2016

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

where available

Special Locality Report 134

City of Virginia Beach

Information in this report is included in Report

75

(Princess Anne Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

| (F241) | Frontage Road (F precedes frontage route number) |
|--------|--|

(600) Secondary Route

Virginia State 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.

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| _ | | | | | | Tru | ıck | | | K | Dir | | |
|-------------------------|-----------------------------------|---------------------------------------|-------|----------|----------|-----------|----------|---------|-------|--------------|-----------|-------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK Factor | AAWDT | Q' |
| Militany I han | From: | NCL Chesapeake | 000/ | 10/ | 10/ | 10/ | 10/ | 00/ | | 0.004 | 0.600 | 21000 | _ |
| Military Hwy | City of Virginia Beach | 0.67 28000 G | 98% | 1% | 1% | 1% | 1% | 0% | С | 0.094 | 0.603 | 31000 | (|
| 13 Military Hwy | City of Virginia Beach | Indian River Rd 1.02 48000 G | 98% | 1% | 1% | 1% | 1% | 0% | F | 0.108 | 0.666 | 52000 | (|
| 13) Williary Tiwy | To: | SCL Norfolk | 30 70 | 1 /0 | | 1 /0 | 1 /0 | 0 70 | • | 0.100 | 0.000 | 32000 | ` |
| ~~~~ | From: | NCL Norfolk | | | | | | | | | | | |
| 13 166 Northampton Blvd | City of Virginia Beach | 0.95 55000 G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.074 | 0.515 | 57000 | (|
| ~~ | To: From: | SR 166 Diamond Springs | | 121 | | | | | | 2 / 2 / | | | |
| Northampton Blvd | City of Virginia Beach | 2.14 25000 F | 95% | 1% | 1% | 1% | 3% | 0% | С | 0.101 | 0.679 | 25000 | |
| ~~~ | To From: | SR 225 Independence Blv | | 10/ | | 40/ | 201 | 201 | | 0.00 | 0.505 | 00000 | |
| Northampton Blvd | City of Virginia Beach | 1.19 22000 G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.08 | 0.585 | 23000 | (|
| Alada and Blad | To: From: | US 60 Shore Dr | 050/ | 40/ | | 40/ | 00/ | 00/ | | 0.070 | 0.500 | 0000 | |
| Northampton Blvd | City of Virginia Beach | 0.78 9600 G NCL Virginia Beach | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.076 | 0.509 | 9900 | (|
| | From: | I-64 | | | | | | | | | | | |
| 17) (464) Ramp | City of Virginia Beach (Maint: 64 | | Se | ee I-464 | for dire | ctional t | raffic v | olume e | stima | tes for this | segment. | | |
| | | -00064-E(B)/IS-00464-N001B(L)/FF | | | | | | | | | | | |
| | From: | ECL Norfolk; Newtown I | Rd | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.33 37000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | 0.558 | 35000 | |
| <u></u> | To: From: | SR 190 Witchduck Rd | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.11 35000 G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.089 | 0.557 | 36000 | |
| ~ | To: From: | SR 225 Independence Blv | /d | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 2.18 43000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.090 | 0.512 | 40000 | (|
| ~ | Tac From: | Rosemont Rd | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 0.41 52000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | 0.545 | 48000 | |
| ~ | Too From: | Plaza Trail North | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.37 43000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | 0.56 | 39000 | |
| ~ | To: From: | Lynnhaven Pkwy | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.06 44000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | 0.572 | 41000 | (|
| ~ | To: From: | SR 279 Great Neck Rd | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 0.14 33000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | 0.572 | 31000 | |
| ~ | To: From: | Bus US 58; Va Beach Bl | /d | | | | | | | | | | |
| 58 Laskin Rd | City of Virginia Beach | 1.47 30000 A | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.095 | 0.55 | 30000 | , |
| ~ | Too From: | First Colonial Rd | | | | | | | | | | | |
| 58 Laskin Rd | City of Virginia Beach | 1.53 28000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.083 | 0.517 | 29000 | (|
| <u>~</u> | To: From: | Birdneck Rd | | | <u> </u> | | | | | | | | |
| 58 Laskin Rd | City of Virginia Beach | 0.97 27000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | 0.521 | 28000 | (|
| \sim | Tα | US 60 Pacific Ave | | | | | | | | | | | |

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Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | Truc | - | | QC | K | QK Dir | AAWDT | - Q\ |
|-------------------------|----------------------------------|--------------------------------|-----------|---------|------|---------|--------|--------|--------|----|--------|--------|--------|------|
| West | From: | C7US 58-W000A TO ROUTE | E 58 BUS | VA BEAC | CH | 2Axle 3 | 3+Axie | TTRIII | ZTraii | | Factor | Factor | | |
| 58 Ramp | City of Virginia Beach (Maint: 7 | | | | | | | | | | 0.082 | | 16000 | G |
| | To: I. | -264-W FROM ROUTE 58 & | 58 BUS | VA BEAC | CH | | | | | | | | | |
| Bus | From: | US 58 Laski | n Rd | | | | | | | | | | | |
| 58) Virginia Beach Blvd | City of Virginia Beach | 1.40 31000 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.074 | 0.553 | 33000 | (|
| Bus | To- From: | First Colonia | al Rd | | | | | | | | | | | |
| Virginia Beach Blvd | City of Virginia Beach | 0.44 19000 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.076 | 0.537 | 17000 | (|
| → Bus | To- From: | Oceana Bl | lvd | | | | | | | | | | | |
| Virginia Beach Blvd | City of Virginia Beach | 0.96 12000 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.082 | 0.536 | 12000 | (|
| Bus | To: From: | Birdneck l | Rd | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.17 11000 | G | 97% | 1% | 1% | 1% | 0% | 0% | С | 0.081 | 0.504 | 10000 | (|
| ~ | To: | Atlantic A | ve | | | | | | | | | | | |
| Bus | From: | C7US 58 TO ROUT | E 264 WE | ST | | | | | | | | | | |
| Ramp | City of Virginia Beach (Maint: 7 | | | | | | | | | | NA | | NA | |
| ~ | 100 | S 58-W503A TO ROUTE 58 | | BEACH | BL | | | | | | | | | |
| 60 Shore Dr | City of Virginia Beach | ECL Norfo 0.22 31000 | | 99% | 0% | 1% | 0% | 0% | 0% | _ | 0.09 | 0.508 | 32000 | (|
| Shore Dr | City of Virginia Beach | | | | 076 | 1 70 | 076 | 076 | 0% | Г | 0.09 | 0.506 | 32000 | , |
| Chara Dr | City of Vivolinia Book | SR 166 Diamond S | | | 0% | 10/ | 00/ | 00/ | 00/ | F | 0.000 | 0.547 | 00000 | |
| Shore Dr | City of Virginia Beach | 1.81 25000 | | 99% | 0% | 1% | 0% | 0% | 0% | Г | 0.089 | 0.547 | 26000 | (|
| ~~ | From: | SR 225 Independ | | | 00/ | | 00/ | 00/ | 00/ | | 0.004 | 0.570 | 10000 | |
| Shore Dr | City of Virginia Beach | 1.05 17000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | 0.573 | 18000 | (|
| ~ | Te: From: | US 13 Northamp | | | | _ | | | | | | | | |
| Shore Dr | City of Virginia Beach | 0.66 36000 | В | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.104 | 0.621 | 38000 | |
| ~ | To: From: | Bay Lake | | | | | | | | | | | | |
| 60 Shore Dr | City of Virginia Beach | 2.60 34000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | 0.574 | 35000 | (|
| ~ | To: From: | SR 279 Great N | | | | \Box | | | | | | | | |
| 60 Shore Dr | City of Virginia Beach | 1.18 13000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | 0.522 | 14000 | (|
| | To: From: | Seashore State Par | k Entranc | | | | | | | | | | | |
| 60 Shore Dr | City of Virginia Beach | 3.58 9300 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | 0.533 | 9700 | (|
| ~ | To: | Atlantic A | ve | | | | | | | | | | | |
| 60 Atlantic Ave | City of Virginia Beach | 83rd St 2.07 13000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | 0.503 | 14000 | (|
| 50) | T. | | | | - 70 | - / ~ | 0,0 | 0 /0 | 3 / 0 | • | 5.57.0 | 0.000 | . 1000 | |
| 60 Atlantic Ave | City of Virginia Beach | 50th St 0.59 18000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.080 | 0.584 | 19000 | (|
| bu) Alianilo Ave | Tax | Pacific A | | JJ /6 | 0 /0 | 1 /6 | U /0 | 0 /0 | U /0 | ' | 0.000 | 0.504 | 13000 | ` |
| | From: | Atlantic A | | | | | | | | | | | | |
| 60 Pacific Ave | City of Virginia Beach | 0.73 19000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | 0.581 | 20000 | (|
| ~ | To: | US 58 Laski | n Rd | | | | | | | | | | | |

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Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| | | | | | | | | Tru | ck | | | K | | Dir | | |
|---------------------|--|--------------------|------------------|---------------------|------------|----------|----------|----------|----------|----------|--------|----------------|----|--------|-----------------|----|
| Route | Jurisdiction | n Le | ength AA | ADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QV |
| 60 Pacific Ave | From: City of Virginia | Pageh (| | askin Rd | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.070 | | 0.54 | 16000 | G |
| Pacific Ave | City of Virginia | Deacii (| | | 99% | 0% | 170 | 0% | 0% | 0% | Г | 0.070 | | 0.54 | 16000 | G |
| 60 Pacific Ave | City of Virginia | Beach (| | nd St 000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.07 | | 0.610 | 17000 | G |
| 60) - 40 | To. | | | st St | 0070 | 0,0 | | 0,70 | 0,0 | 0,70 | • | 0.07 | | 0.0.0 | | |
| 60 Pacific Ave | From: City of Virginia | Beach (| | 000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.07 | | 0.519 | 16000 | G |
| <i></i> | To | | 17t | th St | | | | | | | | | | | | |
| 60 Atlantic Ave | City of Virginia | Beach 1 | | 600 G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.076 | | 0.569 | 7100 | G |
| ~ | To: | | 5th | h St | | | | | | | | | | | | |
| ast 64 | From: | · (Mainte CA) | | Norfolk | 070/ | 00/ | 10/ | 10/ | 00/ | 00/ | _ | 0.100 | | | 70000 | ^ |
| 54) | City of Virginia Beach Combined Traffic Estimates for 2 Parallel | , | | 000 A 6000 A | 97% 97% | 0% 0% | 1% 1% | 1% 1% | 2% 2% | 0% 0% | C C | 0.102 0.083 | Α | 0.55 | 79000 156000 | A |
| | Combined Trainic Estimates for 2 Faraner | Hoadways on this H | | | 31 /6 | 0 /6 | 1 /0 | 1 /0 | 2/0 | 0 /6 | C | 0.003 | ^ | 0.55 | 130000 | |
| ast 64) | From: | | | River Rd | | | | | | | | | | | | |
| 54) | City of Virginia Beach | , | | 000 G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.081 | ^ | 0.50 | 73000 | |
| | Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle {\rm Ta}}$ | Roadways on this R | | 2000 G nesapeake | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.093 | Α | 0.52 | 142000 | (|
| ast | From: | | | O RT 407 | | | | | | | | | | | | _ |
| Ramp | City of Virginia Beach | n (Maint: 64) | | 300 G | | | | | | | | 0.109 | | | 7300 | (|
| <u> </u> | То: | Ş | SR 407 FRO | M I-64 EAST | Γ | | | | | | | | | | | |
| ast | From: | | | RT 407 EAST | | | | | | | | | | | .= | |
| Ramp | City of Virginia Beach | | | 000 G 4A FROM & | TO 1.64 | | | | | | | 0.106 | | | 17000 | (|
| ant | Fron: | SK 407 S | | Norfolk | . 10 1-04 | | | | | | | | | | | _ |
| vest | ا City of Virginia Beach | n (Maint: 64) 1 | | 000 A | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.091 | | | 77000 | ļ |
| | Combined Traffic Estimates for 2 Parallel | , | | 6000 A | 97% | 0% | 1% | 1% | 2% | 0% | С | 0.083 | Α | 0.55 | 156000 | A |
| | To: | | Indian F | River Rd | | | <u> </u> | | | | | | | | | |
| (est) | City of Virginia Beach | n (Maint: 64) 1 | 1.17 65 0 | 000 A | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.093 | | | 69000 | A |
| 54) | Combined Traffic Estimates for 2 Parallel | | | | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.091 | В | 0.551 | 142000 | |
| | To: | | | esapeake | | | | | | | | | | | | |
| est | From: | | I-64-W TO F | RT 407 EAST | ſ | | | | | | | | | | | |
| Ramp | City of Virginia Beach | | | 100 G | | | | | | | | 0.129 | | | 6400 | (|
| | To: | S | | M I-64 WES | Γ | | | | | | | | | | | |
| est (A) Ramp | From: City of Virginia Beach | (Maint: 64) | | West G | | | | | | | | 0.086 | | | 13000 | (|
| Ramp | To | i (Mairit. 04) | | ian River Rd | | | | | | | | 0.000 | | | 13000 | |
| | From: | | | Landing Rd | | | | | | | | | | | | |
| 49)Princess Anne Rd | City of Virginia | Beach 1 | | 000 G | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.084 | | 0.514 | 14000 | C |
| <u> </u> | To: | | Princess | Anne Rd | | | | | | | | | | | | |

