200 From	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.585	6600	F	2010
3537 124	····	2.31			-570	. 70				3,3	•		•	2.000	2000	•	_5.0
_			From					mouth Blve				_⊢					
8537	Elmhurst Ln	0.89	5200	F	98%	1%	1%	0%	0%	0%	F	0.101	F	0.519	5500	F	2010
124			To	:			S	Shore Dr									
			From					ges Ferry Ro	1			$\overline{}$					
							HOUSE	AS DELIVED K									
$\overline{}$	Charakaa D-l	0.07		ᄂ	000/	40/				00/		0.000	_	0.545	2000	_	2042
8538	Cherokee Rd	0.67	3600 _{To}	F	98%	1%	1%	0% y Park Ave	0%	0%	F	0.098	F	0.515	3800	F	2010

					INC	JITOIK IVIAI	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				G	44: A									
(8539) County St	0.40	4600	F				tution Ave				0.105	F	0.671	5000	F	2010
County St	0.21	From	<u> </u>			Penii	ısula Ave				NA.			E100		2010
(8539) County St	0.31	4800	G								NA —			5100	G	2010
$\bigcirc$		To From	L				m Ave				<u> </u>	_			_	
(8539) County St	0.33	4700	F	97%	2%	1%	0%	0%	0%	F	0.101	F	0.882	5000	F	2010
<u> </u>		To From					ngham St									
(8539) County St	0.34	4100	F	97%	2%	1%	0%	0%	0%	С	0.114	F	0.716	4400	F	2010
<u> </u>		To From					ourt St									
(8539) County St	0.16	3500	F	97%	2%	1%		0%	0%	F	0.099	F	0.744	3700	F	2010
		To				Cra	wford St									
$\sim$		From					h Blvd SR 33									
Hodges Ferry Rd	0.28	6800	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.506	7200	F	2010
		To From				Lo	gan St				$\neg$ —					
8540 Hodges Ferry Rd	0.26	5500	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.504	5900	F	2010
124/		To				Che	rokee Rd									
8540 Hodges Ferry Rd	0.76	5900	F	99%	0%	0%		0%	0%	С	0.086	F	0.518	6300	F	2010
Hodges Ferry Rd	• • • • • • • • • • • • • • • • • • • •	To	_								_					
Croonwood Dr	0.57	15000	F	99%	0%	O%	ine Blvd 0%	0%	0%	F	0.086	F	0.577	16000	F	2010
(8540) Greenwood Dr	0.57	15000		99%	0%	0%	0%	0%	0%	Г	0.086	Г	0.577	16000	Г	2010
$\widehat{}$		From					[-264									
Greenwood Dr	0.80	14000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.501	14000	F	2010
		To From				Cava	lier Blvd									
8540 Greenwood Dr	0.63	9800	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.542	10000	F	2010
124/		To				Vict	ory Blvd									
8540) Greenwood Dr	1.05	4200	F	98%	1%	1%		0%	0%	С	0.1	F	0.576	4500	F	2010
Greenwood Dr			_								_	-			•	
Croonwood Dr	0.36	4300 From	F	98%	1%	1%	endence St 0%	0%	0%	F	0.107	F	0.505	4600	F	2010
Greenwood Dr	0.30	4300		90%	170	170	0%	U70	0%	Г	0.107	Г	0.505	4600	Г	2010
<u> </u>		To From					Creek Blvd				_					
(8540) Greenwood Dr	0.50	3200	F	98%	1%	1%		0%	0%	F	0.1	F	0.515	3400	F	2010
<u> </u>		То				George W	ashington Hy	vy								
East		From				124-8540	O TO RT 264	Į.								
8540 Ramp	0.19	NA									NA NA			NA		
<u> </u>		To			I-264-W	FROM G	REENWOO	D DRIV	/E							
West		From				124-8540	O TO RT 264	Į.								
8540 Ramp	0.21	NA									NA NA			NA		
<u> </u>		To			I-264-W	FROM G	REENWOO	D DRIV	/E							
		From				Chandle	er Harper Dr									
/ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.30	650	F	98%	1%	1%	0%	0%	0%	С	0.114	F	0.6	690	F	2010
(8542) Snead Fairway	00	To				Hodge	s Ferry Rd									
Snead Fairway						US 58 A	Airline Blvd									
124)		From								_		_	0.55		_	
(124)	0.79	From <b>2000</b>	F	99%	1%	0%	0%	0%	0%	F	0.092	F	0.55	2100	F	2010
124)		2000 _{To}	F	99%		0%	0% ortsmouth Bl		0%	<u>г</u>	0.092	F	0.55	2100	F	2010
8543 City Park Ave			F F	99%		0%	rtsmouth Bl		0%	F	0.092	F 	0.55	2100 4800	F F	
8543 City Park Ave	0.79	2000				0% SR 337 Po 0%	rtsmouth Bl	vd								
8543 City Park Ave 8543 City Park Ave	0.79	2000 From From From	F	99%	1%	0% SR 337 Pc 0% Cli City	ortsmouth Bloom  O%  fford St  Park Ave	vd 0%	0%	F	0.095	F	0.501	4800	F	2010
8543 City Park Ave	0.79	2000  4500  From  7700				0% SR 337 Pc 0% Cli City 0%	ortsmouth Bly 0%  fford St Park Ave 0%	vd								2010
8543 City Park Ave 8543 City Park Ave	0.79	2000  4500  From  7700  To	F	99%	1%	0% SR 337 Pc 0% Cli City 0% Powh	ortsmouth Bly 0% fford St Park Ave 0% natan Ave	vd 0%	0%	F	0.095	F	0.501	4800	F	2010
8543 City Park Ave 8543 City Park Ave 8543 Clifford St	0.79 0.58 0.53	2000 From 7700 To From From From From From From From Fro	F	99%	1%	0% SR 337 Pc 0% Cli City 0% Powl	ortsmouth Bl 0% fford St Park Ave 0% natan Ave fford St	vd 0% 0%	0%	F C	0.095	F	0.501	4800 8200	F	2010
8543 City Park Ave 8543 City Park Ave	0.79	2000  4500  From  7700  To	F	99%	1%	0%  SR 337 Po  0%  Cli  City  0%  Powl  Cli  0%	ortsmouth Black O% fford St Park Ave O% matan Ave fford St O%	vd 0%	0%	F	0.095	F	0.501	4800	F	2010
8543 City Park Ave 8543 City Park Ave 8543 Clifford St	0.79 0.58 0.53	2000 From 7700 To From From From From From From From Fro	F	99%	1%	0%  SR 337 Po  0%  Cli  City  0%  Powl  Cli  0%  K	ortsmouth Black O% fford St Park Ave O% matan Ave fford St O% ing St	vd 0% 0%	0%	F C	0.095	F	0.501	4800 8200	F	2010 2010 2010 2010
8543 8543 City Park Ave  8543 City Park Ave  8543 City Park Ave	0.79 0.58 0.53	2000  To From  7700  From  7700  From  Fro	F	99%	1%	0%  SR 337 Po  0%  Cli  City  0%  Powl  Cli  0%  K	ortsmouth Bly 0% fford St Park Ave 0% natan Ave fford St 0% ing St natan Ave	vd 0% 0%	0%	F C	0.095	F	0.501	4800 8200	F	2010

					IN	OITOIK IVIA	interiance Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				~~				-					
8544 Rodman Ave	0.58	7100	F	99%	0%	1%	ortsmouth Blvd 0% 0%	0%	F	0.100	F	0.553	7600	F	2010
		From	1				oline Ave Iman Ave			<u> </u>					
8544 124 Caroline Ave	0.19	320	F	99%	0%	1%	0% 0%	0%	F	0.117	F	0.533	340	F	2010
124)		To	<u>.                                      </u>			110 50	Airline Blvd								
8544) Caroline Ave	1.05	2700 From	F	99%	0%	1%	0% 0%	0%	С	0.095	F	0.558	2900	F	2010
(8544) Caroline Ave		To	:			Sher	andoah St								
		From	:			US 58	Airline Blvd								
8545 Rodman Ave	0.61	6900	F							0.095	F	0.522	7300	F	2010
		To	1			I	High St								
O		From				Mo	Lean St								
8546 Elliott Ave	1.60	3000 To	F				1 D1 1110 15			0.142	F	0.584	3200	F	2010
		From					k Blvd US 17			1					
8547) Deep Creek Blvd	0.28	5400	F	97%	1%	1%	Chesapeake 0% 0%	0%	F	0.102	F	0.632	5700	F	2010
Deep Creek Blvd	0.20	3400		31 70	1 70			070	'	0.102	'	0.032	3700	'	2010
8547) Deep Creek Blvd	0.84	6200		97%	1%	1%	tory Blvd 0% 0%	0%	F	0.089	F	0.56	6700	F	2010
08547 Deep Creek Blvd	0.04	0200		91 /0	1 /0			076		0.009	-	0.50	0700	Г	2010
Doop Crook Blad	0.07	From		070/	40/		nwood Dr	00/	F	0.120		0.674	9700	г	2010
8547 Deep Creek Blvd	0.27	8100		97%	1%	1%	0% 0%	0%	Г	0.128	F	0.671	8700	F	2010
O D O 1 D 1	0.40	From	<u> </u>	070/	407		ight Ave	201				0.570	0700		
8547 Deep Creek Blvd	0.46	8200	F	97%	1%	1%	0% 0%	0%	С	0.088	F	0.573	8700	F	2010
		From					nouth Blvd			<u> </u>					
8547 Deep Creek Blvd	0.16	8500	F	97%	1%	1%	0% 0%	0%	F	0.078	F	0.555	9000	F	2010
		To From					erick Blvd								
8547 Deep Creek Blvd	0.78	4500 To	<u>_</u> F_	97%	1%	1%	0% 0%	0%	F	0.098	F	0.571	4800	F	2010
							Moines Ave								
(8548) Wesley St	0.21	From <b>540</b>				Mt V	ernon Ave				F	0.569	570	F	2010
(8548) Wesley St	0.21	340								0.1	Г	0.568	370	Г	2010
Wooley Ct	0.10	From	<u> </u>	070/	40/		tauqua Ave	00/	F	0.127		0.522	000	г	2010
(8548) Wesley St	0.12	900 To	F	97%	1%	1%	0% 0% ee Ave	0%	Г	0.137	F	0.523	960	F	2010
		From	:												
8549) Mt Vernon Ave	0.14	2700	F	98%	1%	1%	ligh St 0% 0%	0%	F	0.155	F	0.755	2900	F	2010
Mt Vernon Ave		To			.,.				-		-			•	
8549) Mt Vernon Ave	1.21	2900 From		98%	1%	1%	don Blvd 0% 0%	0%	С	0.086	F	0.5	3100	F	2010
8549 WE VEHICH 74VC	1.21	To		3070	170		View Blvd	070		0.000	•	0.0	0100	•	2010
		From				Mt V	ernon Ave								
8550 Cleveland St	0.21	2000	F	98%	1%	0%	0% 0%	0%	F	0.090	F	0.580	2100	F	2010
124		To				Chau	tauqua Ave								
(8550) Cleveland St	0.16	4200 From	F	98%	1%	0%	0% 0%	0%	С	0.088	F	0.541	4500	F	2010
124		To				SR 168 N	ML King Frwy								
(8550) Cleveland St	0.17	NA From				SK 1001	VIL King I I wy			NA			NA		
(8550) Cleveland St		To				US 5	8; SR 164								
		From	-			Effi	ngham St								
(8552) London St	0.49	7000	F	98%	1%	0%	0% 0%	0%	F	0.093	F	0.617	7500	F	2010
127/		То				Cra	wford St								
$\sim$		From					ounty St								
8553 Peninsula Ave	0.10	620	F	98%	1%	0%	0% 0%	0%	F	0.107	F	0.727	670	F	2010
<u> </u>		To From				I	ligh St			$\supset$					
8553 Peninsula Ave	0.16	2400	F	98%	1%	0%	0% 0%	0%	F	0.098	F	0.575	2500	F	2010
<u> </u>		To From				SR 141	London Blvd								
8553 Peninsula Ave	0.33	2400	F	98%	1%	0%	0% 0%	0%	F	0.104	F	0.660	2600	F	2010
124/		To				Le	eckie St								