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| _ | | | | | | Tru | ck | | | K | Dir | | |
|--------------------------|------------------------|---|-------|------|----------|--------|-----|-----|----|--------|-----------|--------|----------|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK Factor | AAWDT | QV |
| North Londing Dd | From: | ECL Chesapeake | 000/ | 00/ | 00/ | 00/ | 00/ | 00/ | - | 0.115 | 0.014 | 10000 | |
| North Landing Rd | City of Virginia Beach | 1.49 11000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.115 | 0.614 | 12000 | G |
| | To- From: | 134-8667 Salem Rd | 2001 | 00/ | | 00/ | 00/ | 201 | | 0.101 | 0.044 | 1 1000 | |
| North Landing Rd | City of Virginia Beach | 2.64 13000 G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.104 | 0.644 | 14000 | G |
| | From: | SR 149 Princess Anne Rd North Landing Rd | | | | | | | | | | | |
| 165) Princess Anne Rd | City of Virginia Beach | 2.68 29000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | 0.529 | 32000 | G |
| | Toe | Dam Neck Rd | | | | | | | | | | | |
| 165)Princess Anne Rd | City of Virginia Beach | 1.46 50000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | 0.595 | 54000 | G |
| | To: | Independence Blvd South | l | | | | | | | | | | |
| | From: | Independence Blvd Blvd | | | | | | | _ | | | | _ |
| Princess Anne Rd | City of Virginia Beach | 0.48 46000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | 0.595 | 50000 | G |
| | To: From: | Lynnhaven Pkwy | | | | | | | | | | | |
| Princess Anne Rd | City of Virginia Beach | 0.40 57000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | 0.595 | 62000 | G |
| \smile | To: From: | Ferrell Pkwy | | | \Box | | | | | | | | |
| Princess Anne Rd | City of Virginia Beach | 0.69 34000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.093 | 0.559 | 37000 | G |
| \subseteq | To: From: | 134-8640 Providence Rd | | | | | | | | | | | |
| 165)Princess Anne Rd | City of Virginia Beach | 1.07 26000 G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.095 | 0.551 | 28000 | G |
| \smile | To | 134-7837 Edwin Dr | | | <u> </u> | | | | | | | | |
| 165)Princess Anne Rd | City of Virginia Beach | 1.19 31000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.093 | 0.596 | 34000 | G |
| \bigcup | Τα | SR 190 Kempsville Rd | | | | | | | | | | | |
| 165) Princess Anne Rd | City of Virginia Beach | 1.62 22000 G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.099 | 0.654 | 24000 | G |
| | To | 134-8730 Cheyenne Rd | | | | | | | | | | | |
| 165) Princess Anne Rd | City of Virginia Beach | 0.31 25000 G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | 0.671 | 28000 | G |
| 163) | To: | ECL Norfolk; Newtown Ro | | 0 70 | 7 | 0 70 | 070 | 0,0 | · | 0.001 | 0.071 | 20000 | <u> </u> |
| | From: | CL Virginia Beach | | | | | | | | | | | |
| 166) 13 Northampton Blvd | City of Virginia Beach | 0.95 55000 G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.074 | 0.515 | 57000 | G |
| | To: | US 13; Diamond Springs R | | | | | | | | | | | |
| | From: | US 13 Northampton Blvd | | | | | | | | | | | |
| 166 Diamond Springs Rd | City of Virginia Beach | 1.32 28000 G | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.082 | 0.597 | 30000 | G |
| <u> </u> | 10: | US 60 Shore Dr | | | | | | | | | | | |
| | From: | ECL Chesapeake | | | | | | | | | | | |
| 190 Kempsville Rd | City of Virginia Beach | 1.00 29000 G | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.102 | 0.506 | 31000 | G |
| | To: From: | Centerville Tpke | | | | | | | | | | | |
| 190 Kempsville Rd | City of Virginia Beach | 1.52 34000 G | 99% | 0% | 0% | 1% | 0% | 0% | С | 0.086 | 0.543 | 37000 | G |
| <u> </u> | To: From: | Indian River Rd | | | | | | | | | | | |
| (190) Kempsville Rd | City of Virginia Beach | 1.29 27000 G | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.091 | 0.589 | 29000 | G |
| \smile | To | Providence Rd | | | | | | | | | | | |
| (190) Kempsville Rd | City of Virginia Beach | 0.98 29000 G | 99% | 0% | 0% | 1% | 0% | 0% | С | 0.091 | 0.569 | 31000 | G |
| | Tor | SR 165 Princess Anne Rd | | | | | | | | | | | |

4/27/2017 10

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| C 0.076 F 0.092 | Dir Factor 0.585 0.507 | 29000 32000 | G QW |
|------------------|---|---|--|
| C 0.076 | | | G |
| C 0.076 | | | G |
| | 0.507 | 32000 | |
| | 0.507 | 32000 | |
| F 0.092 | | 32000 | G |
| F 0.092 | | | |
| | 0.528 | 17000 | G |
| | | | |
| C 0.087 | 0.517 | 10000 | G |
| | | | |
| 0.000 | | 6500 | G |
| 0.090 | | 0300 | G |
| | | | |
| 0.086 | | 13000 | G |
| | | | |
| | | | |
| NA | | NA | |
| | | | |
| | | | |
| NA | | NA | |
| | | | |
| N 0.001 | 0.504 | 00000 | NI |
| IN U.U81 | 0.524 | 82000 | N |
| F 0.004 | 0.504 | 00000 | |
| F 0.081 | 0.524 | 82000 | G |
| 0 0000 | 0.547 | 50000 | |
| C 0.096 | 0.517 | 53000 | F |
| | | | |
| F 0.087 | 0.531 | 51000 | G |
| | | | |
| F 0.087 | 0.536 | 41000 | G |
| | | | |
| F 0.092 | 0.672 | 25000 | G |
| | | | |
| 0.404 | | 5500 | _ |
| 0.101 | | 5500 | G |
| | | | |
| 0.005 | | 16000 | G |
| 0.095 | | 16000 | G |
| | C 0.087 0.090 0.086 NA NA N 0.081 F 0.081 C 0.096 F 0.087 F 0.087 F 0.092 0.101 0.095 | 0.090 0.086 NA NA NA N 0.081 0.524 F 0.081 0.524 C 0.096 0.517 F 0.087 0.531 F 0.087 0.536 F 0.092 0.672 0.101 | 0.090 6500 0.086 13000 NA NA NA NA NA NA NA 0.524 82000 F 0.081 0.524 82000 C 0.096 0.517 53000 F 0.087 0.531 51000 F 0.087 0.536 41000 F 0.092 0.672 25000 0.101 5500 |

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| | | | | | | | | | Tru | ıck | | | K | | Dir | - | |
|------------------------------------|---|--------------------|---------------------|---------------------|------------|-------|------|-----------------|--------|------|------|--------|--------|----|--------|--------|----|
| Route | Jurisdiction | on | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QV |
| South | City of Virginia Bead | n (Maint: 75) | SR 2 | 225 TO RT 2 | | | | | | | | | 0.076 | | | 7800 | G |
| Ramp | City of Virginia Beac | in (Mairit. 75) | | -E FROM R | G | | | | | | | | 0.076 | | | 7600 | G |
| No., the | Froi | m: | | 225 TO RT | | | | | | | | | | | | | |
| South 225)Ramp | City of Virginia Beac | ch (Maint: 75) | 0.24 | 15000 | <u>204</u> | | | | | | | | 0.072 | | | 15000 | C |
| 223) | 7. T. | o: | | W FROM R | | | | | | | | | 0.0.2 | | | .0000 | · |
| East | Fror | m: | SR 403 Nev | wtown Rd; E | CL Nor | folk | | | | | | | | | | | |
| Virginia Beach Norfolk | Expwy City of Virginia Bead | ch (Maint: 75) | 1.40 | 97000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.094 | | | 101000 | C |
| | Combined Traffic Estimates for 2 Parallel | l Roadways on t | his Route: | 192000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.078 | F | 0.568 | 203000 | C |
| | | · | SR 1 | 90 Witchduc | k Rd | | | | | | | | | | | | |
| ast Nirginia Beach Norfolk | Expwy City of Virginia Bead | ch (Maint: 75) | 1.28 | 89000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.099 | | | 96000 | G |
| Virginia Beach Norfolk | Combined Traffic Estimates for 2 Parallel | , | | | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.033 | В | 0.570 | 192000 | G |
| | Tame Estimates for 21 arane | - Trioadways on ti | | | | 31 /0 | 0 70 | 1 70 | 0 70 | 1 /0 | 0 70 | • | 0.000 | | 0.570 | 132000 | G |
| East | From | n: | | Independen | | | | | | | | | | | | | |
| 264 Virginia Beach Norfolk | | , | 2.34 | 75000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.084 | | | 80000 | G |
| <u> </u> | Combined Traffic Estimates for 2 Parallel | I Roadways on the | his Route: | 149000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.080 | F | 0.517 | 158000 | G |
| East | Tror | or m: | F | Rosemont Ro | d | | | | | | | | | | - | | |
| Virginia Beach Norfolk | Expwy City of Virginia Beac | ch (Maint: 75) | 1.84 | 71000 | Α | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.092 | | | 75000 | A |
| | Combined Traffic Estimates for 2 Parallel | l Roadways on t | his Route: | 143000 | Α | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.091 | Α | 0.503 | 151000 | A |
| | | · · · | Lv | nnhaven Pky | wv | | | | | | | | | | | | |
| East 264 Virginia Beach Norfolk | Expwy City of Virginia Beac | ch (Maint: 75) | 0.54 | 65000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.082 | | | 69000 | G |
| 264) Virginia Deach (Vonoik) | Combined Traffic Estimates for 2 Parallel | , | | | G | 97% | 0% | 1% | 0% | 1% | 0% | · F | 0.002 | F | 0.51 | 137000 | G |
| | Tamo Estimates for 2 Taransi | | | | | | 0 70 | | 070 | 1 /0 | 0 70 | • | 0.070 | • | 0.01 | 107000 | |
| East | From | n: | • | o London Br | - | | | | | | | | | | | | |
| 264 Virginia Beach Norfolk | | , | 0.63 | 49000 | G | 97% | 0% | 0% | 2% | 1% | 0% | F | 0.089 | _ | | 49000 | G |
| • | Combined Traffic Estimates for 2 Parallel | Roadways on ti | nis Route: | 102000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.085 | F | 0.527 | 103000 | G |
| East | T., | o: m: | US 58 V | Virginia Bead | ch Blvd | | | | | | | | | | | | — |
| Virginia Beach Norfolk | Expwy City of Virginia Beac | ch (Maint: 75) | 1.42 | 34000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.083 | | | 36000 | G |
| | Combined Traffic Estimates for 2 Parallel | l Roadways on t | his Route: | 71000 | G | 97% | 0% | 0% | 0% | 1% | 0% | F | 0.08 | F | 0.51 | 75000 | G |
| | T | | Fir | rst Colonial F | Rd | | | \neg \vdash | | | | | | | | | |
| East 264 Virginia Beach Norfolk | Expwy City of Virginia Beac | h (Maint: 75) | 1.36 | 26000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.087 | | | 25000 | G |
| 264) Virginia Beach (Vonoik) | Combined Traffic Estimates for 2 Parallel | , | | | G | 97% | 0% | 0% | 0% | 1% | 0% | · F | 0.082 | F | 0.532 | 52000 | G |
| | Tamo Estimates for 2 Taransi | | | | | 01 /0 | 0 70 | | 070 | 1 /0 | 0 70 | • | 0.002 | • | 0.002 | 02000 | u |
| East | From | n: | | Birdneck Rd | | | | | | | | _ | | | | | |
| Virginia Beach Norfolk | | , | 0.64 | 10000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.078 | _ | | 11000 | G |
| ~ | Combined Traffic Estimates for 2 Parallel | Roadways on t | nis Route: | | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.079 | F | 0.502 | 24000 | G |
| | 10 | <u> </u> | | Parks Ave | | | | | | | | | | | | | = |
| | | | * * * | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Bead | | I-264-E013X 0.22 | T-264-E014 11000 | B TO R | T 64 | | | | | | | 0.098 | | | 11000 | G |

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| Route | Jurisdiction | Length AADT QA 4Tire Bu | us 2Axle 3+Axle 1Trail 2Trail | QC K QK Dir | $\Delta \Delta M DT$ | QW |
|-----------------|--|---|-------------------------------|-------------|----------------------|----|
| East (264) Ramp | City of Virginia Beach (Maint: 75) | | | 0.087 | 8800 | G |
| East (264) Ramp | City of Virginia Beach (Maint: 75) | SR 403 Newtown Rd I-264-E015A FROM RT 264 0.03 NA | | NA | NA | |
| East (264) Ramp | City of Virginia Beach (Maint: 75) | SR 403 FROM RT 264 I-264-E TO RT 190 0.14 10000 G | | 0.086 | 10000 | G |
| East 264 Ramp | To: From: The property of Virginia Beach (Maint: 75) | SR 190 FROM I-264 TO INDEPENDENCE BLVD-HOLLAND RD 0.46 21000 G | | 0.1 | 21000 | G |
| East 264 Ramp | From: City of Virginia Beach (Maint: 75) | HOLLAND ROAD I-264 East 0.16 12000 G | | 0.084 | 12000 | G |
| East 264 Ramp | To: From: City of Virginia Beach (Maint: 75) | SR 225 Independence Blvd I-264-E017A TO ALICIA DRIVE 0.50 NA | | NA | NA | |
| East 264 Ramp | From: City of Virginia Beach (Maint: 75) | | | 0.104 | 16000 | G |
| East 264 Ramp | Front: City of Virginia Beach (Maint: 75) | | | 0.098 | 11000 | G |
| East 264) Ramp | From: City of Virginia Beach (Maint: 75) | | | 0.095 | 4200 | G |
| East 264 Ramp | To: From: City of Virginia Beach (Maint: 75) | 134-14 FROM ROUTE 264 EAST I-264 East 0.38 17000 G | | 0.088 | 19000 | G |
| East 264 Ramp | To: | Ramps to US 58 EB and US 58 WB 64-E020B TO ROUTE 58 BUS VA BEACH BL 0.01 NA | | NA | NA | |
| East 264 Ramp | From: 1-26 City of Virginia Beach (Maint: 75) | | | NA | NA | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | C7US 58 FROM ROUTE 264 EAST I-264 East 0.20 | | 0.084 | 4300 | G |
| East | From: 1.2 | First Colonial Rd 264-E TO 1ST COLONIAL ROAD00- NORTH | | | | |

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| | | | , - | | | | | | Tru | ıck | | | K | | Dir | | |
|--|---|--------------------|----------------------|----------------------|----------------------|-------------|----------|----------|----------|----------|----------|--------|--------|----|--------|--------|----|
| Route | Jurisdictio | on | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| East | From: | . (14) . ==> | | I-264 East | | | | | | | | | | | | | |
| Ramp | City of Virginia Beacl | h (Maint: 75) | 0.11 | 16000 | G | | | | | | | | 0.098 | | | 16000 | G |
| | 10. | | | 723 Birdne | | | | | | | | | | | | | |
| West | From: | h (Maint 75) | SR 403 Nev 1.63 | | | folk 99% | 0% | 0% | 0% | 00/ | 00/ | _ | 0.085 | | | 102000 | G |
| Virginia Beach Norfolk Expwy | City of Virginia Beacl | , | | 96000 | G | 99% 97% | 0% 0% | 0% 1% | 0% 0% | 0% 1% | 0% 0% | F | 0.085 | F | 0.553 | 203000 | - |
| Comi | oined Traffic Estimates for 2 Parallel | Hoadways on t | | | G | 97% | 0% | 170 | 0% | 170 | 0% | Г | 0.076 | Г | 0.553 | 203000 | G |
| West | To: From: | | SR 19 | 90 Witchduc | ck Rd | | | | | | | | | | | | |
| 264 Virginia Beach Norfolk Expwy | City of Virginia Beacl | h (Maint: 75) | 1.21 | 90000 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.087 | | | 96000 | G |
| Coml | oined Traffic Estimates for 2 Parallel | Roadways on t | his Route: | 179000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.086 | В | 0.570 | 192000 | G |
| Vest | To: From: | | SR 225 | Independen | nce Blvd | | | | | | | | | | | | |
| Virginia Beach Norfolk Expwy | City of Virginia Beacl | h (Maint: 75) | 2.74 | 74000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | | | 78000 | G |
| , | oined Traffic Estimates for 2 Parallel | , | his Route: | 149000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.080 | F | 0.517 | 158000 | G |
| | To | | | Rosemont Ro | | | | | | | | | | | | | |
| West | From: | | | | | | | | | | | | | | | | |
| Virginia Beach Norfolk Expwy | City of Virginia Beacl | , | 1.59 | 72000 | Α | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.092 | | 0.500 | 76000 | A |
| Comi | oined Traffic Estimates for 2 Parallel | Roadways on t | his Route: | 143000 | Α | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.091 | Α | 0.503 | 151000 | Α |
| Vest | To: From: | | Ly | nnhaven Pk | wy | | | | | | | | | | | | |
| Virginia Beach Norfolk Expwy | City of Virginia Beacl | h (Maint: 75) | 0.56 | 64000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.077 | | | 68000 | G |
| | oined Traffic Estimates for 2 Parallel | Roadways on t | his Route: | 129000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.079 | F | 0.51 | 137000 | G |
| | To: | _ | | m London E | | | | | | | | | | | | | |
| Nest 264 Virginia Beach Norfolk Expwy | City of Virginia Beacl | | rom London I 0.79 | 3ridge Rd N 53000 | lode not G | yet availa | 0% | 0% | 0% | 0% | 0% | F | 0.093 | | | 54000 | G |
| 207) | oined Traffic Estimates for 2 Parallel | , | | | G | 98% | 0% | 0% | 1% | 0% | 0% | , F | 0.095 | F | 0.527 | 103000 | G |
| Com | Jilled Hame Estimates for 21 araner | Tioadways on t | | | | 30 /6 | 0 76 | 0 /6 | 1 /0 | 0 /6 | 0 /6 | ' | 0.000 | • | 0.527 | 103000 | ч |
| Vest | To: From: | | US 58 V | /irginia Bea | ch Blvd | | | | | | | | | | | | |
| Virginia Beach Norfolk Expwy | City of Virginia Beacl | h (Maint: 75) | 1.19 | 37000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | | | 39000 | G |
| Coml | oined Traffic Estimates for 2 Parallel | Roadways on t | his Route: | 71000 | G | 97% | 0% | 0% | 0% | 1% | 0% | F | 0.08 | F | 0.51 | 75000 | G |
| West | To: From: | | Fir | st Colonial | Rd | | | | | | | | | | | | |
| Virginia Beach Norfolk Expwy | City of Virginia Beacl | h (Maint: 75) | 1.52 | 29000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.079 | | | 27000 | G |
| | oined Traffic Estimates for 2 Parallel | , | - | | G | 97% | 0% | 0% | 0% | 1% | 0% | F | 0.082 | F | 0.532 | 52000 | G |
| | To | | | | | | | | | | | | | | | | |
| West | From: | . (14 : . 75) | | Birdneck Ro | | 000/ | 00/ | | 201 | 20/ | 201 | _ | 0.005 | | | 10000 | |
| Virginia Beach Norfolk Expwy | City of Virginia Beacl | , | 0.66 | 18000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | _ | 0.500 | 13000 | G |
| - Coml | oined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle \mathrm{Tot}}$ | Hoadways on t | nis Houte: | 28000 | G | 98% | 0% | 0% | 0% | 1% | 0% | ۲ | 0.079 | F | 0.502 | 24000 | G |
| | | | v | Parks Ave | D.1 | | | <u> </u> | | | | | | | | | |
| West 264)Ramp | City of Virginia Beacl | L h (Maint: 75) | 0.22 | 54 Collector 7100 | · Rd G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.103 | | | 320 | G |
| 264) (1411) | To: | (Mairit. 73) | | 03 Newtow | | JJ /0 | 0 /6 | 0 /0 | U /0 | U /0 | U /0 | • | 0.103 | | | 320 | a |
| West | From: | | | 4-W TO RT | | | | | | | | | | | | | _ |
| West 264 Ramp | City of Virginia Beacl | h (Maint: 75) | 0.13 | 6900 | 190 G | | | | | | | | 0.090 | | | 6900 | G |
| 204) | То: | | | 90 FROM I | | | | | | | | | | | | | , |

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| | Oity of Virginia Boas | <u>' </u> | | | | | | | | | |
|--|---|--|--|--------------|---------------------------------------|-----------------------------|--|--|------------------------------------|--|--|
| Jurisdiction | Length AADT QA | 4Tire B | 110 | _ | - | | QC | K Factor QI | Dir Factor | AAWDT | QW |
| From City of Virginia Beach (Maint: 75) | 0.18 5500 G | | | | | | | 0.118 | | 5500 | G |
| City of Virginia Beach (Maint: 75) | I-264-W TO RT 225 0.25 7200 G | | | | | | | 0.112 | | 7200 | G |
| City of Virginia Beach (Maint: 75) | I-264-W TO ROSEMONT RO 0.18 9300 G | | <u></u> | | | | | 0.088 | | 9300 | G |
| From: City of Virginia Beach (Maint: 75) | I-264-W TO LYNNHAVEN PAR 0.16 6500 G | RKWAY | ===================================== | | | | | 0.101 | | 6500 | G |
| From: City of Virginia Beach (Maint: 75) | I-264 West 0.15 3900 G | 1 | <u></u> | | | | | 0.085 | | 3900 | G |
| From: City of Virginia Beach (Maint: 75) | I-264 West 0.17 3900 G | | | | | | | 0.084 | | 3900 | G |
| City of Virginia Beach | US 58 Va Beach Blvd 2.35 30000 G | 99% 0 | % 0% | 0% | 0% | 0% | F | 0.091 | 0.544 | 33000 | G |
| City of Virginia Beach | 0.99 36000 G | 99% 0 | % 0% | 0% | 0% | 0% | F | 0.084 | 0.553 | 38000 | G |
| City of Virginia Beach | 1.42 31000 G | 99% 0 | % 0% | 0% | 0% | 0% | F | 0.089 | 0.502 | 34000 | G |
| City of Virginia Beach | Adam Keeling Rd 0.79 26000 G US 60 Shore Dr | 99% 0 | % 0% | 0% | 0% | 0% | С | 0.096 | 0.530 | 29000 | G |
| City of Virginia Beach (Maint: 75) | SR 403 TO RT 264 0.20 6800 G | NEWTOWN R | | | | | | 0.088 | | 8100 | G |
| City of Virginia Beach (Maint: 75) | SR 403 Newtown Rd | | | | | | | NA | | NA | |
| City of Virginia Beach (Maint: 75) | | | | | | | | NA | | NA | |
| City of Virginia Beach (Maint: 75) | 0.14 5600 G | | - | | | | | 0.096 | | 5600 | G |
| From City of Virginia Beach (Maint: 75) | SR 403 TO RT 264 | | | _ | | | | 0.003 | | 8100 | G |
| | City of Virginia Beach (Maint: 75) Tot From: City of Virginia Beach (Maint: 75) Tot From: City of Virginia Beach (Maint: 75) Tot City of Virginia Beach City of Virginia Beach (Maint: 75) Tot City of Virginia Beach (Maint: 75) | City of Virginia Beach (Maint: 75) 0.18 5500 G | City of Virginia Beach (Maint: 75) 0.18 5500 G | Durisdiction | Length AADT QA 4Tire Bus 2Axle 3+Axle | Length AADT QA 4 Tire Bus 2 | City of Virginia Beach (Maint: 75) 0.18 5500 G | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC | City of Virginia Beach (Maint: 75) | Legith AADT QA 4 Tire Bus California Califo | Length AADT QA 4Tire Bus 2Ade 3+Ade 1Trail 2Trail CC Factor CK Factor CK |

Annual Average Daily Traffic Volume Estimates By Section of Route City of Virginia Beach

| Route | Jurisdiction | Length A | AADT G | A 4Tire | Bus | Truck 2Axle 3+Axle 1Trail 2Trail | QC | K Factor | QK Dir Factor | AAWDT | QW |
|-----------------|------------------------------------|----------|----------|---------|-----|-------------------------------------|----|-------------|------------------|-------|----|
| North | From: | I-40 | 64 North | | | | | | | | |
| (464) (17) Ramp | City of Virginia Beach (Maint: 64) | 0.20 | 9500 (| 3 | | | | 0.120 | | 9500 | G |
| | To: | I- | -64 East | | | | | | | | |