					NC	ortolk ivia	aintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron	v								1					
8554) Constitution Ave	0.10	990	F			C	ounty St				0.101	F	0.639	1100	F	2010
(8554) Constitution Ave		Te Fron	2.			I	High St									
8554 Constitution Ave	0.19	940	F								0.221	F	0.617	1000	F	2010
		To From	1:			SR 141	London B	lvd								
(8554) Constitution Ave	0.37	2300 To	. <b>F</b>			T.	eckie St				0.092	F	0.646	2500	F	2010
		From	1.				titution Av	e								
8554 Leckie St	0.06	130	F								0.147	F	0.691	140	F	2010
$\overline{}$	0.74	From				D	ead End					_	2 222	500		0046
Leckie St	0.74	550	F			F	ort Lane				0.11	F	0.623	580	F	2010
		From					eckie St									
8554 Fort Lane	0.07	1300	F								0.166	F	0.834	1400	F	2010
		Fron	1:				vford Pkwy ort Lane	•								
8554 Crawford Pkwy	0.06	2100	F								0.094	F	0.660	2300	F	2010
		Te Fron	1:			Eff	ingham St									
8554 Crawford Pkwy	0.28	2000	F								0.156	F	0.778	2100	F	2010
$\widehat{}$		To From	).			(	Court St									
8554 Crawford Pkwy	0.35	2900	G								NA			3100	G	2010
<u> </u>		To From	1:			Lor	ndon Blvd				$\supset$					
8554 Crawford St	0.10	8000	G								NA			8600	G	2010
$\widehat{}$	0.44	From				I	High St				$\rightrightarrows$			0000		0046
8554 Crawford St	0.11	8400	G								NA —			9000	G	2010
8554) Crawford St	0.12	10000	<u>+</u>			С	ounty St				 NA			11000	G	2010
(8554) Crawford St	0.12	To				W	Vythe St							11000	J	2010
		Fron	1:				South St									
8555 Washington St	0.57	950	F								0.139	F	0.653	1000	F	2010
124)		Te	):			Crav	vford Pkwy	,								
C Efficiency Ct	0.00	From		000/	00/		ndon Blvd	00/	00/			_	0.704	40000	_	2046
8557 Effingham St	0.09	15000	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.794	16000	F	2010
8557) Effingham St	0.20	14000	<u>+</u>	99%	0%	0%	North St	0%	<b>∩</b> 0/:	С	0.081	F	0.702	15000	F	2010
8557 Effingham St	0.20	14000		99%	0%		0%		0%		0.061	Г	0.792	15000	Г	2010
(8557) Effingham St	0.09	14000	F	99%	0%	O%	vford Pkwy 0%	0%	0%	F	0.094	F	0.563	15000	F	2010
(8557) Effingham St	0.00	T-	_	3370	070		SN. Hospi		070		0.004		0.000	10000	•	2010
		Fron	1:			Ports	mouth Blv	i								
8558 Elm Ave	0.76	9100	G								NA			9800	G	2010
<u> </u>		To Fron	1:				I-264									
(8558) Elm Ave	0.03	11000	G								NA			12000	G	2010
<u> </u>		Fron	1:			S	outh St				_					
8558 Elm Ave	0.19	11000	G								NA			12000	G	2010
O 51 A	2.42	From	:			С	ounty St				⇉┈			40000		0045
8558 Elm Ave	0.10	11000	G								NA —			12000	G	2010
C Elm Ava	0.44	From				I	High St							7000		2040
8558 124 Elm Ave	0.11	7300	G								NA			7900	G	2010
8558) Elm Ave	0.38	3600	<u></u> F			Lor	ndon Blvd				0.127	F	0.686	3900	F	2010
8558 124 EIM AVE	0.30	To	): 			L	eckie St				0.127	r	0.000	3900	Г	2010
		From	1.				mouth Blv	i								
8559 Des Moines Ave	0.59	2200	G			- 0110	2111				NA			2400	G	2010
124/		Tr	n.			Deep	Creek Blv	d								
		Tr	n.			Deep	Creek Blv	d								

							unienanc									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	:			Doom	Cua alz Dlyy	4			-					
Des Moines Ave	0.07	9200	G			Беер	Creek Blvo	u			NA			9900	G	2010
Des Moines Ave		To	-				I-264				<u> </u>					
Des Moines Ave	0.05	9100	G								NA			10000	G	2010
1747		To				S	outh St									
Covaliar Plyd	0.69	9400		99%	1%		Chesapeako		0%	С	0.096	F	0.642	10000	F	2010
(8599) Cavalier Blvd	0.68	9400		99%	1 70	1%	0%	0%	070		0.096	Г	0.642	10000	Г	2010
8599) Cavalier Blvd	0.83	3300 From		99%	1%	Tazewe	ell St; King 0%	0%	0%	F	0.103	F	0.862	3500	F	2010
Cavalier Blvd		To					tory Blvd									
		From	-			NCL (	Chesapeak	e								
Gust Lane	0.70	6100	F	99%	1%	1%	0%	0%	0%	F	0.091	F	0.55	6500	F	2010
		From	<u> </u>				tory Blvd									
8606) Afton Pkwy	0.28	2800	F	99%	1%	orge Wash 1%	ington Pkw 0%	0%	0%	F	0.1	F	0.669	3000	F	2010
Afton Pkwy	0.20	To	:	0070	.,,		ct Pkwy Ga		0,0		Ĭ	•	0.000		•	
After Plans	0.54	From	<u> </u>	000/	10/		Prospect 1		00/		0.143		0.765	1400		2040
8606) Afton Pkwy	0.51	1300 To	F	99%	1%	1% Victor	0% ry Blvd 239	9	0%	F	0.143	F	0.765	1400	F	2010
		From	:				Norfolk Ro				i					
8755) Coast Guard Blvd	0.97	3200	F	90%	1%	1%	2%	6%	0%	F	0.154	F	0.942	3400	F	2010
		To				M	ain Gate									
0	0.47	From		000/	40/		enwood Dr	00/	00/	_	0.000	_ ا	0.540	0000	_	0046
Garwood Ave	0.17	3600 To	F	90%	1%	1% Flml	2% hurst Lane	6%	0%	С	0.096	F	0.516	3900	F	2010
		From	:				rederick B	lvd								
High St	0.12	14000	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.625	14000	F	2010
124)		To	:				Airline Bly	vd								
High St	0.22	11000	F	99%	0%	1%	line Blvd 0%	0%	0%	F	0.080	F	0.512	12000	F	2010
High St	<u> </u>	То	-				ernon Ave									
High St	0.47	12000	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.527	12000	F	2010
8758) High St		To	1			ML	King Frwy									
8758 High St	0.79	14000	F	99%	0%	1%	0%	0%	0%	С	0.092	F	0.641	15000	F	2010
		To From	-			Е	lm Ave									
8758 High St	0.32	11000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.727	12000	F	2010
		To From				Effi	ingham St									
8758 High St	0.51	6500	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.678	6900	F	2010
		From	] .i				awford St									
8759) McLean St	0.92	7800	F	99%	0%	Gree 1%	enwood Dr 0%	0%	0%	F	0.092	F	0.608	8400	F	2010
174	0.02	To	:	0070	0,0		line Blvd	0,0	0,0			•	0.000	0.00	•	
		From					Creek Blvo									
8760 Lincoln St	0.83	3000	G	98%	0%	1%	0%	0%	0%	F	NA			3300	G	2010
		From	<u></u>				ingham St			_						
Lincoln St	0.66	2700 To	F	98%	0%	1%	0%	0%	0%	F	0.152	F	0.847	2900	F	2010
		From					First St mouth Blvd	1			<u> </u>					
Port Centre Pkwy	0.67	8700	F	98%	0%	1%	0%	0%	0%	С	0.121	F	0.914	9300	F	2010
Port Centre Pkwy		To					l St Near I-									
8761) Court St	0.21	8100 From	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.674	8700	F	2010
124/		To				Co	ounty St				<b>—</b>					
8761) Court St	0.11	7700	F	97%	1%	1%	0%	0%	0%	С	0.102	F	0.599	8200	F	2010
124/		To				I	High St									

					140	OITOIN IVIC	amenand	CAICA								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron														
8761 Court St	0.11	3800	F	97%	1%	1%	High St 0%	0%	0%	F	0.107	F	0.516	4100	F	2010
8761 Court St	0.23	1300	G	97%	1%	1%	ondon St 0% vford Pkwy	0%	0%	F	NA			1400	G	2010
		From	c c				nbus Avenu									
8762 South St	0.10	2900 Tr	F				son Parkwa				0.126	F	0.945	3000	F	2010
8762 174 South St	0.09	3200	F				nson Pkwy				0.114	F	0.908	3500	F	2010
8762 South St	0.38	9100	G				Moines Ave	e			NA			9700	G	2010
8762) South St	0.34	2300 From	F				Elm Ave				0.094	F	0.501	2400	F	2010
West		Fron		CP	AWEOD		ingham St T N TO RO	OUTE 26	4 WEST							
99024 Ramp	0.21	NA		CN.	. 1,71 OK	LICE CONTRACTOR			. 111111		NA			NA		
124		To	c	I-264	-W FRO	M CRAW	FORD STI	REET N &	& BART S							
City of Chesapeake		Fron	c			Chur	chland Blve	1								
Towne Point Rd	0.07	24000	G	96%	2%	1%	1%	1%	0%	F	0.086	F		26000	G	2010
(131)		Tr			124	-8520 JB-1	31 NCL C	hesapeake	)							
Poolsusede Dd	0.72	From		000/	00/		rolina State		00/		0.107	_		1000		2010
Backwoods Rd	0.73	1600 To	G	99%	0%	0% 131-879	0% 6 Ballahacl	0%	0%	С	0.107	F		1800	G	2010
		Fron	:		U!		ge Washing									
3 Douglas Rd	2.95	290	G	96%	2%	1%	1%	1%	0%	С	0.106	F	0.656	320	G	2010
(131)		To	:			Ве	enefit Rd									
	5.00	From		200/			8 Battlefiel		201		0.404	_	0.500	0500	_	2010
131 Indian Creek Rd	5.92	2300 To	G	96%	1%	1% WCLA	1% /irginia Bea	1%	0%	С	0.101	F	0.529	2500	G	2010
		Fron	:				lvo Pkwy	icii								
5 Crossways Blvd	0.32	12000	G	99%	0%	0%	0%	0%	0%	С	0.096	F		13000	G	2010
131		To	c			Eden	Way Nortl	1								
O		Fron					nbriar Pkw									
6 Woodlake Dr	0.23	25000 To	G	97%	1%	1%	0%	1%	0%	С	0.081	F		27000	G	2010
		From	:				eenbriar Pk	wy								
7 Old Greenbriar Rd	0.43	11000	G	97%	1%	1%	odlake Dr 0%	1%	0%	С	0.09	F		12000	G	2010
Old Greenbriar Rd		To	:			US 13	Military H									-
7 Old Greenbriar	0.46	4600	G	99%	0%	Mil 1%	itary Hwy 0%	0%	0%	F	0.098	F	0.584	5000	G	2010
(131) Old Greenbria	0.40	40 <b>00</b>		JJ 70	U70		vidence Rd	U 70	0%	r	0.090	Г	0.304	5000	G	2010
		Fron	:				lahack Rd				i					
Bunch Walnuts Rd	3.01	1300	G	99%	1%	0%	0%	0%	0%	С	0.128	F	0.699	1400	G	2010
		To				Ве	enefit Rd									
Paramarit A.	4.44	From		000/	40/		L Va Beach		007		0.440	_		5000	-	0040
g Paramont Ave	1.11	4900 To	G	98%	1%	1% US 13	0% Military H	0% wv	0%	С	0.110	F		5300	G	2010
		Fron	:				enefit Rd	,			<del></del>					
10 Sign Pine Rd	2.43	2400	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.72	2600	G	2010
Sign Pine Rd		Tr					8 Battlefiel									
		Fron	:		SR 1	68 Battlefi	eld Blvd, A	tlantic Av	ve							
(131) Campostella Rd	0.44	14000	G								0.087	F		15000	G	2010
		Tr From				131-8640	) Providenc	e Rd								
(11) Campostella Rd	1.34	13000	G			D 0457.		1 5.			0.082	F		15000	G	2010
		Tr			S	K 246 Lib	erty St; Bo	rder Rd								