| | | | | | | , | | | | | | | | | |
|--------------------------|----------|------------|----------|-------|------|-----------|-------------------|-----------|------|----|-------------|------------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | - | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Virginia Beach | | From | 1 | | | D | 4 F 4 | | | | - | | | | |
| (F143) Midtown Way | 0.55 | 370 | R | | | D | ead End | | | | 0.144 | 0.520 | NA | | 04/16/201 |
| , | | To | 1 | | 134 | 4-8661 Re | gent Unive | ersity Dr | | | | | | | |
| | | From | | | | Prov | idence Rd | | | | | | | | |
| 1 Churchill Dr | 0.58 | 5400 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.111 | 0.593 | 5700 | G | 2016 |
| | | То | <u> </u> | | | Sara | toga Circle | : | | | | | | | |
| Indian Crack Dd | 0.40 | From | <u> </u> | 070/ | 00/ | | Chesapeak | | 00/ | | 0.000 | 0.570 | 470 | 0 | 2016 |
| 4 Indian Creek Rd | 2.42 | 430 To | G | 97% | 0% | 1% | 0% kwater Rd | 1% | 0% | F | 0.098 | 0.573 | 470 | G | 2016 |
| | | From | 1 | | | | | | | | | | | | |
| 5 Centerville Tpke | 0.95 | 19000 | G | 96% | 0% | 1% | Jake Sear 3% | 1% | 0% | С | 0.082 | 0.705 | 20000 | G | 2016 |
| <u> </u> | | To | | | | | n River Rd | | | | | | | | |
| | | From | 1 | | | 0. | xford Dr | | | | | | | | |
| 6 Newcastle Rd | 0.22 | 430 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.101 | 0.628 | 470 | G | 2016 |
| <u> </u> | | To | | | | Littl | e Neck Rd | | | | | | | | |
| \sim | | From | | | | | Chesapeak | | | | | | | | |
| 7 Indian River Rd | 0.54 | 29000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.091 | 0.51 | 31000 | G | 2016 |
| <u> </u> | | From | | | | US 13 | Military H | wy | | | | | | | |
| (7) Indian River Rd | 0.57 | 30000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.105 | 0.639 | 33000 | G | 2016 |
| <u> </u> | | To From | | | | Prov | idence Rd | | | | | | | | |
| 7 Indian River Rd | 0.86 | 46000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.088 | 0.582 | 50000 | G | 2016 |
| <u> </u> | | To From | | | | | I-64 | | | | | | | | |
| 7 Indian River Rd | 0.10 | 72000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.074 | 0.596 | 78000 | G | 2016 |
| <u> </u> | | To From | | | | Cente | erville Tpk | e | | | | | | | |
| 7 Indian River Rd | 1.05 | 59000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.071 | 0.600 | 65000 | G | 2016 |
| | | To | 1 | | | SR 190 | Kempsville | Rd | | | | | | | |
| Diamond Caringo Dd | 0.44 | From | <u> </u> | 070/ | 10/ | | vtown Rd | 00/ | 00/ | | | 0.507 | 04000 | 0 | 0016 |
| 8 Diamond Springs Rd | 0.44 | 22000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.100 | 0.537 | 24000 | G | 2016 |
| Diamand Carings Dd | 1 10 | From | Ļ | 070/ | 10/ | | sleyan Dr | 00/ | 00/ | | 0.000 | 0.570 | 00000 | | 0010 |
| 8 Diamond Springs Rd | 1.19 | 20000 To | G | 97% | 1% | 1% | 0% orthampton | 0% | 0% | F | 0.098 | 0.576 | 22000 | G | 2016 |
| | | From | 1 | | | | | | | | | | | | |
| 9 First Colonial Rd | 0.12 | 28000 | G | 98% | 0% | 0% | 3 Va Beach 0% | 0% | 0% | F | 0.075 | 0.557 | 31000 | G | 2016 |
| g Thot Goldman rid | 0.12 | 20000 | | 0070 | 0 70 | | | 070 | 0 70 | | | 0.007 | 0.000 | ŭ | 2010 |
| 9 First Colonial Rd | 0.47 | 34000 | G | 98% | 1% | 1% | I-264 0% | 0% | 0% | F | 0.075 | 0.557 | 37000 | G | 2016 |
| g Thist coloniar Fid | 0.47 | J-1000 | | 0070 | 1 /0 | | | | 0 70 | | 0.070 | 0.007 | 07000 | ŭ | 2010 |
| 9 First Colonial Rd | 1.97 | 36000 | G | 98% | 1% | US 5 | 8 Laskin Re 0% | 0% | 0% | С | 0.082 | 0.514 | 39000 | G | 2016 |
| 9 First Colonial Rd | 1.07 | To | Ť | 0070 | 1 /0 | | Great Neck | | 0 70 | | 0.002 | 0.014 | 00000 | ŭ | 2010 |
| | | From | | | | | Military H | | | | l | | | | |
| 10) Providence Rd | 0.74 | 15000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.091 | 0.543 | 17000 | G | 2016 |
| | | To | _ | | | India | n River Rd | ı | | | | | | | |
| 10) Providence Rd | 2.28 | 21000 From | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.112 | 0.653 | 23000 | G | 2016 |
| 10) | | To | | | | | Kempsville | | | | | | | | |
| | | From | | | | SR 2 | 225; I-264 | | | | | | | | |
| 11) Independence Blvd Sc | outh0.79 | 79000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | 0.583 | 86000 | G | 2016 |
| \smile | | To | | | | Но | lland Rd | | | | | | | | |
| O | | From | | | | | ence Blvd S | | | | | | | | |
| (12) Holland Rd | 0.47 | 37000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | 0.587 | 40000 | G | 2016 |
| <u> </u> | | To From | | | | | aza Trail | | | | | | | | |
| (12) Holland Rd | 1.31 | 34000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.078 | 0.584 | 37000 | G | 2016 |
| | | To From | | | | Ros | emont Rd | | | | | | | | |
| (12) Holland Rd | 1.14 | 30000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.079 | 0.543 | 33000 | G | 2016 |
| $\overline{}$ | | To | 1 | | | Lynn | naven Pkw | у | | | | | | | |

| | | | | | (| City of V | irginia B | each | | | | | | | | |
|---|---|------------|----------|-------|----------|------------|-----------------|-----------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Virginia Beach | | From | | | | Lymni | aariam Dirrri | | | | | | | | | |
| 12 Holland Rd | 0.64 | 32000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | | 0.52 | 34000 | G | 2016 |
| Lolland Dd | 0.40 | From | <u> </u> | 000/ | 10/ | | S Corner R | | 00/ | | | | 0.514 | 07000 | | 2016 |
| 12 Holland Rd | 0.43 | 25000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.08 | | 0.514 | 27000 | G | 2016 |
| | | From | | | | | n Neck Rd | | | | | | | | | |
| 12) Holland Rd | 2.82 | 5100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.101 | | 0.531 | 5500 | G | 2016 |
| <u> </u> | | To | | | | SR 149 Pr | incess Ann | ne Rd | | | | | | | | |
| 13) Rosemont Rd | 1.17 | 28000 | G | 99% | 0% | Но 0% | olland Rd 0% | 0% | 0% | С | 0.088 | | 0.606 | 31000 | G | 2016 |
| <u> </u> | | To From | | | | Pla | aza Trail | | | | | | | | | |
| 13) Rosemont Rd | 0.56 | 30000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.079 | | 0.653 | 33000 | G | 2016 |
| | | To | | | | | 1.264 | | | | _ | | | | | |
| Rosemont Rd | 0.18 | 34000 From | G | 99% | 0% | 0% | I-264 0% | 0% | 0% | F | 0.079 | | 0.653 | 37000 | G | 2016 |
| 13) Rosemont Rd | 0.16 | 34000 To | | 9976 | | | | | 076 | Г | 0.079 | | 0.655 | 37000 | G | 2016 |
| | | | | | | JS 38 VIIŞ | ginia Beacl | 1 BIVU | | | | | | | | |
| <u> </u> | | From | | | | | lland Rd | | | | | | | | _ | |
| 14) Lynnhaven Pkwy | 1.06 | 34000 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.095 | | 0.596 | 37000 | G | 2016 |
| \smile | | To | | | Soi | uth Lynnha | aven Rd; C | herie Dr | | | <u> </u> | | | | | |
| 14) Lynnhaven Pkwy | 0.51 | 32000 From | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | | 0.596 | 34000 | G | 2016 |
| · · · · · · · · · · · · · · · · · · · | | | | | • | | | | | | | | | | | |
| | 4 4 7 | From | <u> </u> | 0001 | 001 | | ational Pkw | | 001 | | 0.001 | | 0.554 | 07000 | | 004 |
| 14) Lynnhaven Pkwy | 1.17 | 34000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.091 | | 0.551 | 37000 | G | 2016 |
| <u> </u> | | To | | | Sou | ıth Lynnha | ven Rd; Po | otters Rd | | | \neg | | | | | |
| 14 Lynnhaven Pkwy | 0.25 | 44000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.084 | | 0.516 | 47000 | G | 2016 |
| 14) =, | | То | r - | | | | each Norfo | | | - | | | | | - | |
| | | From | | | | | | | | | - | | | | | |
| | 0.00 | | Ļ | | | 134-14-S0 | 03A FRO | M LY | | | | | | 0000 | _ | 004 |
| 14) Ramp | 0.22 | 8600 | G | | | | | | | | 0.093 | | | 8600 | G | 2016 |
| <u> </u> | | To | | I | -264-E F | ROM LY | NNHAVE | N PARK | WAY | | | | | | | |
| lorth | | From | | | 13- | 4-14 TO R | ROUTE 26 | 4 EAST | | | | | | | | |
| 14) Ramp | 0.03 | NA | | | | | | | | | NA | | | NA | | |
| | | To | | | | 134-14-S0 | 03A FROI | M LY | | | | | | | | |
| Il. | | From | | | | | | | | | 1 | | | | | |
| lorth | 0.10 | | <u> </u> | | | 10 ROU | TE 264 W | ESI | | | 0.000 | | | 12000 | G | 2016 |
| 14) Ramp | 0.10 | 12000 | G | | | | | | | | 0.098 | | | 12000 | G | 2016 |
| | | 10 | <u> </u> | I- | -264-W I | ROM LY | NNHAVE | N PARK | WAY | | | | | | | |
| outh | | From | | | 134-14 I | -264-E019 | A FROM | & TO RO | OUT | | | | | | | |
| 14) Ramp | 0.03 | NA | | | | | | | | | NA | | | NA | | |
| \mathcal{L} | | To | | | 134-14 | -N003A; | 134-14- 3A | FROM | LY | | | | | | | |
| South | | From | | · · | | TO ROU | TE 264 W | EST | · · | | | | | | | |
| 14) Ramp | 0.18 | 7700 | G | | | 1.00 | | | | | 0.095 | | | 7700 | G | 2016 |
| 14) | • | То | Ť | I- | .264-W I | FROM LY | NNHAVE | N PARK | WAY | | | | | | - | |
| | | - | | - 1 | 201 11 1 | | | | ****** | | - | | | | | |
| 04 + 04 + 14 + 14 + 14 | 0.00 | From | <u> </u> | 000/ | 40/ | | Pacific Av | | 00/ | | | | 0.540 | 4400 | _ | 0016 |
| 31st Street; Laskin Rd | 0.06 | 3800 | G | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.088 | | 0.519 | 4100 | G | 2016 |
| <u> </u> | | To | | | | Atla | antic Ave | | | | <u> </u> | | | | | |
| _ | | From | | | | Lynnl | naven Pkw | y | | | | | | | | |
| ₈₅₈₉ International Pkwy | 1.01 | 9900 | G | 97% | 0% | 1% | 0% | 1% | 0% | С | 0.114 | | 0.621 | 11000 | G | 2016 |
| \mathcal{O} | | To | | | | Londo | n Bridge R | d | | | | | | | | |
| | | From | | | | SR 190 1 | Kempsville | Rd | | | | | | | | |
| 3590) Indian River Rd | 0.25 | 65000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.075 | | 0.564 | 71000 | G | 2016 |
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 5.20 | | | | U / U | | | . 70 | | | | | 5.55 | | ~ | _0.0 |
| | | From | | | | | rell Pkwy | | | | _ | | | | | |
| ndian River Rd | 0.56 | 15000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.081 | | 0.774 | 17000 | G | 2016 |
| $\overline{}$ | | To | | | | Indian | Lakes Blv | d | | | | | | | | |
| ndian River Rd | 0.46 | 23000 From | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.082 | | 0.654 | 25000 | G | 2016 |
| indian River Rd | 5.⊋0 | _5000 | | | J /0 | 1 /0 | - /0 | 1 /0 | J /0 | ' | | | 0.004 | _0000 | G | 2010 |
| | | To From | | | | Lynnl | naven Pkw | | | | | | | | | |
| 8590) Indian River Rd | 0.93 | 14000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.082 | | 0.592 | 15000 | G | 2016 |
| | | То | | | | Indepe | ndence Blv | vd | | | | | | | | |
| | | | | | | macpe | DI | | | | | | | | | |

| Route Length AADT QA 4Tire Bus SAVE 1Trail 2Trail 2Trail QC Factor Factor Factor Factor SAVE | 0 G | Year 2016 |
|--|-----|-----------|
| Second S | 0 G | |
| Sepo | 0 G | |
| Elbow Rd | 0 G | |
| SR 165 N Landing Rd SR 165 N Landing Rd | | 2016 |
| Elbow Rd | | 2016 |
| Indian River Rd Elbow Rd Elbow Rd Elbow Rd Elbow Rd Elbow Rd Elbow Rd Elbow Rd Elbow Rd Elbow Rd Elbow |) G | |
| Indian River Rd 2.99 6200 G 96% 0% 1% 2% 1% 0% F 0.082 0.503 680 |) G | |
| SR 165, N Landing Rd SR 165 N Landing Rd |) G | |
| SR 165 N Landing Rd SR 165 N Landing Rd | - | 2016 |
| Indian River Rd 4.78 5700 G 96% 0% 1% 2% 1% 0% C 0.091 0.527 620 C 0.091 0.527 620 0.091 | | |
| Princess Anne Rd Princess Anne Rd |) G | 2016 |
| | , a | 2010 |
| (asso) Indian River Rd 0.94 3100 G 96% 0% 1% 2% 1% 0% F 0.082 0.614 340 | | |
| (6550) | 0 G | 2016 |
| To Muddy Creek Rd | | |
| From: Clearfield Ave | | |
| (8612) Cleveland St 0.43 6000 G 98% 1% 1% 0% 0% F 0.103 0.697 650 |) G | 2016 |
| SR 190 Witchduck Rd | | |
| (8612) Cleveland St 0.97 7500 G 98% 1% 1% 0% 0% 0% F 0.112 0.615 810 |) G | 2016 |
| | | |
| Kellam Rd Columbus St 0.22 12000 G 98% 1% 1% 0% 0% 0% F 0.097 0.689 1300 | 0 G | 2016 |
| (8612) Columbus St 0.22 12000 G 98% 1% 1% 0% 0% F 0.097 0.689 1300 | o G | 2010 |
| SR 225 Independence Blvd | | |
| (8612) Columbus St 0.31 12000 G 98% 1% 1% 0% 0% C 0.089 0.53 1300 | 0 G | 2016 |
| To: Constitution Dr | | |
| From: Indian River Rd | | |
| (8627) S Independence Blvd 2.71 7600 G 98% 0% 1% 0% 0% F 0.102 830 |) G | 2016 |
| SR 165 Princess Anne Rd | | |
| (8627) S Independence Blvd 0.55 26000 G 98% 0% 1% 0% 0% 0% F 0.087 0.580 2800 | 0 G | 2016 |
| | - | |
| Lynnhaven Pkwy | | 2016 |
| (8627) S Independence Blvd 1.55 26000 G 98% 0% 1% 0% 0% 0 C 0.09 0.594 2800 | 0 G | 2016 |
| Ta S Plaza Trail | | |
| (8627) S Independence Blvd 0.73 36000 G 98% 0% 1% 0% 0% 0% F 0.086 0.66 3900 | 0 G | 2016 |
| To: Holland Rd | | |
| From: Norfolk County Line | | |
| (8638) Wesleyan Dr 0.42 19000 G 99% 0% 1% 0% 0% F 0.087 0.730 2100 | 0 G | 2016 |
| To Baker Rd | | |
| | 0 G | 2016 |
| | o a | 2010 |
| Diamond Springs Rd | | |
| Wesleyan Dr 1.16 20000 G 99% 0% 1% 0% 0% F 0.092 0.63 2200 | 0 G | 2016 |
| To: Haygood Dr From: Was layon Dr | | |
| Westeyan Di | 0 G | 2016 |
| (8638) Haygood Rd 1.08 16000 G 99% 0% 1% 0% 0% F 0.083 0.551 1800 | o a | 2010 |
| SR 225 Independence Blvd | | |
| (8638) Wishart Rd 0.77 1300 G 99% 0% 1% 0% 0% F 0.116 0.540 140 |) G | 2016 |
| To: Witchduck Rd | | |
| From ECL Chesapeake | | |
| (8640) Providence Rd 0.09 11000 G 98% 0% 1% 0% 0% 0% F 0.099 0.565 1200 | 0 G | 2016 |
| US 13 Gap | | |
| SR 190 Kempsville Rd | | 0011 |
| (8640) Providence Rd 2.03 14000 G 98% 0% 1% 0% 0% 0% F 0.103 0.531 1500 | 0 G | 2016 |
| SR 165 Princess Anne Rd | | |
| From: Newtown Rd | | · <u></u> |
| (8651) Baker Rd 1.73 4900 G 98% 0% 1% 0% 0% 0 C 0.102 0.682 530 | 0 G | 2016 |
| T _∞ US 13 Northampton Blvd | | |
| Co 10 Normanipum Bird | | |
| From: ECL Norfolk | | |
| |) G | 2016 |

| | | | | | , | City of Virgin | | | | | | | | |
|--|--|--|------------------|--|----------------------|--|--|----------------------|-------------|--|--|--|------------------|--|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck Axle 1Trai | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Virginia Beach | | | T | | | | | | | | | | | |
| Contonvillo Tako | 0.40 | Prom- | <u> </u> | 069/ | 00/ | ECL Ches | • | 00/ | F | 0.001 | 0.604 | 0200 | 0 | 2016 |
| Secondary Centerville Tpke | 0.40 | 8600 | G | 96% | 0% | 1% 3 | 3% 1% | 0% | Г | 0.091 | 0.604 | 9300 | G | 2016 |
| | | From | | | | Lynnhaver | | | | _ | | | | |
| Senterville Tpke | 0.75 | 18000 | G | 96% | 0% | 1% 3 | 3% 1% | 0% | F | 0.085 | 0.633 | 19000 | G | 2016 |
| 0 | | To: From: | | | | SR 190 Kem | psville Rd | | | | | | | |
| 8661) Centerville Tpke | 0.88 | 18000 | G | 96% | 0% | 1% 3 | 3% 1% | 0% | F | 0.089 | 0.717 | 19000 | G | 2016 |
| <u> </u> | | To | | | | Jake Sea | ırs Rd | | | | | | | |
| Regent University Dr | 1.16 | 4800 | G | 99% | 0% | | 0% | 0% | С | 0.138 | 0.648 | 5200 | G | 2016 |
| \mathcal{I} | | To: | | | | Indian Ri | ver Rd | | | | | | | |
| | | From: | | | | North Carolina | a State Line | | | | | | | |
| Blackwater Rd | 2.89 | 880 | G | 95% | 0% | | 3% 1% | 0% | F | 0.105 | 0.684 | 950 | G | 2016 |
| | | To | | | | Indian Cu | aals D.d | | | | | | | |
| Blackwater Rd | 1.91 | 1300 | G | 95% | 0% | Indian Cro | 3% 1% | 0% | F | 0.101 | 0.65 | 1400 | G | 2016 |
| Blackwater Rd | 1.31 | 1300 | | 33 /6 | 0 /6 | 1/0 | J/6 I/6 | 0 /6 | ' | 0.101 | 0.03 | 1400 | u | 2010 |
| <u> </u> | | From: | <u> </u> | | | Pungo Fe | | | | | | | | |
| Blackwater Rd | 4.43 | 2500 | G | 95% | 0% | | 3% 1% | 0% | С | 0.097 | 0.689 | 2700 | G | 2016 |
| <u> </u> | | To: From: | | | | ECL Ches SR 190 N La | | | | | | | | |
| Salem Rd | 1.24 | 4800 | G | 95% | 0% | | 3% 1% | 0% | F | 0.109 | 0.733 | 5200 | G | 2016 |
| Salem Rd | 1.27 | 4000 | | 0070 | 0 70 | | | 070 | | 0.100 | 0.700 | 0200 | ď | 2010 |
| 0.010.00.00.1 | 4.00 | From: | پ | 0001 | 001 | Landstov | | 221 | | | 0.000 | F165 | | 00.1 |
| Salem Rd | 1.33 | 4700 | G | 99% | 0% | 1% (| 0% | 0% | F | 0.091 | 0.652 | 5100 | G | 2016 |
| | | To: From: | | | | Elbow | Rd | | | | | | | |
| Salem Rd | 1.49 | 14000 | G | 99% | 0% | 1% (| 0% | 0% | С | 0.101 | 0.609 | 15000 | G | 2016 |
| \mathcal{O} | | To | | | | Lynnhaver | n Pkwy | | | | | | | |
| Salem Rd | 0.77 | 15000 | G | 99% | 0% | | 0% 0% | 0% | F | 0.093 | 0.564 | 16000 | G | 2016 |
| 0007 | · · · · | To: | r – | 0070 | | SR 165 Prince | | 0,70 | • | | 0.00 | | O . | _0 |
| | | From | | | | ECL Ches | | | | 1 | | | | |
| Head of River Rd | 2.05 | 640 | G | 94% | 0% | | 1% 1% | 0% | F | 0.099 | 0.583 | 700 | G | 2016 |
| 3668) 11044 01 111701 114 | 2.00 | To: | <u> </u> | 0 1 70 | 0 70 | Blackwa | | 070 | | 0.000 | 0.000 | 700 | ŭ | |
| | | From: | | | | | | | | | | | | |
| Princess Anne Rd | 5.72 | 3300 | G | 94% | 0% | North Carolina 1% 4 | 1% 1% | 0% | F | 0.089 | 0.684 | 3600 | G | 2016 |
| Princess Anne Rd | 5.72 | 3300 | G | 34 /6 | 0 /6 | 1/0 - | +/0 1/0 | 0 /6 | | 0.003 | 0.004 | 3000 | u | 2010 |
| | | | | | | | | | | | | | | |
| Princess Anne Rd | | From: | | | | Pungo Fe | rry Rd | | | | | | | |
| <u> </u> | 7.66 | From: | G | 94% | 0% | | erry Rd 1% 1% | 0% | С | 0.086 | 0.67 | 7200 | G | 2016 |
| Princess Anne Rd | 7.66 | To | G | 94% | 0% | 1% 4 | 1% 1% | 0% | С | 0.086 | 0.67 | 7200 | G | 2016 |
| | | To- From: | G G | | | 1% 4 | 1% 1% ver Rd | | C | 0.086 | 0.67 | | G G | |
| | 7.66 0.53 | To | | 94% | 0% | 1% 2 Indian Ri 1% 2 | 1% 1% ver Rd 1% 1% | 0% | | | | 7200 11000 | | |
| Princess Anna Rd | 0.53 | 10000 Too: | G | 94% | 0% | 1% 4 Indian Ri 1% 4 Caymen | 1% 1% ver Rd 1% 1% Lane | 0% | F | 0.087 | 0.564 | 11000 | G | 2016 |
| Princess Anne Rd | | To- From: | | | | 1% 4 Indian Ri 1% 4 Caymen | 1% 1% ver Rd 1% 1% | | | | | | | 2016 |
| | 0.53 | 10000 Too: From: 11000 Too: From: Fr | G G | 94% | 0% | 1% 4 Indian Ri 1% 4 Caymen 1% 4 Sandbrid | 1% 1% ver Rd 1% 1% Lane 1% 1% 1% 196 Rd | 0% | F | 0.087 | 0.564 0.576 | 11000 | G G | 2016 |
| Princess Anne Rd | 0.53 | 10000 Too: | G | 94% | 0% | 1% 4 Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 | 4% 1% ver Rd 4% 1% Lane 4% 1% lge Rd 4% 1% | 0% | F | 0.087 | 0.564 | 11000 | G | 2016 |
| Rice and Arma Bel | 0.53 | 10000 To: 10000 To: 11000 To: 11000 To: 16000 To: | G G | 94% | 0% | 1% 4 Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo | ver Rd | 0% | F | 0.087 | 0.564 0.576 | 11000 | G G | 2016 |
| Princess Anne Rd | 0.53 1.70 0.86 | 10000 To From: 11000 To From: 11000 To From: | G G G | 94% 94% 94% | 0% | Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A | ver Rd | 0% | F F | 0.087 0.089 0.087 | 0.564 0.576 0.564 | 11000 12000 17000 | G G | 2016 2016 2016 |
| Rice and Arma Bel | 0.53 | 10000 To: 10000 To: 11000 To: 11000 To: 16000 To: | G G | 94% | 0% | Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A | ver Rd | 0% | F | 0.087 | 0.564 0.576 | 11000 | G G | 2016 2016 2016 |
| Princess Anne Rd Geogle General Booth Blvd | 0.53 1.70 0.86 0.67 | 10000 To From: 11000 11000 To From: 16000 To From: 36000 | G G G | 94% 94% 94% | 0% | Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br | 1% ver Rd 4% 1% 1% Lane 4% 1% 1% lge Rd 4% 1% oth Blvd 4nne Rd 4% 1% | 0% | F F | 0.087 0.089 0.087 0.081 | 0.564 0.576 0.564 0.577 | 11000 12000 17000 39000 | G G G | 2016 2016 2016 2016 |
| Princess Anne Rd Beeg General Booth Blvd | 0.53 1.70 0.86 | 10000 To From: 11000 To From: 11000 To From: | G G G | 94% 94% 94% | 0% | Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br | 1% ver Rd 1% 1% 1% Lane 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% | 0% | F F | 0.087 0.089 0.087 | 0.564 0.576 0.564 | 11000 12000 17000 | G G | 2016 2016 2016 2016 |
| Princess Anne Rd General Booth Blvd | 0.53 1.70 0.86 0.67 | 10000 To From: 11000 11000 To From: 16000 To From: 36000 | G G G | 94% 94% 94% | 0% | Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br | 49% 1% Ver Rd 44% 1% Lane 44% 1% Ige Rd 49% 1% ooth Blvd nnne Rd 44% 1% idge Rd 44% 1% | 0% | F F | 0.087 0.089 0.087 0.081 | 0.564 0.576 0.564 0.577 | 11000 12000 17000 39000 | G G G | 2016 2016 2016 2016 |
| General Booth Blvd General Booth Blvd General Booth Blvd | 0.53 1.70 0.86 0.67 | 10000 To From: 11000 11000 To From: 16000 To From: 36000 | G G G | 94% 94% 94% | 0% | 1% 2 Indian Ri 1% 2 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Ne | 49% 1% Ver Rd 44% 1% Lane 44% 1% Ige Rd 49% 1% ooth Blvd nnne Rd 44% 1% idge Rd 44% 1% | 0% | F F | 0.087 0.089 0.087 0.081 | 0.564 0.576 0.564 0.577 | 11000 12000 17000 39000 | G G G | 2016 2016 2016 2016 2016 |
| General Booth Blvd General Booth Blvd General Booth Blvd | 0.53 1.70 0.86 0.67 1.46 | 10000 To From: 11000 11000 To From: 36000 To From: 28000 | G G G | 94% 94% 94% 94% | 0% 0% 0% 0% | 1% 2 Indian Ri 1% 2 Caymen 1% 2 Sandbrid 1% 4 General Bo Princess A 1% 2 London Br 1% 4 Dam Net 1% (| 1% ver Rd 1% 1% Lane 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% | 0% 0% 0% 0% | F F F | 0.087 0.089 0.087 0.081 | 0.564 0.576 0.564 0.577 | 11000 12000 17000 39000 31000 | G G G G | 2016 2016 2016 2016 2016 |
| General Booth Blvd | 0.53 1.70 0.86 0.67 1.46 0.58 | 10000 To From: 11000 11000 To From: 16000 To From: 28000 To T | G G G G | 94% 94% 94% 94% 94% | 0% 0% 0% 0% | Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Nee 1% 6 Prosperi | 1% 1% 1% 1% 1% 1% 1% 1% | 0% 0% 0% 0% | F F F | 0.087 0.089 0.087 0.081 0.081 | 0.564 0.576 0.564 0.577 0.577 | 11000 12000 17000 39000 31000 51000 | G G G G | 2016 2016 2016 2016 2016 |
| General Booth Blvd | 0.53 1.70 0.86 0.67 1.46 | 10000 To From: 11000 11000 To From: 36000 To From: 28000 | G G G | 94% 94% 94% 94% | 0% 0% 0% 0% | 1% 2 Indian Ri 1% 2 Caymen 1% 2 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Net 1% (Prosperi 1% (| 1% ver Rd 4% 1% Lane 4% 1% lge Rd 4% 1% ooth Blvd unne Rd 4% 1% idge Rd 4% 1% idge Rd 4% 1% idge Rd 4% 0% 0% | 0% 0% 0% 0% | F F F | 0.087 0.089 0.087 0.081 | 0.564 0.576 0.564 0.577 | 11000 12000 17000 39000 31000 | G G G G | 2016 2016 2016 2016 2016 |
| General Booth Blvd | 0.53 1.70 0.86 0.67 1.46 0.58 | 10000 From: 11000 11000 To From: 36000 To From: 28000 47000 To From: 27000 | G G G G | 94% 94% 94% 94% 99% | 0% 0% 0% 0% 0% 0% | Indian Ri 1% 2 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Nee 1% (Prosperi 1% (Birdnec | 1% | 0% 0% 0% 0% 0% 0% | F F F C | 0.087 0.089 0.087 0.081 0.081 0.085 | 0.564 0.576 0.564 0.577 0.577 0.542 0.529 | 11000 12000 17000 39000 31000 51000 29000 | G G G G G G | 2016 2016 2016 2016 2016 2016 |
| Reference Booth Blvd | 0.53 1.70 0.86 0.67 1.46 0.58 | 10000 To From: 11000 11000 To From: 16000 To From: 28000 To T | G G G G | 94% 94% 94% 94% 94% | 0% 0% 0% 0% | Indian Ri 1% 2 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Nee 1% (Prosperi 1% (Birdnec | 1% ver Rd 4% 1% Lane 4% 1% lge Rd 4% 1% ooth Blvd unne Rd 4% 1% idge Rd 4% 1% idge Rd 4% 1% idge Rd 4% 0% 0% | 0% 0% 0% 0% | F F F | 0.087 0.089 0.087 0.081 0.081 | 0.564 0.576 0.564 0.577 0.577 | 11000 12000 17000 39000 31000 51000 | G G G G | 2016 2016 2016 2016 2016 2016 |
| Reference Booth Blvd | 0.53 1.70 0.86 0.67 1.46 0.58 | 10000 From: 11000 11000 To From: 36000 To From: 28000 47000 To From: 27000 | G G G G | 94% 94% 94% 94% 99% | 0% 0% 0% 0% 0% 0% | Indian Ri 1% 2 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Nee 1% (Prosperi 1% (Birdnec | 1% 1% 1% 1% 1% 1% 1% 1% | 0% 0% 0% 0% 0% 0% | F F F C | 0.087 0.089 0.087 0.081 0.081 0.085 | 0.564 0.576 0.564 0.577 0.577 0.542 0.529 | 11000 12000 17000 39000 31000 51000 29000 | G G G G G G | 2016 2016 2016 2016 2016 2016 |
| Princess Anne Rd Beeg General Booth Blvd | 0.53 1.70 0.86 0.67 1.46 0.58 | 10000 To From: 11000 11000 11000 To From: 36000 28000 To From: 28000 To From: 12000 | G G G G | 94% 94% 94% 94% 99% | 0% 0% 0% 0% 0% 0% | Indian Ri 1% 4 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Net 1% 6 Prosperi 1% 6 Birdnec 1% 6 | 1% 1% 1% 1% 1% 1% 1% 1% | 0% 0% 0% 0% 0% 0% | F F F C | 0.087 0.089 0.087 0.081 0.081 0.085 | 0.564 0.576 0.564 0.577 0.577 0.542 0.529 | 11000 12000 17000 39000 31000 51000 29000 | G G G G G G | 2016 2016 2016 2016 2016 2016 2016 |
| Reference of the second of the | 0.53 1.70 0.86 0.67 1.46 0.58 1.18 | 10000 To From: 16000 11000 To From: 28000 To From: 28000 To From: 28000 To From: 12000 To T | G G G G | 94% 94% 94% 94% 99% 99% | 0% 0% 0% 0% 0% 0% 0% | 1% 2 Indian Ri 1% 2 Caymen 1% 4 Sandbrid 1% 4 General Bo Princess A 1% 4 London Br 1% 4 Dam Net 1% 0 Prosperi 1% 0 Birdnec 1% 0 5th 5 | 1% ver Rd 1% 1% 1% Lane 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% | 0% 0% 0% 0% 0% 0% 0% | F F F C F | 0.087 0.089 0.087 0.081 0.085 0.085 | 0.564 0.576 0.564 0.577 0.577 0.542 0.529 0.520 | 11000 12000 17000 39000 31000 51000 29000 13000 | G G G G G G G | 2016 2016 2016 2016 2016 2016 2016 2016 |
| General Booth Blvd | 0.53 1.70 0.86 0.67 1.46 0.58 1.18 | 10000 To From: 11000 11000 To From: 16000 To Service Advance Advan | G G G G | 94% 94% 94% 94% 99% 99% | 0% 0% 0% 0% 0% 0% 0% | 1% | 1% ver Rd 1% 1% 1% Lane 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% | 0% 0% 0% 0% 0% 0% 0% | F F F C F | 0.087 0.089 0.087 0.081 0.085 0.085 | 0.564 0.576 0.564 0.577 0.577 0.542 0.529 0.520 | 11000 12000 17000 39000 31000 51000 29000 13000 | G G G G G G G | 2016 2016 2016 2016 2016 2016 2016 |