						INC		annenan									
	Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Citv o	f Chesapeake		From:	1			CD 1	65 C. 1I	2.1			<del>- i</del>					
(12)		3.05	NA				SK I	65 Cedar I	Ka			NA			NA		
(12)			To				SR 1	65 Cedar I	Rd								
			From:				Wester	n Branch I	Blvd								
8524 131	Churchland Blvd	0.57	6600	G	99%	0%	1%	0%	0%	0%	С	0.080	F		7200	G	2010
(131)			To: From:				Tow	ne Point R	ld.			<b>—</b> —					
8524 131	Churchland Blvd	0.09	13000	G	99%	0%	1%	0%	0%	0%	F	NA			14000	G	2010
131			To:				WCL	Portsmou	ıth								
$\overline{}$			From:					91 Jolliff I									
8527) 131	Dock Landing Rd	0.27	5300	G	99%	0%	1%	0%	0%	0%	F	0.087	F		5700	G	2010
$\frac{\circ}{\circ}$			To: From:					I-664				$\Box$					
8527 131	Dock Landing Rd	0.89	5600	G	99%	1%	0%	0%	0%	0%	С	0.103	F		6100	G	2010
			To:				Eag	gle Hill Dr	•								
8527 131	Dock Landing Rd	0.24	5100	G	99%	1%	0%	0%	0%	0%	F	0.101	F	0.622	5500	G	2010
(III)			To: From:				Г	Devon Dr									
8527)	Dock Landing Rd	2.23	5700	G	99%	0%	1%	0%	0%	0%	С	0.105	F		6100	G	2010
131			To:				SR 337 I	Portsmouth	n Blvd								
_			From			1.	31-8527-5	S000A FR	OM DO								
8527	Ramp	0.27	NA									NA			NA		
			To:			I-664-E	FROM D	OCK LAN	NDING RC	DAD							
	_		From			13	31-8527-N	N000B FR	OM DO								
8527) 131	Ramp	0.28	NA									NA			NA		
			To:						NDING RO								
North	D	0.00	From:			131-852	7 TO RO	UTE 664	EASTSOU	TH					NIA		
8527	Ramp	0.06	NA To-			11	21 0527 (	S000A FR	OM DO			NA			NA		
			From:														
North	Ramp	0.03	NA			13	1-852/10	O & FROM	M DOCK			NA			NA		
8527) 131	rtamp	0.00	To:			131-852	7-S000B:	131-8527	- B FROM	DO					INA		
South			From:					O & FROI		-		1					
	Ramp	0.05	NA			13	1-0527 1	O & I KOI	VI KOU I			NA			NA		
(8527) 131		0.00	To:			131-852	7-N000A;	; 131-8527	- A FROM	DO							
South			From			131-852	7 TO RO	UTE 664 V	WESTNOR	RTH							
	Ramp	0.05	NA									NA			NA		
(131)			To:			13	31-8527-N	N000B FR	OM DO								
			From:			133-6	559 Pughs	ville Rd; E	ECL Suffol	k							
8529	Pughsville Rd	0.85	9600	G	93%	1%	1%	2%	4%	0%	С	0.093	F		10000	G	2010
(131)			To					I-664				$\neg$ —					
8529 131	Pughsville Rd	0.16	22000	G	98%	1%	1%	1%	0%	0%	С	NA			24000	G	2010
(131)			To:					30; Tayloı									
	Taylor Dd	4.05	From:	<u> </u>	000/	40/		ghsville Ro		00/					47000	_	0040
(8529) 131	Taylor Rd	1.65	16000 To:	G	98%	1%	1%	1% stern Bran	0%	0%	F	NA			17000	G	2010
			From:	1													
	Dama	0.00				1	31-8529-	S000A TO	ROUT			NΙΛ			NΙΛ		
8529	Ramp	0.09	NA To:			I-664-1	E FROM	PUGHSV	ILLE ROA	ND.		NA T			NA		
Month			From:									1					
North	Ramp	0.07	NA			131-832	9 10 KO	U1E 004.	EASTSOU	ПН		NA			NA		
8529 131		5.01	To:			1	31-8529-	S000A TO	ROUT						14/3		
North			From:						WESTNOR	PTH		i					
	Ramp	0.19	NA			131-032	, 10 KU	OIL 004 1	TO LEGITA OF	X111		NA			NA		
	- 11 - 11	50	To			I-664-V	W FROM	PUGHSV	TLLE ROA	AD		<b>—</b> "`					
(8529) 131				-													
(131)			From:			13	1-8529 To	O & FROM	M ROUT								
South	Ramp	0.05	From:			13	1-8529 T	O & FRO	M ROUT			 NA			NA		

							tenance P									
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 17			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:	1		121 052	O TO DOLIT	E CCA WES	TNOD	TII		-					
South Ramp	0.29	NA			131-832	9 TO ROUT	E 004 WES	INOK	I H		NA			NA		
(8529) Ramp	0.20	To-			I-664-V	W FROM PU	JGHSVILLE	E ROA	D		— <u>`</u> ```			14/1		
		From:	i			SR 337 Port										
(8530) Taylor Rd	1.70	24000	G	99%	0%	0%		0%	0%	С	0.090	F		26000	G	2010
(8530) Taylor Rd	0				0,0				0,0			•			•	
Toylor Pd	0.20	23000	G	000/	00/		ce Rd 0% C	)%	00/	F	0.005	F		25000	G	2010
8530 Taylor Rd	0.29	<b>23000</b> To:		99%	0%	0%	ughsville Ro		0%	Г	0.095	Г		25000	G	2010
		From:	l								1					
8531 Dunedin Dr	0.99	1800	G	98%	0%	1%	or Rd 0% C	)%	0%	С	0.086	F	0.63	1900	G	2010
(8531) Dunedin Dr	0.99	To:		90 /6		JS 17 Wester			0 /6		0.086		0.03	1900	G	2010
		From:	l					ivu								
8532) Bruce Rd	1.54	12000	G	97%	0%	0%	or Rd 2% C	)%	09/	С	0.089	F		14000	G	2010
(8532) Bruce Rd	1.54	To-		97%	0%		Jeck Rd	J%	0%	C	0.069	Г		14000	G	2010
		From:					ce St									
(8532) Tyre Neck Rd	1.26	11000	G	99%	0%	0%		)%	0%	С	0.088	F		11000	G	2010
131/		To:				WCL Po	ortsmouth									
		From:				Gust	Lane									
(8547) Deep Creek Blvd	0.60	5200	G	99%	0%	1%		)%	0%	С	0.085	F		5700	G	2010
131/		To:					rtsmouth									
		From	I -			US 460	22nd St									
(8591) Liberty St	0.40	4400	G	93%	1%	1%		2%	0%	F	0.086	F	0.517	4800	G	2010
(8591) Liberty St		To:				SCL N	Vorfolk									
		From:				ECL N	Norfolk									
8592 Berkley Ave	0.39	1900	G	97%	1%	1%		)%	0%	С	0.087	F	0.526	2000	G	2010
8592 Berkley Ave		To:				Wingfi	eld Ave									
		From:				Bank	Street									
(8596) Rosemont Ave	0.13	1100	G	82%	1%	2%		3%	0%	F	0.105	F	0.81	1200	G	2010
Rosemont Ave		To:					Street									
<u> </u>		From:					ll St									
(8596) Rosemont Ave	0.37	1500	G	82%	1%	2%		3%	0%	С	0.106	F	0.715	1600	G	2010
<u> </u>		To:				US 460 Bai	nbridge Blvo	d								
		From:				US 460 Bai										
(8597) Chesapeake Dr	0.45	2900	G	98%	1%	1%		)%	0%	С	0.089	F		3100	G	2010
		To:				Chesape	eake Ave									
^		From:				Bue	ell St									
8598 Freeman Ave	0.65	5000	G	61%	0%	3%	8% 2	8%	0%	С	0.102	F		5400	G	2010
		To:				I-4	464									
8598 Freeman Ave	0.25	8400	G	61%	0%	3%	8% 2	8%	0%	F	0.089	F		9100	G	2010
(131)		To:				US 460 Bai	nbridge Blvo	d								
		From:			131-859	8 I-464-S003	A TO AND	FROM	1 I-							
8598 Ramp	0.13	NA									NA			NA		
(131)		To:			I-40	64-S FROM	FREEMAN	Ave								
		From:		]	131-8598	I-464-N003.	A FROM A	ND TO	RT							
(8598) Ramp	0.13	NA									NA			NA		
(131)		To:			I-46	64-N FROM	FREEMAN	I Ave								
		From:			Ţ	US 13 & 460	Military Hv	vy								
8599 Cavalier Blvd	1.24	9600	G	93%	1%	1%		2%	0%	С	0.089	F		10000	G	2010
(131)		To:				SCL Po	rtsmouth									
		From:				US 13 & 460	Military Hv	vy								
8601 Deep Creek Blvd	0.94	3200	G	97%	1%	1%		)%	0%	С	0.092	F		3500	G	2010
131/		To				Gust	Lane									
<u> </u>		From:					eek Blvd					_			_	
(8601) Gust Lane	0.44	6200	G	99%	0%	0%		)%	0%	С	0.085	F		6800	G	2010
$\overline{}$		To	<u> </u>			SCL Po	rtsmouth				<u>_</u>					
		From:					ahad Dr									
(8602) Camelot Blvd	0.59	8200	G	98%	1%	1%	0% 0	)%	0%	С	0.085	F	0.594	8900	G	2010
(8602) Camelot Blvd		To:					eek Blvd									

					INC	orfolk Maintenan	ce Alea								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1												
(8602) Camelot Blvd	0.32	5200	G	93%	1%	Deep Creek Bl	vd 2%	0%	F	0.088	F	0.606	5600	G	2010
(8602) Camelot Blvd		To				S 17 George Washin		-,-							
		From	:			US 13 & 460 Milita	ry Hwy			1					
8604 131 Galberry Rd	2.41	3100	G	97%	1%	1% 0%	0%	0%	С	0.104	F		3400	G	2010
(131)		To			HS	5 17 George Washin	oton Hwy								
8604) Shell Rd	0.87	5300 From	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.599	5700	G	2010
8604 131 Shell Rd		To													
8604) Shell Rd	0.81	4600	G	99%	1%	Firman St 1% 0%	0%	0%	С	0.105	F		5000	G	2010
Shell Rd	0.0.				. , 0						•		0000		_0.0
8604) Shell Rd	1.12	3100 From	G	98%	1%	Canal Dr 1% 0%	0%	0%	F	0.113	F	0.702	3300	G	2010
8604 Shell Rd	1.12	J100 To	<u> </u>	30 /0		US 13 & 460 Milita		0 70	'	0.113	'	0.702	3300	O	2010
		From					ty 11wy			1					
8605) Canal Dr Ext	0.51	6000	G	96%	1%	Shell Rd 2% 0%	0%	0%	С	0.102	F		6600	G	2010
8605 Canal Dr Ext	0.51	То	_	3070		US 13 & 460 Milita		070		0.102	•		0000	J	2010
		From	!			460, SR 166 Bainbi				i					
8622) Portlock Rd	0.89	6100	G	97%	1%	1% 0%	0%	0%	С	0.096	F		6600	G	2010
Portlock Rd	0.00	To	Ť	2. 70	. 70	Campostella R		3,3			•		3000	-	_0.0
		From	:			Providence Ro									
8635) Dunbarton Rd	0.06	2600	G	99%	1%	0% 0%	0%	0%	F	0.082	F		2800	G	2010
Dunbarton Rd		To													
8635) Dunbarton Rd	0.18	1500 From	G	99%	1%	Longdale Cresco	ont 0%	0%	С	0.093	F	0.593	1600	G	2010
B635 Dunbarton Rd	0.10	1000	<u> </u>	0070	170			070		0.000	•	0.000	1000	Ü	2010
Durch auton Dd	0.40	From		000/	40/	Crown Crescer		00/	_	0.407	_	0.504	740		2010
Dunbarton Rd	0.16	650 To	G	99%	1%	0% 0%  Longdale Cresco	0%	0%	F	0.107	F	0.504	710	G	2010
		From	<u> </u>												-
8640) Providence Rd	1.55	17000	G	98%	1%	Campostella R	0%	0%	F	0.1	F		18000	G	2010
Providence Rd	1.55	17000		3070	1 70		070	070	'		•		10000	J	2010
Drawidan as Dd	0.00	From	<u> </u>	000/	40/	Angora Dr	00/	00/		0.404	_		40000		2040
Providence Rd	0.99	18000 To	G	98%	1%	1% 0% WCL Virginia Be	0%	0%	С	0.104	F		19000	G	2010
		From													
Charrow Pd	0.22	5300	G	000/	10/	Military Hwy 1% 0%		00/	F				<b>5700</b>	G	2010
Sparrow Rd	0.23	5500		98%	1%	1% 0%	0%	0%	F	NA			5700	G	2010
O 0 D1	2.04	From	<u> </u>	2001	40/	Providence Ro		201		<u>ا</u> ــــ			40000	_	
Sparrow Rd	0.84	11000	G	98%	1%	1% 0%	0%	0%	С	NA			12000	G	2010
		To From				Indian River R									
8645 Sparrow Rd	0.57	3700	G	98%	1%	1% 0%	0%	0%	F	0.099	F	0.594	4000	G	2010
		To From				Little Beaver F	2d								
8645 Sparrow Rd	0.28	1800	G	98%	1%	1% 0%	0%	0%	F	0.088	F	0.525	2000	G	2010
(131)		To	:			Goldcrest Dr									
_		From				SR 168 Campostel	la Rd								
8647 Border Rd	0.47	4700	G	97%	2%	1% 0%	0%	0%	С	0.097	F		5100	G	2010
1317		To	:			Wingfield Av	•								
8647) Wingfield Ave	0.08	2500	G	97%	2%	Border Rd 1% 0%	0%	0%	F	0.112	F	0.565	2800	G	2010
Wingfield Ave	0.00	2500		J1 /0	<b>4</b> /0			0 /0		0.112	•	0.000	2000	5	2010
	0.10	From	<u> </u>	0001	001	131-8592 Berkley		00/		0.400	_	0.500	4000		0010
/ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.48	1800	G	96%	2%	1% 1%	0%	0%	С	0.103	F	0.532	1900	G	2010
8647 Wingfield Ave	00	T.				Tatemstown R									
8647 Wingfield Ave		To				Winofield Ave	a.								
(131)			G	98%	1%	Wingfield Ave		0%	С	0.095	F		4100	G	2010
(131)	0.34	70 From 3800 To		98%	1%	Wingfield Ave 1% 0% SR 407 Indian Riv	0%	0%	С	0.095	F		4100	G	2010
(131)		3800		98%		1% 0% SR 407 Indian Riv	0% er Rd	0%	С	0.095	F		4100	G	2010
131)		3800 To		98%		1% 0%	0% er Rd	0%	C	0.095	F		4100 6600	G G	2010

_																
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trud 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From	1			) / ( )	21				-					
Woodford Dr	0.28	290	G	95%	3%	1%	Pleasant 0%	0%	0%	С	0.104	F	0.514	320	G	2010
Woodford Dr	0.20	То	Ť	3070	070		l Oak Dr	070	070		-0.10-i	•	0.014	020	Ü	2010
		From				·	nut Ave				i					
S650 Cornick Ave	0.14	820	G	98%	1%	0%	0%	0%	0%	F	0.099	F	0.634	890	G	2010
R ₈₆₅₀ Cornick Ave		To														
8650) Cornick Ave	0.60	1100 From	G	98%	1%	0%	nder Ave 0%	0%	0%	С	0.102	F	0.667	1200	G	2010
Cornick Ave	0.00	То		0070	.,,		row Rd	070	0,0			•	0.00.	.200	•	_0.0
		From				Dou	glas Rd				Ī					
3653) West Rd	0.79	250	G	97%	1%	1%	0%	0%	0%	F	0.1	F	0.893	270	G	2010
8653) West Rd		To				Ran	efit Rd									
West Rd	5.27	1200 From	G	97%	1%	1%	0%	0%	0%	С	0.097	F	0.526	1300	G	2010
8653 West Rd	·	To					ominion Bl						****		-	
		From				Ren	efit Rd									
Shillelagh Rd	6.96	690	G	97%	1%	1%	0%	0%	0%	С	0.116	F	0.634	750	G	2010
Shillelagh Rd		To				US 17 Do	minion Bl	vd								
		From			В	us US 168	Battlefield	Blvd								
Benefit Rd	1.96	1300	G	95%	3%	1%	1%	0%	0%	С	0.13	F	0.673	1400	G	2010
131/		To				Sion	Pine Rd									
8656) Benefit Rd	1.92	2000 From	G	95%	3%	1%	1%	0%	0%	F	0.116	F	0.521	2200	G	2010
Benefit Rd		To				Iohao	storem Dd									
Benefit Rd	3.16	1000 From	G	98%	1%	1%	town Rd 0%	0%	0%	С	0.117	F	0.661	1100	G	2010
Benefit Rd	0.10	To	Ť	0070	170		glas Rd	070	070	<u> </u>	<u> </u>	•	0.001	1100	Ü	2010
		From	1				Atlantic Av	'A			1					
Old Atlantic Ave	0.07	5300	N	98%	1%	1%	0%	0%	0%	N	NA			5800	N	2010
Old Atlantic Ave		т.														
Old Atlantic Ave	0.24	5300 From	G	98%	1%	1%	·k Ave 0%	0%	0%	F	NA			5800	G	2010
Old Atlantic Ave	0.24	3300		30 70	1 70	1 /0	070	0 70	070	'	- 11/			3000	G	2010
Occasion Dhad	0.44	From	<u> </u>	000/	40/		Liberty St		00/	_			0.50	0.40		2040
Cascade Blvd	0.41	860 To	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.58	940	G	2010
						spau	lina Ave									
		E				0D 166 D										
Rooker St	0.59	From Q <b>70</b>		079/	20/	SR 166 Ba			09/		0.153	_	0.725	1100	G	2010
Booker St	0.58	970 To	G	97%	2%	1%	0%	0%	0%	С	0.153	F	0.725	1100	G	2010
8658 131 Booker St	0.58	970 _{To}	G	97%		1% SR 190 Gre	0% at Bridge I	0% Blvd	0%	С	0.153	F	0.725	1100	G	2010
(131)		970 To	G		E	1% SR 190 Gre Bus SR 168	0% at Bridge I Battlefield	0% Blvd Blvd				F	0.725			
(131)	0.58 3.76	970 _{To}	G G	97%		1% SR 190 Gre Bus SR 168 1%	0% eat Bridge I Battlefield 1%	0% Blvd Blvd 0%	0%	C		F F	0.725	7000	G G	
0661 Centerville Tpke	3.76	970 From 6400	G	96%	2%	1% SR 190 Gre Bus SR 168 1% Etheridge	0% eat Bridge I Battlefield 1% Manor Bl	0% Blvd Blvd 0% vd	0%	С	0.134	F	0.725	7000	G	2010
8661 Centerville Tpke		970 To	G G		E	1% SR 190 Gre Bus SR 168 1%	0% eat Bridge I Battlefield 1%	0% Blvd Blvd 0%				F F	0.725			2010
8661 Centerville Tpke 8661 Centerville Tpke	3.76	970 To From 6400  8800	G G	96%	2% 2%	1% SR 190 Gree Bus SR 168 1% Etheridge 1% Fent	0% eat Bridge I Battlefield 1% Manor Bl 1% ress Rd	0% Blvd Blvd 0% vd 0%	0%	C F	0.134	F F	0.725	7000 9500	G G	2010
8661 Centerville Tpke 8661 Centerville Tpke	3.76	970 From 6400	G	96%	2%	1% SR 190 Gree Bus SR 168 1% Etheridge 1%	0% eat Bridge I Battlefield 1% Manor Bl	0% Blvd Blvd 0% vd	0%	С	0.134	F	0.725	7000	G	2010
Reaction Centerville Tpke Reaction Centerville Tpke Reaction Centerville Tpke Reaction Centerville Tpke	3.76	970 From 6400  8800  9200  From From From From From From From From	G G	96%	2% 2%	1% SR 190 Gre Sus SR 168 1% Etheridge 1% Fent 1% SR 165 M	0% eat Bridge I Battlefield 1% Manor Bl 1% cress Rd 1% t Pleasant	0% Blvd 0% 0% vd 0% 0% Rd	0%	C F	0.134 0.104 0.104	F F	0.725	7000 9500 10000	G G	2010 2010 2010
Centerville Tpke  Centerville Tpke  Centerville Tpke  Centerville Tpke	3.76	970 To From 6400  8800	G G	96%	2% 2% 1%	1% SR 190 Gre Sus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2%	0% at Bridge I Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1%	0% Blvd 0% 0% vd 0% 0% Rd 0%	0%	C F	0.134	F F	0.725	7000 9500	G G	2010 2010 2010
Centerville Tpke  Centerville Tpke  Centerville Tpke  Centerville Tpke	3.76 1.03 1.14	970 From 6400  8800  9200  16000  To	G G G	96% 96% 98%	2% 2% 1%	1% SR 190 Gree Sus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B	0% tat Bridge I Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1% utts Station	0% Blvd 0% 0% vd 0% 0% Rd 0%	0%	C F	0.134 0.104 0.104	F F	0.725	7000 9500 10000	G G G	2010 2010 2010
Centerville Tpke  Gef 1  Gef 1  Gef 1  Gef 2  Gef 1  Gef 2  Gef 2  Gef 3  Centerville Tpke  Gef 1  Gef 3  Centerville Tpke  Gef 1  Gef 2  Gef 1  Gef 2  Gef 2  Gef 3  Centerville Tpke	3.76 1.03 1.14 1.25	970 From 6400  8800  9200  16000  To From From 16000	G G G	96% 96% 98%	2% 2% 1%	1% SR 190 Gree Sus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts \$	0% tat Bridge I Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1% utts Station Rd	0% Blvd 0% 0% 0% 0% Rd 0% 1 Rd	0% 0% 0%	C F C	0.134 0.104 0.104 0.101	F F F	0.725	7000 9500 10000 17000	G G G	2010 2010 2010 2010
Centerville Tpke  Gef 1  Gef 1  Gef 1  Gef 2  Gef 1  Gef 2  Gef 2  Gef 3  Centerville Tpke  Gef 1  Gef 3  Centerville Tpke  Gef 1  Gef 2  Gef 1  Gef 2  Gef 2  Gef 3  Centerville Tpke	3.76 1.03 1.14	970 From 6400  8800  9200  16000  To	G G G	96% 96% 98%	2% 2% 1%	1% SR 190 Gree Sus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts S 2%	0% tat Bridge I Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1% utts Station Rd 1%	0% Blvd 0% 0% 0% 0% Rd 0% 1 Rd 0%	0%	C F	0.134 0.104 0.104 0.101	F F	0.725	7000 9500 10000	G G G	2010 2010 2010 2010
Centerville Tpke  Gef 1  Gef 1  Gef 1  Gef 2  Gef 1  Gef 2  Gef 2  Gef 3  Centerville Tpke  Gef 1  Gef 3  Centerville Tpke  Gef 1  Gef 2  Gef 1  Gef 2  Gef 2  Gef 3  Centerville Tpke	3.76 1.03 1.14 1.25	970 From 6400  8800  9200  16000  To From From 16000	G G G	96% 96% 98%	2% 2% 1%	1% SR 190 Gree  Bus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts S 2% 131-880	0% tat Bridge I Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1% utts Station Rd	0% Blvd 0% 0% 0% 0% Rd 0% 1 Rd 0%	0% 0% 0%	C F C	0.134 0.104 0.104 0.101	F F F	0.725	7000 9500 10000 17000	G G G	2010 2010 2010 2010
Centerville Tpke	3.76 1.03 1.14 1.25	970 From 6400  8800  9200  16000  From 9100  To From 9100	G G G	96% 96% 98%	2% 2% 1%	1% SR 190 Gree Sus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts S 2% 131-880 Elb 2%	0% tat Bridge It Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1% utts Station Rd 1% 5 Elbow Rd ow Rd 1%	0% Blvd 0% 0% 0% 0% Rd 0% 1 Rd 0%	0% 0% 0%	C F C	0.134 0.104 0.104 0.101	F F F	0.725	7000 9500 10000 17000	G G G	2010 2010 2010 2010
Centerville Tpke	3.76 1.03 1.14 1.25	970 From 6400  8800  9200  16000  From 9100  From 9100  From 9100	G G G	96% 96% 98% 96%	2% 2% 1% 1%	1% SR 190 Gree Sus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts S 2% 131-880 Elb 2%	0% tat Bridge I Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1% utts Station Rd 1% 5 Elbow Rd ow Rd	0% Blvd 0% vd 0% 0% Rd 0% n Rd 0% d	0% 0% 0% 0%	C F C	0.134 0.104 0.104 0.101 0.102	F F F	0.725	7000 9500 10000 17000 9900	G G G G	2010 2010 2010 2010 2010
Centerville Tpke	3.76 1.03 1.14 1.25	970 From 6400  8800  9200  16000  From 9100  From 9100  From 9100	G G G	96% 96% 98% 96%	2% 2% 1% 1%	1% SR 190 Gree  Bus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts 5 2% Elb 2% ECL ECL	0% tat Bridge It Battlefield 1% Manor Bl 1% ress Rd 1% t Pleasant 1% utts Station Rd 1% 5 Elbow Rd ow Rd 1%	0% Blvd 0% 0% 0% 0% 0% Rd 0% 1 Rd 0% d	0% 0% 0% 0%	C F C	0.134 0.104 0.104 0.101 0.102	F F F	0.725	7000 9500 10000 17000 9900	G G G G	2010 2010 2010 2010
Centerville Tpke	3.76 1.03 1.14 1.25	970 From 6400  To From 8800  To From 9200  To From 9100 From 8200 To	G G G	96% 96% 98% 96%	2% 2% 1% 1%	1% SR 190 Gree Bus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts S 2% Elb 2% ECL SR 190 K 0%	0% at Bridge Is Battlefield 1% Manor Bl- 1% ress Rd 1% it Pleasant 1% utts Station Rd 1% 5 Elbow Rd 0w Rd 1% Wa Beach empsyille 10%	0% Blvd 0% 0% 0% 0% 0% Rd 0% 1 Rd 0% d	0% 0% 0% 0%	C F C	0.134 0.104 0.104 0.101 0.102	F F F	0.725	7000 9500 10000 17000 9900	G G G G	2010 2010 2010 2010 2010
Centerville Tpke	3.76 1.03 1.14 1.25 0.46	970 From 6400  8800  9200  16000 From 9100  From 8200  From 7200  To From 7200	G G G G	96% 96% 98% 96% 96%	2% 2% 1% 1% 1% 0%	1% SR 190 Gree Bus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts 5 2% Elb 2% ECL SR 190 K 0% Oak 0	0% at Bridge Is Battlefield 1% Manor Bl- 1% ress Rd 1% it Pleasant 1% utts Station Rd 1% 5 Elbow Rd 0w Rd 1% Va Beach empsyille 1 0% Grove Rd	0% Blvd 0% 0% 0% 0% 0% Rd 0% 01 Rd 0% dd 0% Rd 0%	0% 0% 0% 0% 0%	C F C C F	0.134 0.104 0.104 0.101 0.102	F F F	0.725	7000 9500 10000 17000 9900 8900	G G G G G	2010 2010 2010 2010 2010
8661 Centerville Tpke	3.76 1.03 1.14 1.25 0.46	970 From 6400  To From 8800  To From 9200  To From 9100  From 8200  To From From From From From From From Fro	G G G G	96% 96% 98% 96% 96%	2% 2% 1% 1% 1% 0%	1% SR 190 Gree Bus SR 168 1% Etheridge 1% Fent 1% SR 165 M 2% 131-8665 B Butts S 2% Elb 2% ECL SR 190 K 0%	0% at Bridge Is Battlefield 1% Manor Bl- 1% ress Rd 1% it Pleasant 1% utts Station Rd 1% 5 Elbow Rd 0w Rd 1% Va Beach empsyille 1 0% Grove Rd	0% Blvd 0% 0% 0% 0% 0% Rd 0% 01 Rd 0% dd 0% Rd 0%	0% 0% 0% 0% 0%	C F C C F	0.134 0.104 0.104 0.101 0.102	F F F	0.725	7000 9500 10000 17000 9900 8900	G G G G G	2010 2010 2010 2010 2010 2010 2010