| | | | | | | JILY OF VITQII | lia beacii | | | | | | | |
|-------------------------------|--------|------------|----------|-------|------|------------------------|----------------------|---------------------|-----|-------------|--------------|--------------------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck Axle 1Trail | | QC | K Factor | QK Di Fac | $\Delta\Delta$ WDT | QW | Year |
| City of Virginia Beach | | From | | | | G1 | | | | | | | | |
| 8669 Atlantic Ave | 0.44 | 3500 | G | 99% | 0% | Shore 1% C | Dr 1% 0% | 0% | F | 0.081 | 0.58 | 3800 | G | 2016 |
| (8669) Atlantic Ave | 0.44 | 3300 To | | 33 /6 | 0 /6 | 89th | | 0 /6 | - 1 | 0.001 | 0.50 | 3000 | G | 2010 |
| | | From: | 1 | | | Blackwat | | | | _ | | | | |
| 8670) Pungo Ferry Rd | 2.78 | 3400 | G | 94% | 0% | | % 1% | 0% | С | 0.101 | 0.5 | 12 3700 | G | 2016 |
| 6670) · ango · on y · ia | | To | | 0.70 | 0 70 | Princess A | | 0,0 | | | 0.0 | 0.00 | _ | _0.0 |
| | | From | | | | Dead I | | | | | | | | |
| 8671) Sandpiper Rd | 0.67 | 1600 | G | 99% | 0% | |)% 0% | 0% | F | 0.092 | 0.5 | 7 1700 | G | 2016 |
| 00/1) | | To | | | | | | | | | | | | |
| 8671) Sandpiper Rd | 1.49 | 3300 From: | G | 99% | 0% | White Cap | % 0% | 0% | С | 0.083 | 0.59 | 94 3600 | G | 2016 |
| Sandpiper Rd | 1.40 | 3300 | | 00 /0 | 0 70 | | | 070 | | 0.000 | 0.00 | 34 0000 | u | 2010 |
| Canadain au Dd | 0.04 | From | <u> </u> | 000/ | 00/ | Pike L | | 00/ | | | 0.5 | 77 0000 | | 0010 |
| 8671 Sandpiper Rd | 2.04 | 6400 | G | 99% | 0% | | 0% D.1 | 0% | F | 0.084 | 0.57 | 77 6900 | G | 2016 |
| | | | 1 | | | Sandbrid | | | | | | | | |
| Mill Landing Dd | 0.01 | From: | | 000/ | 00/ | Princess A | | 00/ | | | 0.5 | 1000 | ^ | 0010 |
| Mill Landing Rd | 0.81 | 1100 | G | 98% | 0% | | 1% 0% | 0% | F | 0.097 | 0.59 | 92 1200 | G | 2016 |
| | | - | <u> </u> | | | Nannys Cr | | | | | | | | |
| Morrio Nacle Dd | 0.01 | From: | <u> </u> | 079/ | 10/ | Princess A | | 00/ | Г | 0.116 | 0.50 | 00 570 | _ | 2012 |
| Morris Neck Rd | 3.31 | 530 | G | 97% | 1% | | % 1% | 0% | F | 0.116 | 0.52 | 22 570 | G | 2016 |
| | | From: | | | | Mill Land Morris Ne | | | | | | | | |
| 8673 Mill Landing Rd | 0.82 | 900 | G | 97% | 1% | | % 1% | 0% | F | 0.094 | 0.74 | 43 980 | G | 2016 |
| | | To | | | | Nannys Cr | | | | | | | | |
| $\overline{}$ | | From | | | | Mill Land | ing Rd | | | | | | | |
| 8673 Nannys Creek Rd | 1.49 | 410 | G | 97% | 1% | 0% 1 | % 1% | 0% | С | 0.116 | 0.6 | 6 440 | G | 2016 |
| $\overline{}$ | | To | | | | Muddys Cr | | | | | | | | |
| Muddy Crook Pd | 1.30 | 210 | G | 97% | 1% | Nannys Cr 0% 1 | % 1% | 0% | F | 0.106 | 0.59 | 92 230 | G | 2016 |
| Muddy Creek Rd | 1.30 | 210 | | 97% | 1 70 | U% I | 70 I 70 | 0% | F | 0.106 | 0.58 | 230 | G | 2016 |
| <u> </u> | | From | | | | Gum Brid | | | | <u> </u> | | | | |
| 8673 Muddy Creek Rd | 4.52 | 230 | G | 97% | 1% | 0% 1 | % 1% | 0% | F | 0.114 | 0.5 | 5 240 | G | 2016 |
| | | To: | | | | Indian Riv | ver Rd | | | | | | | |
| 8673) New Bridge Rd | 1.28 | 2400 | G | 97% | 1% | 0% 1 | % 1% | 0% | F | 0.089 | 0.57 | 77 2600 | G | 2016 |
| <u> </u> | | To | | | | Sandbrid | | | | | | | | |
| O a sa alla sal al sa a Dal | 0.07 | From | <u> </u> | 070/ | 40/ | Lotus | | 00/ | | | 0.50 | 11000 | 0 | 0040 |
| 8673 Sandbridge Rd | 3.07 | 10000 | G | 97% | 1% | | % 1% | 0% | F | 0.082 | 0.58 | 31 11000 | G | 2016 |
| | | 10. | <u> </u> | | | Gull L | | | | | | | | |
| Payside Dd | 0.05 | From: | <u> </u> | 000/ | | R 166 Diamon | | 00/ | | | 0.00 | DE 0000 | ^ | 0010 |
| 8676 Bayside Rd | 0.65 | 2800 To: | G | 98% | 0% | | 0% | 0% | F | 0.110 | 0.69 | 95 3000 | G | 2016 |
| | | | 1 | | | US 13 Northar | | | | | | | | |
| Control Del | 4.00 | From | پ | 000/ | | US 13 Northar | | 00/ | | | 2.5 | 10 0000 | _ | 0010 |
| ₈₆₇₇ Jack Frost Rd | 1.00 | 1800 To | G | 98% | 0% | | 1% 0% | 0% | F | 0.092 | 0.54 | 18 2000 | G | 2016 |
| _ | | 10. | <u> </u> | | | US 60 Sh | | | | | | | | |
| Culling Black | 0.50 | From | | 000/ | 00/ | Witchdu | | 00/ | | | 0.54 | 24 2000 | _ | 0010 |
| 8678 Sullivan Blvd | 0.56 | 1900 | G | 99% | 0% | 0% 0 | 0% | 0% | F | 0.097 | 0.52 | 24 2000 | G | 2016 |
| <u> </u> | | From | | | | Aragona | | | | | | | | |
| 8678) Sullivan Blvd | 0.50 | 3500 | G | 99% | 0% | 0% 0 | 0% | 0% | F | 0.112 | 0.5 | 12 3800 | G | 2016 |
| $\overline{}$ | | To | | | | Haygoo | d Rd | | | _ | | | | |
| 8678) Newtown Rd | 0.90 | 6400 | G | 99% | 0% | | 1% 0% | 0% | С | 0.103 | 0.53 | 37 7000 | G | 2016 |
| \bigcirc | | To | | | | Diamond Sp | ringe RA | | | | | | | |
| 8678) Newtown Rd | 0.46 | 27000 | G | 98% | 0% | | 1% 0% | 0% | С | 0.085 | 0.50 | 29000 | G | 2016 |
| 00/0 | 0.40 | 2.000 | | JU /0 | J /0 | | | J /0 | | | 0.50 | . 2000 | u | 2010 |
| Nautaur Dd | 0.00 | From | <u> </u> | 000/ | 00/ | Baker | | 00/ | | | 0.5 | 0 40000 | | 0010 |
| 8678 Newtown Rd | 0.23 | 37000 | G | 98% | 0% | | 0% | 0% | F | 0.083 | 0.5 | 3 40000 | G | 2016 |
| | | From | - | | | ECL No SR 403 New | | | | -+ | | | | |
| 8678) Susquehanna Dr | 1.19 | 1800 | G | 98% | 0% | | % 0% | 0% | С | 0.120 | 0.50 | 09 1900 | G | 2016 |
| Susquenanna Dr | 0 | To | Ť | 0070 | | SR 165 Princes | | 0 / 0 | | <u> </u> | 0.00 | | ~ | _0.0 |
| | | | | | | 21 102 1 IIICC | ,, , mile iXu | | | | | | | |