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Chesapeake		From:					C. D.1									
S663) Johnstown Rd	5.94	3400	G	98%	1%	ве 1%	nefit Rd 0%	0%	0%	С	0.095	F		3700	G	2010
3663 Johnstown Rd	0.04	To		3070			Battlefield		070		0.000	•		0700	Ü	2010
		From:					nstown Rd				i					
Woodbridge Dr	0.19	940	G	99%	0%	1%	0%	0%	0%	С	0.107	F	0.664	1000	G	2010
(131)		To:					arfield Dr									
Defendant De	0.00	From:		000/	00/		dbridge Dr	00/	00/			_	0.547	0000	_	004
8664 Briarfield Dr	0.68	2600 To:	G	98%	0%	1%	0% 5 Cedar Rd	0%	0%	С	0.113	F	0.547	2800	G	2010
		From:														
Onbarton Rd	0.65	6200	G	98%	1%	1%	ridence Rd 0%	0%	0%	С	0.115	F		6800	G	2010
B ₆₆₅ Dunbarton Rd	0.05	0200		30 /0	1 /0				070		0.113	'		0000	O	201
One and their Direct	0.00	From:		000/	00/		Military Hw		00/					25000		204
6665 Greenbrier Pkwy	0.28	32000	G	98%	0%	1%	1%	0%	0%	F	NA			35000	G	2010
		From:					odlake Dr									
Greenbrier Pkwy	0.22	55000	G	98%	0%	1%	1%	0%	0%	F	NA			59000	G	2010
		To: From:					I-64				$\exists$ —					
Greenbrier Pkwy	0.94	76000	G	98%	0%	1%	1%	0%	0%	F	NA			83000	G	201
<u></u>		To:				Ec	len Way				_					
Greenbrier Pkwy	0.42	42000	G	98%	0%	1%	1%	0%	0%	F	NA			46000	G	201
131		To:				Vo	lvo Pkwy									
Greenbrier Pkwy	1.78	27000 From:	G	98%	0%	1%	1%	0%	0%	С	0.094	F		29000	G	201
Greenbrier Pkwy		To:														
Butts Station Rd	2.08	12000	G	98%	0%	1%	Kempsville 1%	0%	0%	F	0.105	F		13000	G	201
Butts Station Rd	2.00	To:		3070			Centerville		070	ı.	0.103	'		13000	O	201
		From:	l								<del>- !</del>					
East Ramp	0.35	NA				131-6003 1	ΓΟ RT 64 E	ASI			NA			NA		
8665 Ramp	0.00	To:		I-64-I	E289X F	ROM GRE	EENBRIER	PARKV	VAY EAS		—i"`			1.0.1		
East		From:					TO RT 64 W									
$\bigcirc$ -	0.19	NA				131-0003 1	O KI 04 V	LSI			NA			NA		
8665 Ramp	• • • • • • • • • • • • • • • • • • • •	To:		I-64	4-W289X	X FROM C	GREENBRI	ER PAR	KWAY		Ti.					
		From:														
Vest		rioin.				131-8665 1	ΓO RT 64 F	AST								
$\bigcirc$ -	0.20	NA Prom.				131-8665 7	ΓΟ RT 64 E	EAST			NA			NA		
$\frown$ -	0.20			I-64-E			TO RT 64 E		AY WES		NA			NA		
3665 Ramp	0.20	NA		I-64-E	E289X F	ROM GRE	EENBRIER	PARKV	AY WES		NA I			NA		
Ramp Vest	0.20	NA To:		I-64-E	E289X F	ROM GRE		PARKV	/AY WES		NA NA NA			NA NA		
8665) Ramp West		NA To:			E289X FI	ROM GRE	EENBRIER	PARKW VEST								
8665) Ramp West		NA To:			E289X FI	ROM GRE 131-8665 T TROM GRE	EENBRIER TO RT 64 W	PARKW VEST								
Nest Ramp  Ramp  Ramp  Ramp  Ramp		NA To:  From:  NA To:	G		E289X FI	ROM GRE 131-8665 T TROM GRE	EENBRIER TO RT 64 W EENBRIER	PARKW VEST				F			G	201
Nest Ramp  Ramp  Ramp  Ramp  Ramp	0.38	NA To:  From:  A  2700 To:	G	I-64-W	E289X FI	ROM GRE 131-8665 T ROM GRE WCL 1% Fentres	EENBRIER ORT 64 W EENBRIER Va Beach 3% s Airfield R	PARKW VEST PARKW 2%	VAY WES	}	NA	F		NA	G	201
Nest Ramp  Nest Ramp  Ramp  Beef Ramp  Beef Ramp  Beef Ramp  Beef Ramp  Beef Ramp	0.38	NA To:  From:  A  To:  From:  2700  To:  From:		I-64-W 93%	2289X FI	ROM GRE 131-8665 T  ROM GRE WCI 1% Fentres Blac	EENBRIER ORT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd	PARKV VEST R PARKV 2%	VAY WES	C	NA NA 0.092			NA 3000		
Nest Ramp  Nest Ramp  Ramp  Been Ramp	0.38	NA To:  Prom: NA To:  2700 To: From: 4500	G	I-64-W	E289X FI	ROM GRE 131-8665 T ROM GRE WCL 1% Fentres Blac 9%	EENBRIER CORT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd 1%	PARKV VEST 2 PARKV 2% dd	VAY WES	}	NA	F		NA	G G	
West 8665 Ramp  West 8665 Ramp  Blackwater Rd	0.38	NA To: From: NA To: 2700 To: From: 4500 To:		I-64-W 93%	2%	ROM GRE 131-8665 T ROM GRE WCI 1% Fentres Blac 9% SR 165 M	EENBRIER TO RT 64 W EENBRIER L Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant	PARKW VEST 2 PARKW 2 2 dd 2 dd 2 dd 2 dd	VAY WES	C	NA NA 0.092			NA 3000		
Ramp  Nest 8665 Ramp  Ramp  Been service of the ser	0.38 2.62 0.15	NA To: From: NA To: 2700 To: From: 4500 To: From:	G	I-64-W 93% 85%	2%	ROM GRE  ROM GRI  ROM GRI  WCI  1%  Fentres  Blac  9%  SR 165 M	EENBRIER TO RT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant B Battlefield	PARKW VEST R PARKW 2% Rd L Blvd	0% 0%	C	NA	F		NA 3000 4900	G	201
Ramp  West 8665 Ramp  Backwater Rd  Ramp  Fentress Airfield Rd	0.38	NA To: From: NA To: 2700 To: From: 4500 To:		I-64-W 93%	2%	ROM GRE 131-8665 T ROM GRE WCI 1% Fentres Blac 9% SR 165 M	EENBRIER TO RT 64 W EENBRIER L Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant	PARKW VEST 2 PARKW 2 2 dd 2 dd 2 dd 2 dd	VAY WES	C	NA NA 0.092			NA 3000		201
Ramp  Vest  16665 Ramp  Ramp  Blackwater Rd  16667 Fentress Airfield Rd  16668 Hickory Rd East	0.38 2.62 0.15	NA To:  Prom: NA To:  2700 To:  From: 4500 From: 44000	G	93% 85%	2%	ROM GRE ROM GRE ROM GRE WCI 1% Fentres Blac 9% SR 165 N 3us SR 168 2% Cente	EENBRIER ORT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant B Battlefield 0% crville Tpke	PARKV VEST  2% dd  2% Rd I Blvd  0%	0% 0%	C C	NA	F		NA 3000 4900 4300	G G	201
Vest (666) Ramp (131) Ramp (1366) Ramp	0.38 2.62 0.15	Prom: NA To: Prom: 100 Pro	G	I-64-W 93% 85%	2%	ROM GRE ROM GRI ROM GRI WCI 1% Fentres Blac 9% SR 165 N 3us SR 165 2% Cente 1%	EENBRIER CORT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant 8 Battlefield 0% crville Tpke 0%	PARKV 2% Rd 1 Blvd 0%	0% 0%	C	NA	F	0.625	NA 3000 4900	G	201
Ramp  Vest 13665 Ramp  13667 Ramp  13667 Blackwater Rd  13667 Fentress Airfield Rd  13668 Hickory Rd East	0.38 2.62 0.15	NA To:  Prom: NA To:  2700 To: From: 4500 To:  4500 To:	G	93% 85%	2%	ROM GRE ROM GRI ROM GRI WCI 1% Fentres Blac 9% SR 165 N 3us SR 165 2% Cente 1%	EENBRIER ORT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant B Battlefield 0% crville Tpke	PARKV 2% Rd 1 Blvd 0%	0% 0%	C C	NA	F	0.625	NA 3000 4900 4300	G G	201
Vest (131) Ramp (1366) Ramp (1	0.38 2.62 0.15 0.81 4.89	Prom: NA To:  Prom: 10  Prom: 4500 To: 4500 From: 4000 To: From: 1800 To: From: 1800 To:	G G	93% 85% 94% 98%	E289X FI  10  17  18  28  18  18  18  18	ROM GRE ROM GRE ROM GRE WCL 1% Fentres Blac 9% SR 165 N Cente 1% WCL V Bus SR 168	EENBRIER TO RT 64 W EENBRIER Va Beach 3% ss Airfield R kwater Rd 1% Mt Pleasant 8 Battlefield 0% erville Tpke 0% (irginia Beach	PARKV VEST  2% td  2% Rd  Blvd  0% ch	0% 0% 0% 0%	C C	NA	F F		NA 3000 4900 4300 1900	G G	201
Vest (ACC) (	0.38 2.62 0.15	Prom: NA To:  Prom: 2700 To: From: 4500 To: From: 4500 To: From: 4600 To: To: From: 1800 To:	G	93% 85%	2%  1%  14%	ROM GRE ROM GRE ROM GRE WCL 1% Fentres Blac 9% SR 165 N Cente 1% WCL V Bus SR 168 1%	EENBRIER TO RT 64 W EENBRIER Va Beach 3% ss Airfield R kwater Rd 1% Mt Pleasant 8 Battlefield 0% erville Tpke 0% Girginia Beach 8 Battlefield 0%	PARKV  Z PARKV  Z% dd  Z% Rd  Blvd  O% ch  Blvd  O%	0% 0%	C C	NA	F	0.625	NA 3000 4900 4300	G G	201
Vest Vest Ramp  See 1	0.38 2.62 0.15 0.81 4.89	Prom: NA To:  Prom: 10  Prom: 4500 To: 4500 From: 4000 To: From: 1800 To: From: 1800 To:	G G	93% 85% 94% 98%	E289X FI  10  17  18  28  18  18  18  18	ROM GRE ROM GRE ROM GRE WCL 1% Fentres Blac 9% SR 165 N Cente 1% WCL V Bus SR 168 1%	EENBRIER TO RT 64 W EENBRIER Va Beach 3% ss Airfield R kwater Rd 1% Mt Pleasant 8 Battlefield 0% erville Tpke 0% (irginia Beach	PARKV  Z PARKV  Z% dd  Z% Rd  Blvd  O% ch  Blvd  O%	0% 0% 0% 0%	C C	NA	F F		NA 3000 4900 4300 1900	G G	201
Vest (S665) Ramp (S667) Ramp (S667) Blackwater Rd (S668) Hickory Rd East (S668) Head Of River Rd (S674) Ashley Rd	0.38 2.62 0.15 0.81 4.89	From: 4500 From: 4500 From: 4500 To: From: 4000 To: From: 5600 To: From: 7600 To: From: 7600	G G G	93% 85% 94% 98%	2%  1%  1%  1%	ROM GRE  ROM GRE  WC1  1%  Fentres  Blac  9%  SR 165 N  Cente  1%  WCL V  Bus SR 168  1%  SR 165 N  Camp	EENBRIER Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant B Battlefield 0% cryille Tpke 0% Girginia Beac B Battlefield 0% Mt Pleasant 0% Mt Pleasant	PARKW VEST  2% Rd 2% Rd Blvd 0% ch Blvd 0% Rd	0% 0% 0% 0%	C C C	NA NA 0.092 0.173 0.092 0.114	F F F		NA 3000 4900 4300 1900	G G G	201 201 201 201
Ramp  Vest 3665 Ramp  Ra	0.38 2.62 0.15 0.81 4.89	From: 4500 From: 4500 From: 4500 From: 4500 To: From: 3600 To: From: 3200	G G	93% 85% 94% 98%	E289X FI  10  17  18  28  18  18  18  18	ROM GRE  ROM GRE  WC1  1%  Fentres  Blac  9%  SR 165 N  Cente  1%  WCL V  Bus SR 168  2R  Camp  0%	EENBRIER ORT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant B Battlefield 0% crville Tpke 0% Girginia Beach B Battlefield 0% Mt Pleasant postella Rd 0%	PARKV  Z PARKV  Z% dd  Z% Rd  Blvd  O% ch  Blvd  O%	0% 0% 0% 0%	C C	NA	F F		NA 3000 4900 4300 1900	G G	201 201 201 201
Ramp  Nest 8665 Ramp  Ramp  Blackwater Rd  Blackwater Rd  Blackwater Rd  Blackwater Rd  Ramp  Ramp  Ashley Rd East  Ramp  Ashley Rd	0.38 2.62 0.15 0.81 4.89	NA To: From: NA To: 2700 To: From: 4500 To: 1800 To: From: 3600 To: From: 3200 To:	G G G	93% 85% 94% 98%	2%  1%  1%  1%	ROM GRE  ROM GRI  ROM  SR 165 N  SR 165 N  WCL V  SR 165 N  SR 165 N  Camp  O%  Del	EENBRIER TO RT 64 W EENBRIER A Beach B Airfield R Water Rd B Battlefield O% Fryille Tpke O% Griginia Beach B Battlefield O% Wit Pleasant B Battlefield O% Wit Pleasant B Battlefield O%	PARKW VEST  2% Rd 2% Rd Blvd 0% ch Blvd 0% Rd	0% 0% 0% 0%	C C C	NA NA 0.092 0.173 0.092 0.114	F F F		NA 3000 4900 4300 1900	G G G	201 201 201 201
West  8665 Ramp  8667 Blackwater Rd  8667 Fentress Airfield Rd  8668 Hickory Rd East  8668 Head Of River Rd  8674 Ashley Rd	0.38 2.62 0.15 0.81 4.89	From: 4500 From: 4500 From: 4500 From: 4500 To: From: 3600 To: From: 3200	G G G	93% 85% 94% 98%	2%  1%  1%  1%	ROM GRE  ROM GRI  ROM  SR 165 N  SR 165 N  WCL V  SR 165 N  SR 165 N  Camp  O%  Del	EENBRIER ORT 64 W EENBRIER Va Beach 3% s Airfield R kwater Rd 1% Mt Pleasant B Battlefield 0% crville Tpke 0% Girginia Beach B Battlefield 0% Mt Pleasant postella Rd 0%	PARKW VEST  2% Rd 2% Rd Blvd 0% ch Blvd 0% Rd	0% 0% 0% 0%	C C C	NA NA 0.092 0.173 0.092 0.114	F F F		NA 3000 4900 4300 1900	G G G	2010 2010 2010 2010 2010 2010

					140	JITOIN IVIC		<i>,</i> , , , , ,								
Route	Length	AADT	QA	4Tire	Bus		Tru		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			1						Ziian		1 40101		1 40101			
(8717) Volvo Pkwy	0.30	850	G	99%	0%	Crystal 0%	lwood Circl 0%	e 0%	0%	F	0.084	F	0.553	930	G	2010
(8717) Volvo Pkwy	0.26	8800	G	99%	0%	0%	yron St 0%	0%	0%	С	0.096	F		9600	G	2010
8717 Volvo Pkwy	0.25	14000	G	99%	0%	Indepe	ndence Pkw 0%	0%	0%	F	0.098	F		15000	G	2010
(8717) Volvo Pkwy	1.38	26000	G	98%	0%	3us SR 168 1%	Battlefield 0%	Blvd 1%	0%	С	0.093	F		28000	G	2010
8717 Volvo Pkwy	0.45	23000 From	G	98%	0%	1%	0%	1%	0%	F	0.102	F		24000	G	2010
		From			131-88		len Way Vay; 8717-V	olvo Pk	wy							
8717 Volvo Pkwy	1.49	25000 To	G	98%	0%	1% D	0% ead End	1%	0%	F	0.106	F		28000	G	2010
8757 Coffman Blvd	0.70	1800	G	97%	1%	1%	landing Rd 0%	0%	0%	С	0.110	F	0.562	2000	G	2010
		To					ortsmouth E									
(8763) Campostella Rd	1.34	8100	G	98%	1%	1%	eat Bridge 1	0%	0%	С	0.092	F		8900	G	2010
(8763) Campostella Rd	1.06	16000 To	G	95%	1%	1%	Military Hw 1% Battlefield B	1%	0%	С	0.087	F		17000	G	2010
		From	:				Bainbridge E									
8771 Virginia Ave	0.50	1500 _{To}	G	98%	1%	1%	0% apeake Ave	0%	0%	С	0.130	F	0.565	1700	G	2010
(8771) Chesapeake Ave	1.12	3700	G	96%	2%	1%	ginia Ave 0%	0%	0%	С	0.101	F		4000	G	2010
(8771) Chesapeake Ave	0.41	2600 To	G	96%	2%	1%	ark Ave 0% Poindexter	0% St	0%	F	0.104	F		2800	G	2010
		From	:				Bainbridge E									
8776 Park Ave	0.37	1600	G	97%	1%	1%	1%	0%	0%	С	0.097	F	0.568	1700	G	2010
8776 Park Ave	0.35	4500 From	G	97%	1%	1%	1% atlantic Ave	0%	0%	F	0.097	F	0.6	4900	G	2010
(8778) Barnes Rd	0.45	From <b>1400</b>	G	74%	0%	D 4%	ead End 3%	19%	0%	С	0.127	F		1500	G	2010
		To					Bainbridge E									
8796 Ballahack Rd	11.72	800	G	97%	0%	1%	e Washingto	0%	0%	С	0.104	F	0.798	870	G	2010
8796 Ballahack Rd	0.10	5900 To	G	97%	0%	1%	ttlefield Blv 1% Battlefield B	0%	0%	F	0.104	N	0.798	6500	G	2010
		From			Ţ		tern Branch									
Poplar Hill Rd	0.23	14000	G	99%	0%	0%	0% chland Blvd	0%	0%	С	NA			16000	G	2010
8798 Bells Mill Rd	2.38	From 1800	G	98%	1%	1%	W, Cedar F 1% E, Cedar R	0%	0%	С	0.106	F	0.779	2000	G	2010
(8799) Waters Rd	0.36	9300	G	97%	1%		hington Dr 1%	0%	0%	С	0.094	F		10000	G	2010
(8799) Waters Rd		To					5 Cedar Rd									
(8800) Millville Rd	1.11	1800	G	98%	1%	SR 16	55 Cedar Rd 0%	0%	0%	С	0.106	F	0.726	1900	G	2010
(8800) Millville Rd		To			, -		urson Dr	- /-	- , •	-		•				

					No	ortolk Ma	aintenan	ce Area								
Route	Lengt	th <b>AADT</b>	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Chesa	peake	Froi	m.			TO 10										
Millville	Rd 0.65					В	urson Dr				NA			NA		
Millville		т	'n.			Sh	ipyard Rd									
		Froi	m:			SR 1	65 Cedar F	Rd								
8801 Shipyai	rd Rd 0.99	980	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.578	1100	G	2010
		Froi	in:			В	urson Dr				$\exists$					
8801) Shipyai	rd Rd 1.28		. —								NA			NA		
$\overline{}$		Т					illville Rd									
Hanbur	ry Rd 1.00	8300	G G	98%	1%	Joh 1%	nstown Rd	0%	0%	С	0.098	F		9000	G	2010
Hanbur	1,00	. 6300	. —	90 /0					0 /0		0.090	-		9000	G	2010
3802) Hanbur	ry Rd 0.51	NA From	m:			Bus SR 1	68 Battlefi	eld Rd			NA			NA		
Hanbur	iyita 0.51	INA.	io:			H	illwell Rd							INA		
		Froi	m:		1		8 Battlefie	ld Blvd								
Hillwell	Rd 2.36	3000	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.562	3200	G	2010
131		Т	o:			SR 165	Mt Pleasar	nt Rd								
$\widehat{}$		From	<u> </u>				Mt Pleasar									
S ₈₀₄ Fentres	ss Rd 1.80	3200	G	98%	1%	1%	0%	0%	0%	С	0.107	F		3500	G	2010
			<u> </u>				erville Tpl									
B ₈₀₅ Elbow I	Rd 0.87	' NA	m:			Butt	s Station R	.d			 NA			NA		
8805 Elbow I	Nu 0.67	INA									INA			INA		
- Elbaw I	D4 3.05	From	G	1000/	00/		erville Tpl		00/	С	0 114			7600		2010
8805 Elbow I	Rd 3.05	<b>7000</b>		100%	0%	0% WCL	0% Virginia Be	0%	0%		0.114	F		7600	G	2010
		Froi	m:				olvo Pkwy									
Ban V	Vay N 0.49	11000	G	99%	1%	0%	0%	0%	0%	F	0.101	F		12000	G	2010
8806) Eden V		Т	îo:				Oak Cross									
Ban V	Vay N 0.68	12000	G	99%	1%	0%	0%	0%	0%	С	NA			13000	G	2010
8806) Eden V		т	io:			Gree	nbrier Pkw	737								
8806 Eden V	Vay N 0.85	13000	G	99%	1%	0%	0%	0%	0%	F	0.106	F		14000	G	2010
131		Т	o:			Cros	ssways Blv	d								
ity of Norfo	lk															
16th Da	ov. Ct	530	L			Ocea	n View Av	/e						F60	0	2010
16th Ba	ay Si	<b>530</b>	G ···			Ple	asant Ave				NA			560	G	2010
		Froi	m:				wellyn Ave									
24th St	t	460	G			LIC	wellyll Ave				0.155	F	0.564	490	G	2010
		Т	o:			Omo	hundro Av	ve .								
<u> </u>		From	m:			K	illam Ave								_	
36th St	t	460	G								NA			490	G	2010
		Т					olley Ave									
45th C:		From				C	olley Ave				0.070	_	0.50	0000		0040
45th St	L	<b>2400</b>	G ···			Нат	npton Blvo	1			0.079	F	0.52	2600	G	2010
		Froi	m:				en Oak Dr									
Albert A	Ave	130	G			(II	en Oak Di				NA			140	G	2010
		Т					Pugh St									
		From	m·			Rob	in Hood R	d								
Almeda	a Ave	4000	G								NA			4300	G	2010
		Т	o:			He	nneman Di									
		Froi	L			Can	npostella R	d			$\Box$					
	•										NA			230	G	2010
Arlingto	on Ave	<b>210</b>	G				luvos 1 C				—i"`					
Arlingto	on Ave	Т	ò:				ikwood St	1			<u> </u>					
Arlingto			ò:				nkwood St ookville Rd	l			0.113	F	0.520	400	G	2010

				No	orfolk Maintenance Area								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	Ω	C F	K actor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From	:			Merrit St			1					
Brentwood Dr	1700	G					(	).121	F	0.563	1800	G	2010
	Te				Glade Rd								
	From				Barn Hollow Rd								
Brookville Rd	230	G						0.11	F	0.660	240	G	201
	10				Bayberry Dr			<u> </u>					
Burksdale Rd	Fron <b>670</b>	G			Old Ocean View Rd			_ <b>_</b> ).110	F	0.640	710	G	201
Duiksuale Ru	<b>670</b>				Colin Dr			7.110 <b>7</b>	г	0.649	710	G	201
	From	:			Ridgefield Dr			1					
Camelia Rd	530	G			Ridgelield Di		(	 ).100	F	0.576	570	G	201
	To				Faber Rd								
	From	:			Newport Ave								
Carlisle Way	290	G						NA			290	G	201
	To	:			Colonial Ave								
	From	:			Oak Grove Rd								
Catherine St	120	G			a			NA			120	G	201
	16	<u> </u>			Sinclair St			<u> </u>					
Chambara Ct	From	G			Wellman St			<u> </u>			220	0	204
Chambers St	<b>220</b>				Frizzell Ave			NA T			230	G	201
	From	:I						1					
Commodore Dr	290	G			Swanson Rd			NA			310	G	201
Commodoro Di	To	Ť			Rodman Rd			i i			0.10	Ū	
	From	:			Kempsville Rd			Ì					
Cornick Rd	150	G			nompovine ru			NA			160	G	201
	Tr				Mary Ave								
	From	:			Beatty St								
Dean Dr	70	G						NA			80	G	201
	To				Millard St								
D 1 0:	From	<u> </u>			Springfield Ave						00	•	004
Decker St	<b>60</b>	G			Wheeling Ave			NA T			60	G	201
	Fron	] .i			•			1					
Dixie Dr	390	G			Galveston Blvd			NA			410	G	201
DIAIC DI	To				Glen Rd			7			410	J	201
	From	:			Beamon Rd								
Dunway St	180	G			Dearnon Ru			NA			190	G	201
•	To	:			Kennebeck Ave								
	From	:			Herbert St								
Elmhurst Ave	750	G						NA			790	G	201
	To	:			Thomas St								
	From				Haven Dr								
Evans St	740	G						NA			780	G	201
	To				Stratford St								
Faully Dal	From	<u> </u>			Whitney Blvd						250	0	204
Faulk Rd	<b>240</b>	G			McClure Rd			NA T			250	G	201
	Fron	:I						1					
Finney St	120	G			Wellman St			NA			120	G	201
	1 <b>20</b>	Ť			Dead End			<u> </u>			120	J	201
	From	·			Pythian Ave			i					
Frank St	110	G			1 juniii 1110			NA			110	G	201
	To				Quincy St								
	From	E			River Oaks Dr								
Gabriel Dr	200	G		_				NA			210	G	201
	То				Roslyn Dr								