| Section Packer | | | | | | , | City of Virginia Beach | | | | | | | |
|--|--|--------|-------------|------------|-------|-------|------------------------|---------|----|----------|---------|---------------------------------------|----|------|
| Big Pleasure House Rd 0.58 3200 G 98% 1% 1% 0% 0% 0% 0% 0% 0 | Route | Length | AADT | QA | 4Tire | Bus | | | QC | | OK | AAWDT | QW | Year |
| Aragona Blvd | City of Virginia Beach | | | | | | | | | | | | | |
| Milestand Riverset Milesta | Avanana Dlud | 0.00 | | <u> </u> | 000/ | 10/ | | 00/ | | | 0.50 | 0.400 | 0 | 0010 |
| See Processor Foundation Processor Foundation | 8679 Aragona Bivo | 0.63 | 3200 | G | 98% | 1% | 1% 0% 0% | 0% | F | 0.116 | 0.52 | 3400 | G | 2016 |
| SK 109 Witchduck Rd SK 100 Witchduck Rd | | | From | 11 | | | | | | | | | | |
| Wilchduck Rd (N Leg) 0.47 4800 G 99% 0% 1% 1% 0% 0% 0% 0% 0 | (₈₆₇₉) Aragona Blvd | 0.33 | 5500 | _ <u>G</u> | 98% | 1% | | 0% | F | 0.108 | 0.566 | 6000 | G | 2016 |
| Aragona Bivid 0.91 6400 G 98% 1% 1% 1% 0% 0% 0% 0% 0 | $\overline{}$ | | To |): | | | | | | | | | | |
| Haymork Rd | Aragona Blvd | 0.01 | | | 000/ | 10/ | | Nº/ | | 0.109 | 0.527 | 7000 | G | 2016 |
| | 8679 Aragona Bivo | 0.91 | 0400 To | | 90 /6 | 1 /0 | | 0 /6 | U | 0.108 | 0.527 | 7000 | G | 2010 |
| Thoroughgood Dr 0.05 3200 | | | | <u> </u> | | | | | | | | | | |
| Witchduck Rd (N Leg) 0.38 1500 6 99% 0% 1% 0% 0% 0% 0% 0% 0 | The way when and Du | 0.05 | | | 000/ | 00/ | | 00/ | | 0.001 | 0.570 | 0500 | 0 | 001/ |
| Hermitage Rd 0.87 1200 G 98% 0% 0% 0% 0% 0% 0% 0% | 1 noroughgood Dr | 0.05 | 3200 To | | 99% | 0% | | 0% | Г | 0.091 | 0.579 | 3500 | G | 2016 |
| March Marc | | | From | 1: | | | | | | | | | | |
| Pleasure House Rd 0.26 1800 G 99% 0% 1% 0% 0% 0% F 0.087 0.558 2000 G 201 | Hermitage Bd | 0.87 | 1200 | G | 98% | 0% | | 0% | F | 0.103 | 0.598 | 1300 | G | 2016 |
| SR 225 Independence Bind SR 225 Independence | 8680) 1 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0.07 | To | <u> </u> | 0070 | 0 70 | | 070 | • | 7 | 0.000 | 1000 | ŭ | 2010 |
| Pleasure House Rd 0.26 18000 | | | From | | | | | | | | | | | |
| Pleasure House Rd | Pleasure House Pd | 0.26 | | | 00% | | | Nº/ | | 0.097 | 0.559 | 20000 | G | 2016 |
| Pleasure House Rd | B681 Fleasure Flouse Hu | 0.20 | 10000 | | 33 /6 | 0 /6 | 1/6 0/6 0/6 | 0 /6 | | 0.007 | 0.556 | 20000 | G | 2010 |
| See Pleasure House Rd | | | From | 17 | | | | | | | | | | |
| Pleasure House Rd | Pleasure House Rd | 0.17 | 12000 | G | 99% | 0% | 1% 0% 0% | 0% | F | 0.089 | 0.555 | 13000 | G | 2016 |
| Pleasure House Rd | <u> </u> | | To | | | | US 13 Northampton Blvd | | | <u> </u> | | | | |
| Pleasure House Rd | Pleasure House Rd | 0.38 | | G | 99% | 0% | | 0% | С | 0.080 | 0.585 | 12000 | G | 2016 |
| Pleasure House Rd | | | To |): | | | US 60 Shore Dr | | | | | | | |
| See | | | From | 1: | | | US60 Shore Dr | | | | | | | |
| Mitchduck Rd (N Leg) 0.47 4800 G 99% 0% 1% 0% 0% 0% F 0.096 0.629 5300 G 201 | B681) Pleasure House Rd | 0.90 | 8000 | G | 99% | 0% | 1% 0% 0% | 0% | F | 0.082 | 0.625 | 8700 | G | 2016 |
| See Witchduck Rd (N Leg) 0.47 4800 G 99% 0% 1% 0% 0% 0% 0% 0% 0 | <u> </u> | | To |): | | | Lookout Rd | | | | | | | |
| Witchduck Rd (N Leg) 0.47 4800 G 99% 0% 1% 0% 0% 0% 0% F 0.096 0.629 5300 G 201 | | | From | 1. | | | Moraine Ct | | | | | | | |
| SR 225 Independence Blvd | (N Leg) | 0.47 | 4800 | G | 99% | 0% | | 0% | F | 0.096 | 0.629 | 5300 | G | 2016 |
| Mitchduck Rd 1500 G 99% 0% 1% 0% 0% 0% 0% 0% 0 | (3, | | To | ١. | | | | | | | | | | |
| Witchduck Rd 0.39 670 G 99% 0% 1% 0% 0% 0% F 0.096 0.522 730 G 201 | | | From | 1. | | | • | | | | | | | |
| Witchduck Rd 0.39 670 G 99% 0% 1% 0% 0% 0% F 0.096 0.522 730 G 201 | Witchduck Rd | 0.80 | 1500 | G | 99% | 0% | 1% 0% 0% | 0% | С | 0.086 | 0.619 | 1700 | G | 2016 |
| Witchduck Rd 0.39 670 G 99% 0% 1% 0% 0% 0% F 0.096 0.522 730 G 201 | \bigcup | | To | y. | | | Wishart Rd | | | | | | | |
| Sherwood Lane Sherwood Lan | Witchduck Rd | 0.39 | | | 99% | 0% | | 0% | F | 0.096 | 0.522 | 730 | G | 2016 |
| 1500 | 8663) | | To | »: | | | | | | | | | - | |
| See 21st St 15000 G 99% 1% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | | | From | 1 | | | | | | | | | | |
| See Pacific Ave Pacific | 21ct St | 0.52 | | | 00% | 10/ | | Nº/ | C | 0.091 | | 16000 | G | 2016 |
| Pacific Ave | 8684) 2151 31 | 0.55 | 13000 To | | 33 /6 | 1 /0 | | 0 /6 | U | 0.001 | | 10000 | G | 2010 |
| Second Continue | | | From | 1: | | | | | | | | | | |
| Atlantic Ave London Bridge Rd Ext London Bridge Rd Lo | 21st St | 0.07 | 3800 | G | 99% | 1% | | 0% | F | 0.081 | | 4200 | G | 2016 |
| London Bridge Rd 1.34 3200 G 97% 0% 1% 1% 1% 0% F 0.097 0.635 35000 G 201 | 8004) | | |): | | | | | | | | | | |
| Company Comp | | | From | 1 | | | | | | | | | | |
| See Condon Bridge Rd 2.05 29000 G 97% 0% 1% 1% 1% 0% C 0.093 0.525 32000 G 201 | Landan Bridga Pd | 1 2/ | | | 079/ | Λο/ | | Nº/ | | 0.007 | 0.635 | 25000 | G | 2016 |
| Company Comp | 8685) London Bridge Nd | 1.54 | 32000 | | 91 /6 | 0 /6 | 1/0 1/0 1/0 | 0 /6 | | 0.097 | 0.033 | 33000 | G | 2010 |
| Potters Rd O.42 37000 G 97% O% 1% 1% 1% 0% F 0.084 O.568 40000 G 201 | | | |): | | | International Pkwy | | | | | | | |
| Great Neck Rd 0.42 37000 G 97% 0% 1% 1% 1% 0% F 0.084 0.568 40000 G 201 Solid Neck Rd | 8685) London Bridge Rd | 2.05 | 29000 | G | 97% | 0% | 1% 1% 1% | 0% | С | 0.093 | 0.525 | 32000 | G | 2016 |
| Great Neck Rd 0.42 37000 G 97% 0% 1% 1% 1% 0% F 0.084 0.568 40000 G 201 Solid Neck Rd | \bigcirc | | To | | | | Potters Rd | | | | | | | |
| Shipps Corner Rd 0.81 8700 G 98% 0% 1% 0% 0% 0% F 0.106 0.7 9400 G 201 | Great Neck Rd | 0.42 | | | 97% | 0% | | 0% | F | 0.084 | 0.568 | 40000 | G | 2016 |
| Shipps Corner Rd 0.81 8700 G 98% 0% 1% 0% 0% 0% F 0.106 0.7 9400 G 201 | 0003) | | To | 0: | | | | | | | | | - | |
| Shipps Corner Rd 0.81 8700 G 98% 0% 1% 0% 0% 0% F 0.106 0.7 9400 G 201 Company Co | | | From | 1: | | | | | | | | | | |
| London Bridge Rd 1.18 11000 G 98% 0% 1% 0% 0% 0% F 0.103 0.507 12000 G 201 | Shipps Corner Rd | 0.81 | | 느 | 08% | Λ°/- | | Nº/- | F | 0.106 | 0.7 | 9400 | G | 2016 |
| London Bridge Rd 1.18 11000 G 98% 0% 1% 0% 0% 0% F 0.103 0.507 12000 G 201 | Shipps Corner Na | 0.01 | 0700 | | 30 /6 | 0 76 | 176 076 076 | 0 78 | ' | 0.100 | 0.7 | 3400 | u | 2010 |
| Dam Neck Rd | | | To From | 11 | | | | | | | | | | |
| London Bridge Rd 0.48 22000 G 98% 0% 1% 0% 0% 0% C 0.087 0.679 24000 G 201 | ₈₆₈₇) London Bridge Rd | 1.18 | 11000 | G | 98% | 0% | 1% 0% 0% | 0% | F | 0.103 | 0.507 | 12000 | G | 2016 |
| London Bridge Rd 0.48 22000 G 98% 0% 1% 0% 0% 0% C 0.087 0.679 24000 G 201 | \smile | | To | - | | | Dam Neck Rd | | | <u> </u> | | | | |
| Harpers Rd | London Bridge Rd | 0.48 | 22000 From | G | 98% | 0% | | 0% | С | 0.087 | 0.679 | 24000 | G | 2016 |
| Company Comp | | | | | - , - | - / - | | | | | | | | |
| From Holland Rd From Holland Rd | Lander Drider Del | 0.11 | From | | 000/ | 00/ | | 00/ | | 0.000 | 0.000 | 00000 | ^ | 0011 |
| From Holland Rd Holland Rd | London Bridge Rd | 2.11 | 18000 | _ <u>G</u> | 98% | υ% | | υ% | ۲ | 0.093 | 0.636 | 20000 | G | 2016 |
| 0.563 42000 G 201 | | | To | 1 | | | | | | | | | | |
| | <u> </u> | | | | - | | | | | | <u></u> | · · · · · · · · · · · · · · · · · · · | | |
| To London Bridge Rd | 8688) Dam Neck Rd | 1.70 | 38000 | G | 98% | 0% | 1% 0% 0% | 0% | F | 0.081 | 0.563 | 42000 | G | 2016 |
| | $\overline{}$ | | To |): | · | | London Bridge Rd | <u></u> | | | | | | |