Route	Length AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk	Free									_					
Gardner Dr	From <b>700</b>	G			Spring	gmeadow l	Blvd			NA			700	G	2010
	т				В	anning Rd									
	Fron	:			Hı	udson Ave	<b>;</b>								
George St	1100	G								NA			1200	G	2010
	To Fron	l				Cabot Ave									
Glen Rd	<b>580</b>	G			<u> </u>	Keene Rd				NA			610	G	2010
Giorrita	TR					Bee Pl							010	•	2010
	Fron	c			Vi	irginia Av	2								
Gosnold Avenue	690	G								NA			690	G	2010
	To				Ma	aryland Av	е								
Hammat Ava	Fron					New St				NIA			310	C	201
Hammet Ave	<b>290</b>	G				Dune St				NA T			310	G	2010
	Fron					ranby Ave									
Hanbury St	640	G								NA			670	G	2010
	To	:			Ball	lentine Bl	vd								
	Fron				]	Raby Rd								_	
Harmony Rd	1100 ₁₁	G				Quail Rd				NA			1100	G	2010
	Fron						_								
Hilton St	1700	G			IVII	ilitary Hw	у			NA			1800	G	201
	To				Са	aribou Ave	<b>;</b>						.000		
	Fron	:			G	ondola Rd									
Inventors Rd	440	G								NA			460	G	201
	Т					duction R									
Laura Arra	Fron				T	hurston St							700	•	204
Iowa Ave	<b>720</b>	G			1	Besse St				NA			760	G	201
	Fron	:				ottoway S	1								
Jersey Ave	580	G					-			NA			610	G	201
	To	:			A	mherst St									
	Fron				Sewe	ells Point	Rd							_	
Kennebec Avenue	1300 _{то}	G			11.	umboldt S				NA			1300	G	201
	Fron	1				illage Ave									
Kingwood Ave	3400	G			V.	mage Ave	:			0.085	F	0.692	3600	G	201
	To				Va	Beach Blv	⁄d								
	Fron	:			I	Liberty St									
Lancaster St	780	G								NA			820	G	2010
	To					alker Ave	:								
Lion Ave	From <b>570</b>	G			Е	Eagle Ave				 NA			600	G	2010
LIOITAVE	37 U				Litt	le Creek I	Rd						000	G	2010
	Fron	:				arlllo Ave				1					
Magnolia Ave	1900	G								0.098	F	0.667	2000	G	2010
	Т		_		Uppe	er Brandon	Pl.	_							
	Fron				(	Olney Rd				<u> </u>				_	
Marshall Ave	1600 _{то}	G			D	mbleton A	va			NA			1600	G	2010
	Fron														
McGuinnis Cir	210	G			Wi	hitney Blv	u			 NA			220	G	2010
	Z I O				F	aulk Ave									
	Fron	:				olony Pt R	d								
Millbrook Rd	150	G								NA			160	G	2010
	To	:			Rı	uthven Rd									

					orrolk ivialriteriance									
Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle		C.	)C	K actor	QK	Dir Factor	AAWDT	QW	Yea
v of Norfolk	From:				Azalea Garden Rd									
Miller Store Rd	3000	G			Tizarea Garden Ru			0.	118	F	0.582	3200	G	2010
	To				Wise St									
	From:				Elaine Ave									
Mona Avenue	2000	G						1	NΑ			2000	G	201
	To:				Calvin Ave									
	From:				Tarpon Pl									
Murry Ave	230 _{To:}	G						0.	137	F	0.592	250	G	201
					Azalea Garden Rd									
New York Ave	From: <b>220</b>	G			Newport Ave			0	147	F	0.563	230	G	201
New Tork Ave	<b>220</b> To:	_			Colonial Ave			0.	147		0.303	230	G	201
	From:	:			Tidewater Dr				l 					
Norman Ave	1400	G			Tidewater Di			-	NA			1500	G	201
	To:				Old Ocean View Ro	ı		•						
	From				Colonial Ave									
Oxford St	2800	G						0.	151	F	0.809	3000	G	201
	To:				Granby St									
	From				Winward Rd									
Patridge St	1100	G						1	NΑ			1200	G	201
	To				Palem Rd									
	From				Euwanee Pl									
Pinedale St	100 To:	G						1	۱A			100	G	201
					E Chester St									
Calden Arra	From:	G			Hatton St							200	_	204
Selden Ave	370 _{та}				Cass St			- 1	۱A I			390	G	201
	From:				Woodbine Rd									
Shorewood Dr	350	G			woodbille Rd			0	103	F	0.541	360	G	201
Choromoda Br	To:				Levine Ct			0.	1	•	0.0 11	000	Ū	
	From:				Dixie Dr									
Simons Dr	1200	G						0.	091	F	0.599	1300	G	201
	To				Marchant Rd									
	From:				West Ave									
Summit Ave	150	G						1	NΑ			170	G	201
	To				Middle Ave									
	From:				Arkansas Ave									
Tait Terrace	2200	G						0.	105	F	0.519	2300	G	201
	To:				Wyoming Ave									
T	From:	<u> </u>			Wakefield Ave				407	_	0.50	400	0	004
Tennessee Ave	160 _{To:}	G			Ingleside Rd			0.	137	F	0.52	180	G	201
	From:													
Tifton Dr	230	G			Workwood Rd	-		0	127	F	0.516	250	G	201
TITION DI	To:				Lasser Dr			0.		'	0.510	250	J	201
	From:				George St									
Tuttle Ave	90	G			George St			0.	184	F	0.571	100	G	201
	To				Dead End						<u> </u>			
	From:	1			Tifton St									
University Dr	340	G						1	NΑ			350	G	201
·	То				Workwood Rd									
	From	L			Old Ocean View Ro									
Vero St	450	G						1	NA			480	G	201
	To				Chesapeake Blvd									
	From:				Huntsman Rd									
Welaka Rd	70	G						1	NA			70	G	201
	To:	1			Kimberly Lane				Ī					

				140	rfolk Maintenan	ice Area							
Route	Length AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Norfolk	From:	1			Texas Ave			_					
Wellington St	270	G			Texas Ave			NA			290	G	2010
Tromington Ot	To	Ť			Windermere A	ve		T)			200		
ity of Portsmouth													
	From:				Clover Hill D	)r							
Amherst Dr	80	F						0.139	F	0.5	80	F	2010
	То				Ferguson Dr								
D : 0:	From:	<u> </u>			Williamsburg A	Ave			_	0.500	440	_	004
Bain St	110	F			Danimavla Av			0.134	F	0.563	110	F	2010
	From:	1			Peninsula Av			+					
Baldwin Ave	220	F			Fulton Ave			0.140	F	0.632	230	F	201
DaidWill Ave	To:				Deep Creek Bl	lvd		0.140	'	0.032	230	'	201
	From:				Heather Rd								
Brookmere Lane	160	F			Ticatiici Ru			0.111	F	0.59	170	F	201
	To				Summerset D	Or	 						
	From:				Chumley Rd								
Brunswick Rd	620	F						0.097	F	0.521	670	F	201
	To				Tatem Dr								
	From				Glasgow St								
Cambridge Avenue	230	F						0.086	F	0.5	240	F	201
	To:				North St								
	From				Midfield Pkw	vy							
Canterbury Dr	370	F						0.088	F	0.662	400	F	201
	To				Templar Dr								
	From:				Manor Ave								
Cardinal Lane	430	F						0.105	F	0.608	460	F	201
	10:				Thornwood S								
	From:	<u> </u>			Hatton Pt Rd	1			_			_	
Courtney Rd	<b>90</b>	F			D 15 1			0.131	F	0.539	100	F	201
					Dead End								
Currence Dd	From:	F			Bob White S	St .		0 111	_		150	F	201
Cypress Rd	150 _{то:}				Cypress Cir			0.111	F		150	г	201
	From:							+					
Dale Dr	2100	G			Columbus Av	/e		NA			2300	G	201
Daic Di	To:	ı —			Nashville Av	re.		<del>-</del>  '`			2000	J	201
	From:				Horne Ave								
Darren Dr	1900	F			Home Hve			0.098	F	0.529	2100	F	201
	To				Greenwood D	)r		T					
	From				Bardot Lane	)							
Darren Dr	890	G						NA			890	G	201
	To				Cavalier Blv	d							
Devilation D.I.	From:	ب			Shamrock Di	r			_	0.5	60	_	66.
Dominion Rd	<b>70</b>	F			P.L. P			0.178	F	0.5	80	F	201
		<u> </u>			Fairway Dr								
Duko Ct	From:	<u> </u>			Richmond Av	ve		0.000	_	0.504	4200	_	204
Duke St	1200 _{то:}	F			Parker Ave			0.083	F	0.591	1300	F	201
	From												
Forrest Hills Dr	200	F			Merrifield Bly	va		0.101	F	0.546	210	F	201
i onosti illo Di	<b>200</b> To:	Ė			Burrland Rd	l		0.101	'	0.540	210	'	201
	From:				Gills Rd	-							
Frailey PI	450	F			Oilis Kü			0.187	F	0.713	480	F	201
	-100							5. 101	•	010	.00	•	_01

				INC	orfolk Maintenance Area								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Portsmouth		_				Ziian		1 40101		1 40101			
Gillis Rd	From <b>620</b>	G			George Washington Hwy			NA			620	G	2010
Gillis Ru	<b>620</b>				Aylwin Rd						620	G	2010
	From				Potomac Ave								
Glasgow St	1400	F						0.089	F	0.588	1500	F	2010
	То				Vermont Ave								
	From				Bolling Rd								
Greenland Blvd	1300 _{то}	F			D ( 4 D) 1			0.105	F	0.657	1400	F	2010
	From	] :I			Portsmouth Blvd								
Halifax Ave	340				Columbia St			0.137	F		360	F	201
Trainax 7 (VC	To	:			County St				•		000	•	201
	From	:			Twin Pines Rd								
Hawthorne Lane	190	F						0.147	F	0.581	200	F	201
	То				Heather Rd								
	From				Kirby St								
Independence St	210	F						0.236	F	0.624	220	F	201
	10				Appomattox Ave			<u> </u>					
Jefferson St	1500				Elm Ave			0.14	F	0.561	1600	F	201
Jenerson St	1500 To				Pearl St			0.14	г	0.561	1000	Г	201
	From				Green Street								
Jefferson St	1000	G						NA			1000	G	201
	То	:			7th Street								
IC 01	From	<u> </u>			Yorktown Ave				_	0.707	450	_	004
King St	140	F			Williamsburg Ave			0.142	F	0.727	150	F	201
	From	! :			Race St			_					
Lancaster Ave	60	F			Race St			0.181	F	0.75	60	F	201
	То	:			Griffin St								
	From				Astor Ave			İ					
Magnolia St	410	F						0.098	F	0.670	440	F	201
	То	:			Killian Ave								
	From	<u></u>			Florence Rd			J					
Mayflower Rd	370 _{To}	F			W 1 E D1			0.156	F	0.578	390	F	201
		1			Hodges Ferry Rd								
McClean Sts	From <b>610</b>	F			Lugar Ct			0.106	F	0.621	650	F	201
Wooldan oto	То				Vickers Ct				•	0.021	000	•	201
	From	:			Broad St								
Meander Rd	410	F						0.161	F	0.713	430	F	201
	То				Chautauqua Ave								
	From				Wycliff Rd								
Morro Blvd	300 _{то}	F						0.132	F	0.509	320	F	201
					Saxon Rd			<u> </u>					
Nicholson St	530	F			Afton Pkwy			0.138	F	0.700	560	F	201
NICHOSON OL		<u>.                                      </u>			Harris Rd			J. 136	1	0.709	560	'	<b>2</b> 01
	From				Snead Fairway								
Nottingham Rd	180	F			Silving I tur may			0.099	F	0.683	190	F	201
-	To				Yorkshire Rd								
	From				Marshall Ave								
Oak St	1200	F						0.192	F	0.652	1200	F	201
	То				Wilcox Ave								
Old Farm Rd	230	F			Kenny Lane			0.093	F	0.617	0.40	_	201
		-						111143	-	บท1/	240	F	/01

				INC	JITUIK IVIO	antenance Area	1							
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Portsmouth	Fron	ı:			Ja	ckson St			-					
Progress Ave	40	F							0.237	F	0.556	40	F	2010
	Tr	•			M	Ionroe St								
River Shore Rd	From <b>2100</b>				Hed	gerow Lane			0.092	F	0.510	2200	F	201
River Shore Ru	<b>2100</b>	:			Riv	ermill Cir			0.092		0.510	2200		201
	Fron	1:				White St								
Robin Rd	190	F							0.191	F	0.646	200	F	201
	To	:				mouth Blvd								
Conithfield Dd	Fron	<u> </u>			Bee	echdale Rd			0111	_	0.500	460	_	201
Smithfield Rd	430	F			Deen	Creek Blvd			0.111	F	0.598	460	F	201
	Fron	n:				almer St								
Staunton Ave	150	F			-	unior or			0.174	F	0.8	160	F	201
	To	00			Jef	ferson St .								
	Fron				Eisen	hower Circle				_	_		_	
Stratford St	3100 _{те}	F			Т	man Circle			0.212	F	0.801	3300	F	201
	Fron													
Sugar Creek Cir	370	F			Auş	gustine Cir			0.111	F	0.516	400	F	201
	т				Ga	nteway Dr								
	Fron	n:			Gree	enwood Dr								
Tazewell St	320	F							0.111	F	0.544	350	F	201
	To					edom Ave								
Verne Ave	40				Bri	idges Ave			0.156	F	0.957	40	F	201
verne Ave	<b>40</b>	· [			Ga	arner Ave			0.136	г	0.857	40	Г	201
	Fron	1:				rifield Blvd								
Weyanoke Dr	210	F							0.128	F	0.542	220	F	201
	To	:			Bu	rrland Rd								
	Fron	:			Riv	er Edge Dr								
Whaley Rd	<b>30</b>	F			Б	dwin Rd			0.189	F	0.857	40	F	201
	Fron	1:				West Rd			1					
Willett Dr	3000	F			<u>`</u>	v est Ku			0.086	F	0.619	3200	F	201
	To	:			Syc	camore Rd								
	Fron	n:			Car	roline Ave								
Winchester Dr	1100	G							NA			1100	G	201
	10	0:				gusta Ave								
Woodrow St	500	"L			Mount	Vernon Ave			 NA			500	G	201
	700 Tr				E	Broad St							_	
	Fron	1:			Ca	apelle Rd								
Wright Rd	340	F							0.11	F	0.643	370	F	201
	To				No	orfolk Rd								
v of Chesapeake	Fron	1:			110 440 1	Bainbridge Blvd			<del>- 1</del>					
Anne Ave	450	G			US 400 I	Jamoriuge BIVII			NA			450	G	201
	Ti				1	Arlie St								
	Fron	1:			(	Canal Dr								
Baywood Trail	370	G							NA			370	G	201
	To	:				eiggs Rd								
Roover Dom Dd	Fron				Centervi	ille Tpke South			NIA			E00	<u></u>	204
Beaver Dam Rd	500	G			Lon	o Ridoe Rd			NA T			500	G	201
	10	1			Lon	g Ridge Rd			1					

					orfolk Maintenance A								
Route	Length AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake	From:	1			Willow Oak Dr			1					
Beckley Lane	340	G			WINOW Oak DI			0.132	F	0.582	370	G	201
<u> </u>	To				Grantham Lane								
	From:				Brier Cliff Crest								
Birchleaf Rd	180	G						0.133	F	0.589	200	G	201
	To				Mill Pond Dr								
Duroen Dr	From:	<u> </u>			Shipyard Rd						900	0	201
Burson Dr	800 To:	G			Orangewood Rd			NA T			800	G	201
	From:	! 			Denver Ave			1					
Chattanooga St	500	G			Deliver Ave			0.106	F		550	G	201
	To:				Waters Rd				-				
	From			F	Bus SR 168 Battlefield Bl	vd							
Coastal Way	1300	G						0.146	F	0.819	1400	G	201
	To				Sams Dr								
	From:				SR 165 Cedar Rd								
Conquest Dr	1400	G						0.118	F		1500	G	201
	10:				Shea Dr			<u> </u>					
Conrad Ava	4.400	G		US	S 17 George Washington I	łwy		 0.105	F	0.549	1500	<u></u>	201
Conrad Ave	1400 _{то}				Butler St			0.105	Г	0.548	1500	G	201
	From:	l			Gibson Dr			+					
Cottonwood Lane	190	G			Glosofi Di			 0.112	F		200	G	201
	To:				Lenore Trail			7	-				
	From:				Wilson Rd								
Cypress St	840	G						NA			840	G	201
	To				Isaac St								
	From:				Vellen St								
Debbs Lane	240	G						0.145	F	0.554	260	G	201
	To				Rellen St								
Dava Dr	From:	<u> </u>			Warrick Rd				_	0.570	240	0	201
Dove Dr	310 To:	G			Butterfly Dr			0.132	F	0.579	340	G	201
	From:	l			Kalmar Dr			+					
Essex Dr	690	G			Kaimai Di			 0.126	F	0.694	750	G	201
	To:				Kings Way Dr			7	-				
	From:				Jule Dr								
Etheridge Manor Blvd	13000	G						0.097	F	0.585	14000	G	201
	To				Shifford Lane								
	From:				Edenbridge Dr								
Etheridge Rd	2500	G						NA			2500	G	201
	To:	<u> </u>			Fentress Rd								
E - Divi	From:	Ļ_			Saul Dr				_		700	_	004
Eva Blvd	670	G			Marge Dr			0.097	F		730	G	201
	From:	! 			•			-					
Fairway Dr	2000	G			Greenbrier Pkwy			NA			2000	G	201
	To	Ť			Cranston Dr			Π'			_500	-	_0.
	From:				Shell Rd			Ī					
Firman St	650	G						0.094	F		710	G	201
	To				Tuttle St								
	From				Cecilia Terrace						<u> </u>		
Fleming Circle	350	G						NA			350	G	201
	To				Sr 165 Cedar Rd			<u> </u>					
	From:				Bramblewood Ct								
Forest Cove Rd	290	G						0.12	F	0.557	290	G	201

Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Chesapeake									1 40101		1 40101			
Frank Dr	Fron 1100	L			Joh	nstown Rd			0.109	F	0.539	1200	G	2010
	Ti	o-		E	Bus SR 16	8 Battlefield F	lvd							
	Fron	1:			Co	ountry Rd								
Franklin St	2400 _T	G			110 4601	Bainbridge Blv	ı.d		NA			2400	G	2010
	Fron	1:				lbert Ave	ď		1					
Gilmerton Rd	5100	G				ibert Ave			0.089	F	0.534	5500	G	2010
	Те	:			Ge	eneva Ave								
	Fron				Co	llins Blvd								
Greendell Rd	<b>300</b>	G			Δ	shland Dr			0.104	F	0.530	330	G	2010
	Fron	1:				alahad Dr								
Guenevere Dr	1400	G			- O	alanad Di			0.098	F	0.546	1500	G	2010
	To	:			,	Sean Dr								
	Fron				Ba	rksdale Rd								
Hawksley Dr	330 _{TR}	G			Cl	muriana Dd			0.104	F		350	G	2010
	Fron	1				necliff Dr								
Holly Gate Lane	380	G			PI	IICIIII DI			0.098	F		410	G	2010
	Ti	h.			Bri	arwood Dr								
	Fron				Pl	acid Way								
Hunningdon Woods Blv	870	G			CD 100	W :11 D	1		0.1	F	0.511	950	G	2010
	Fron					Kempsville R	1							
Iowa St	740	G				Canal Rd			0.156	F	0.711	800	G	2010
	т				Ok	lahoma Dr								
	Fron	n:			(	Gregg St								
Joyner Rd	<b>320</b>	G							0.112	F	0.543	350	G	2010
	Fron	1				Grant St			<u> </u>					
Keeling Dr	550	G			P	arker Rd			NA			550	G	2010
	To	:			L	obdell Ct								
	Fron	1:			SR 407	Indian River R	d							
Kemp Lane	260	G							0.087	F	0.66	280	G	2010
	Т	0:				mp Lane E								
Laurel Ave	570	L			C	obb Ave			0.113	F		620	G	2010
Laaror71VC	Tr.				Ro	keby Ave						020		2010
	Fron	n:			Co	rnick Ave								
Lilac Ave	1400	G							0.101	F		1500	G	2010
	To	:				avis Ave								
Lincoln Rd	170				)	Dunn St			NA			170	G	2010
LINCOITING	Т				C	Outlaw St						170	G	2010
	Fron	n:				indale Dr								
Lindsey Ave	240	G							NA			240	G	2010
	Т				Wat	erfield Ave								
L ofurno Pd	From				Ba	ugher Ave			0.110		0.650	100	C	2010
Lofurno Rd	170	G			Bo	ounds Ave			0.118	F	0.659	190	G	2010
	Fron	1.		F		8 Battlefield E	Slvd							
Marion Dr	1200	G			10	. Duniencia I			NA			1200	G	2010
	To	:			Joh	nstown Rd								
	Fron				Cul	peper Ave							_	
Marlboro St	120	G							0.126	F	0.5	130	G	2010

				No	orfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From:				Baff Loop Ct		1					
Masters Row Ct	530	G			Ball Loop Ct		0.105	F		580	G	2010
	To				Brassie Ct							
	From:				Haledon Rd							
McCosh Dr	910	G					0.091	F	0.56	990	G	2010
	To:				Duffield Pl							
	From:				Broadmoor Ave			_	0.000	00	•	004
Michael Dr	80 To:	G			Texas St		0.139	F	0.826	90	G	2010
	From:											
Millwood Ave	1500	G			Clover Dr		0.112	F		1600	G	2010
Williwood 7 Wo	To:				E Royce Dr		<u> </u>			1000	Ŭ	2011
	From:				Parker Rd							
Natchez Terrace	540	G					NA			540	G	2010
	To:				Foxgate Quarter							
	From:				Johnstown Rd							
Newberry Dr	870	G					0.101	F		950	G	2010
	To:				Horse Run Dr							
0 . 0	From				Woodcroft Lane			_				
Oak Dr	370	G			T N1- D-1		0.089	F	0.667	400	G	2010
	From:				Tyre Neck Rd							
Old Dr	2000	G			Victoria Dr		0.216	F	0.628	2200	G	2010
Old Di	<b>2000</b> To:	-			Barlett Dr		0.210	'	0.020	2200	G	201
	From:				Campostella Rd							
Omar St	550	G			Сапромена Ки		0.098	F	0.67	600	G	201
	To				Faye St							
	From:				English Ave							
Philadelphia St	40	G					0.2	F	0.522	46	G	201
	To:				Miller Ave							
	From:				Etheridge Rd							
Poplar Ridge Dr	270	G					NA			270	G	201
	To:				Sandlewood Lane							
December 1	From:				Erik Paul Dr					700	_	004
Priscilla Lane	<b>790</b>	G			Loretta Lane		NA			790	G	2010
	From:											
Queenswood Terrace	140	G			Greenway Dr		0.144	F		150	G	201
Queenswood Terrace	To:	Ŭ			Royal Grant Dr		0.144	'		130	J	201
	From:				Campostella Rd							
River Creek Rd	530	G			Сипромени на		NA			530	G	201
	To:				Booker St							
	From:				SR 168 Battlefield Blvd							
Robert Hall Blvd	5100	G					0.092	F	0.604	5500	G	201
	To:				US 13 Military Hwy							
	From:				Shepherds Ct			_			_	
Shepherds Gate	300	G			Y 3000		0.1	F	0.578	330	G	201
	To:				Logans Mill Terrace							
Cir Maliat Dr	From:	_			Sir Meliot Ct		0.400	_	0.505	270	_	204
Sir Meliot Dr	340 _{To:}	G			Drawbridge Dr		0.129	F	0.585	370	G	201
	From:				Saxon Ct							
Sir Meliot Dr	870	G					NA			870	G	201
	To:				Parapet Rd							
	From				Cricket Ct							
Smokey Mountain Trai		G			Cricket Ct Woodwind Way		NA			1300	G	201

Route	Length A	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Chesapeake						ZAXIE	3+Axie	HHAII	ZIIali		racioi		racioi			
tv of Chesabeake		From:				Woo	odberry Dr									
Southfield Dr		90	G								0.119	F	0.5	100	G	2010
		To				Ва	artell Dr									
		From:				Sc	arlett Dr									
Stadium Dr		1700	G								0.168	F	0.562	1900	G	2010
		To:					Mt Pleasant									
0: " 15		From:	<u> </u>			Golde	en Hind Rd					_	0.500	440	•	004
Strafford Dr		380 To-	G			77-	rding Dr				0.089	F	0.583	410	G	2010
		From:														
Tanglewood Trail		330	G			Gol	dcrest Dr				0.128	F		360	G	2010
rangiewood rraii		To:	ř			Т	rilby Ct				0.120	•		300	O	2010
		From:					irview St									
Tatemstown Rd		2800	G			1 40	ii view St				0.078	F	0.557	3100	G	201
		To:				P	eter Rd									
		From:				В	ruin Rd									
Terry Dr		1700	G								0.09	F	0.508	1800	G	201
		To:				Brit	tany Way									
		From				Bu	ılldog Dr									
Tintern St		2500	G								0.1	F	0.521	2700	G	201
		To				Vo	lvo Pkwy									
		From:				Cam	postella Rd									
Wadena Rd		840	G								NA			840	G	201
		To:					ratton St									
Manial Dal		From:	<u> </u>			SR 16	55 Cedar Rd	l			0.000	_	0.500	4000	0	004
Warrick Rd		940 _{To}	G			Due	tterfly Dr				0.086	F	0.598	1000	G	201
		From:									_					
Washington Dr		760	G			W	aters Rd				NA			760	G	201
77 domington Di		To:					E St							, 00	5	201
		From:				Mac	gnolia Ave									
Winslow Ave		260	G			14142	,11011011111				0.134	F	0.649	280	G	2010
		To:				Ma	rlboro St									
		From:			US	S 17 Georg	e Washingt	on Hwy								
Yadkin Rd		4600	G					*			0.099	F		5000	G	2010
		To:					I-64									