| | | | | | | ity of V | | 040 | | | | | | | | |
|--------------------------------|--------|-------------|----------|-------|------|-----------|----------------|-------|--------|----|-------------|----|---------------|---------------------------------------|------------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Trι 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| <u> </u> | | From | <u> </u> | | | | n Bridge F | | | | | | | | _ | |
| (8688) Dam Neck Rd | 0.61 | 28000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | | 0.585 | 31000 | G | 2016 |
| | | To From | | | | Ha | pers Rd | | | | | | | | | |
| 8688) Dam Neck Rd | 2.19 | 24000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.094 | | 0.586 | 26000 | G | 2016 |
| \cup | | To | | | | Genera | Booth Bl | vd | | | <u> </u> | | | | | |
| 8688) Dam Neck Rd | 2.02 | 15000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | | 0.768 | 16000 | G | 2016 |
| 80000 | | To | Ť | 0070 | 0,70 | | aining Cei | | 0,0 | • | | | 017 00 | | O . | _0.0 |
| | | From | | | | | bridge Rd | | | | | | | | | |
| 8689 Entrada Dr | 0.68 | 560 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | | 0.508 | 610 | G | 2016 |
| Entrada Dr | 0.00 | To | | 30 70 | 0 70 | | odtown R | | 0 70 | | 0.000 | | 0.500 | 010 | a | 2010 |
| | | | l | | | | | | | | | | | | | |
| O Harnara Dd | 0.07 | From | <u> </u> | 000/ | 00/ | | n Bridge F | | 00/ | | 0.006 | | 0.507 | 0000 | _ | 2016 |
| Harpers Rd | 2.87 | 7300 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.096 | | 0.537 | 8000 | G | 2016 |
| | | 10 | | | | | ana Blvd | | | | | | | | | |
| <u> </u> | | From | | | | | ss Anne R | | | | | | | | _ | |
| (8691) West Neck Rd | 3.08 | 3400 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.095 | | 0.605 | 3700 | G | 2016 |
| <u> </u> | | To | | | | India | n River Ro | 1 | | | | | | | | |
| 8691) West Neck Rd | 2.05 | 7000 | G | 97% | 0% | 1% | 1% | 0% | 0% | С | 0.085 | | 0.588 | 7600 | G | 2016 |
| | | To | | | | SR 165 No | orth Landi | ng Rd | | | | | | | | |
| | | From | | | | India | n River Ro | 1 | | | | | | | | |
| 8692) Ferrell Pkwy | 0.44 | 51000 | G | | | mana | | | | | 0.075 | | 0.525 | 56000 | G | 2016 |
| 0092) . 0 | 0 | 0.000 | | | | | | | | | | | 0.020 | 00000 | O . | _0.0 |
| ○ F # B! | 2.04 | From | Ļ_ | 000/ | 00/ | | Lakes Blv | | 201 | | | | 0.500 | 45000 | _ | 2010 |
| 8692 Ferrell Pkwy | 0.84 | 42000 | G | 98% | 0% | 0% | 1% | 1% | 0% | С | 0.079 | | 0.508 | 45000 | G | 2016 |
| <u> </u> | | To From | | | | Pleasar | nt Valley I | Rd | | | | | | | | |
| 8692) Ferrell Parkway | 1.38 | 42000 | G | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.079 | | 0.525 | 46000 | G | 2016 |
| \bigcirc | | To | | | | SR 165 Pr | incess An | ne Rd | | | | | | | | |
| | | From | 1 | | | India | n River Ro | 1 | | | | | | | | |
| 8693) Indian Lakes Blvd | 0.43 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.088 | | 0.532 | 15000 | G | 2016 |
| | | To | | | | Form | all Discour | | | | _ | | | | | |
| 8693 Indian Lakes Blvd | 0.78 | 6300 From | G | 98% | 0% | 1% | ell Pkwy 0% | 0% | 0% | F | 0.111 | | 0.621 | 6800 | G | 2016 |
| 18693 Indian Lakes Blvd | 0.70 | To | | 30 /0 | 0 70 | | rd Chase I | | 0 70 | | | | 0.021 | 0000 | a | 2010 |
| | | | | | | | | | | | | | | | | |
| Demokratica Disal | 0.04 | From | <u> </u> | 000/ | 00/ | | ndence Bl | | 00/ | | | | 0.544 | 0000 | 0 | 0040 |
| 8698) Pembroke Blvd | 0.21 | 3600 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | | 0.511 | 3900 | G | 2016 |
| | | To From | | | | Catl | nedral Dr | | | | | | | | | |
| 8698) Pembroke Blvd | 0.30 | 2500 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.090 | | 0.643 | 2700 | G | 2016 |
| | | To | | | | St N | 1artin Dr | | | | | | | | | |
| | | From | | | | Ba | xter Rd | | | | | | | | | |
| 8700) Alicia Dr | 0.18 | 2600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.110 | | 0.828 | 2800 | G | 2016 |
| 0700) | | To | | | | | lton Dr | | | | | | | | | |
| _ | | From | | | | | xter Rd | | | | | | | | | |
| 8700) Bonney Rd | 1.17 | 6900 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.102 | | 0.676 | 7500 | G | 2016 |
| | | To | | | | SR 190 V | Witchduck | Rd | | | | | | | | |
| | | From | | | | SR 279 C | reat Necl | c Rd | | | | | | | | |
| 8702) Broad Bay Rd | 0.96 | 2300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | | 0.586 | 2500 | G | 2016 |
| 0702 | | To | | | | | e Pine Rd | | | | | | | | | |
| | | From | | | | | e House I | 0.4 | | | 1 | | | | | |
| 8705) First Court Rd | 1.55 | 7800 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.094 | | 0.646 | 8500 | G | 2016 |
| 8705) First Court Rd | 1.55 | 7000 | | 30 /6 | 0 /6 | 0 /6 | 0 78 | 1 /0 | 0 76 | ' | 0.034 | | 0.040 | 0300 | ч | 2010 |
| <u> </u> | | To From | | | | |) Shore D | | | | | | | | _ | |
| ₈₇₀₅ Indian Hill Rd | 0.47 | 2000 | G | 98% | 0% | 0% | 0% | 1% | 0% | С | 0.107 | | 0.627 | 2100 | G | 2016 |
| $\overline{}$ | | To | | | | | kout Rd | | | | | | | | | |
| O Lasker & Del | 0.05 | From | <u> </u> | 0001 | 001 | | ın Hill Rd | 401 | 001 | | | | 0.501 | 4700 | _ | 0010 |
| 8705 Lookout Rd | 0.95 | 1600 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.111 | | 0.564 | 1700 | G | 2016 |
| <u> </u> | | To | <u> </u> | | | Pleasu | e House I | Kd | | | | | | | | |
| \sim | | From | | | | | ana Blvd | | | | | | · · · · · · | · · · · · · · · · · · · · · · · · · · | | |
| 8706) Bells Rd | 0.44 | 5300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.535 | 5800 | G | 2016 |
| | | To | | | | 70. | lneck Rd | | | | 1 | | | | | |

| | | | | | | JILY OF V | riigiilla be | acii | | | | | | | | |
|--|--------|--------------------|---|-------|-------|-----------|-------------------|----------|------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truc 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Virginia Beach | | From | | | | **** | | | | | | | | | | |
| Ferry Plantation Rd | 0.62 | 4200 | `L | 98% | 0% | 1% | chduck Rd 0% | 0% | 0% | F | 0.106 | | 0.567 | 4400 | F | 2016 |
| Ferry Plantation Rd | 0.02 | 4200 | | 30 /6 | 0 /6 | | ygood Rd | 0 76 | 0 /6 | ' | 0.100 | | 0.507 | 4400 | ' | 2010 |
| | | Fron | | | | | | 1 | | | ! | | | | | |
| 8708) Jeanne St | 0.37 | 2000 | G | 99% | 0% | 0% | 49 Kellam R 0% | .a 0% | 0% | С | 0.108 | | 0.519 | 2200 | G | 2016 |
| (8708) Jeanne St | 0.57 | 2000 | | 33 /6 | | | | | 0 /6 | | 0.100 | | 0.515 | 2200 | ч | 2010 |
| <u> </u> | 2.00 | Fron | | 000/ | | | dependence | | 00/ | | | | 0.500 | 10000 | | 2010 |
| (8708) Jeanne St | 0.23 | 12000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.098 | | 0.589 | 13000 | G | 2016 |
| <u> </u> | | 10 |): | | | Con | stitution Dr | | | | | | | | | |
| <u> </u> | | Fron | | | | | d Coat Rd | | | | | | | | _ | |
| ₈₇₀₉ Five Forks Rd | 0.78 | 620 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.120 | | 0.513 | 680 | G | 2016 |
| | | Fron |): | | | | omfield Rd | | | | | | | | | |
| 8709) Bromfield Rd | 0.11 | 210 | G | 99% | 0% | 0% | e Forks Rd 0% | 0% | 0% | F | 0.127 | | 0.593 | 230 | G | 2016 |
| Bromfield Rd | 0.11 | 210 | | 33 /6 | 0 /6 | | Ewell Rd | 0 /6 | 0 /6 | | 0.127 | | 0.555 | 230 | ч | 2010 |
| | | Fron | 1: | | | | omfield Rd | | | | | | | | | |
| 8709) Ewell Rd | 0.12 | 1400 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.089 | | 0.590 | 1500 | G | 2016 |
| $\mathcal{O}_{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline$ | | т | | | | CD 225 T | dananda | Dlv-d | | | | | | | | |
| 8709 Five Forks Rd | 0.55 | 1100 | G | 99% | 0% | 0% | dependence 0% | 0% | 0% | F | 0.099 | | 0.583 | 1200 | G | 2016 |
| 8709 FIVE FORKS Rd | 0.55 | T TOO | <u>, </u> | JJ /0 | U /0 | | rmitage Rd | U /0 | U /0 | 1 | 0.099 | | 0.565 | 1200 | u | 2010 |
| | | | <u>. </u> | | | | | | | | | | | | | |
| Laurel Court Dr | 0.74 | Fron | | 000/ | 10/ | | ooner Lane | 00/ | 00/ | Г | 0.007 | | 0.500 | 1.400 | 0 | 0011 |
| 8710 Laurel Cove Dr | 0.74 | 1200 _{To} | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | | 0.568 | 1400 | G | 2016 |
| | | | 1 | | | SR 279 | Great Neck l | Ka | | | | | | | | |
| <u> </u> | | From | | | | | haven Pkwy | | | | | | | | _ | |
| (8711) Lynnhaven Rd | 0.61 | 9700 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.102 | | 0.513 | 11000 | G | 2016 |
| <u> </u> | | T _e | | | | US 58 V | Va Beach Bly | vd | | | | | | | | |
| 8711) Lynnhaven Rd | 0.55 | 9500 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | | 0.55 | 10000 | G | 2016 |
| \mathcal{O} | | To | | | | Vinc | gs Grant Rd | | | | | | | | | |
| R711 Lynnhaven Rd | 0.89 | 2700 From | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | | 0.546 | 2900 | G | 2016 |
| Lynnhaven Rd | 0.00 | т. | | 0070 | 1 /0 | | le Neck Rd | 0 70 | 0 70 | • | | | 0.010 | 2000 | Ğ | |
| | | Fron | 1: | | | | nhaven Rd | | | | | | | | | |
| 8711) Little Neck Rd | 0.51 | 12000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.092 | | 0.603 | 13000 | G | 2016 |
| | | To | | | | Nov | wcastle Rd | | | | | | | | | |
| R711 Little Neck Rd | 1.82 | 3500 From | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.627 | 3800 | G | 2016 |
| EITTIE NECK HO | 1.02 | To | <u> </u> | 0070 | 1 /0 | | Neck Rd W | 0 70 | 0 70 | - | 0.000 | | 0.027 | 0000 | ď | 2010 |
| | | Fron | | | | | | | | | 1 | | | | | |
| Plantation Dr | 0.25 | 430 | L | 99% | 1% | 1% | olfsnare Dr 0% | 0% | 0% | С | 0.125 | | 0.656 | 460 | G | 2016 |
| 8/12) 1 1411(411011 DI | 0.25 | 430 To | <u>. </u> | JJ /0 | 1 /0 | | Great Neck | | U /0 | 0 | 0.123 | | 0.000 | 400 | u | 2010 |
| | | | <u> </u> | | | | | | | | | | | | | |
| O Damana D | 0.00 | Fron | | 000/ | 40/ | | 8 Laskin Rd | | 001 | | 0.000 | | 0.500 | 0000 | _ | 004 |
| 8713 Regency Dr | 0.22 | 9100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.093 | | 0.528 | 9800 | G | 2016 |
| | | Fron | 1 | | | Wes | stminster Ln | | | | | | | | | |
| 8713) Regency Dr | 0.19 | 4500 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.539 | 4900 | G | 2016 |
| $\overline{}$ | | To |): | | | Wo | olfsnare Rd | | | | | | | | | |
| | | Fron | 1: | | | SR 279 | Great Neck | Rd | | | | | | | | |
| 8714) Wolfsnare Rd | 1.33 | 4100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | | 0.501 | 4500 | G | 2016 |
| \bigcirc | | To |): | | | First | Colonial Rd | | | | | | | | | |
| | | From | | | · | First | Colonial Rd | | | | 1 | | | | | |
| 8715) Mill Dam Rd | 0.60 | 7000 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.105 | | 0.525 | 7600 | G | 2016 |
| <u></u> | | | | | - / • | | | | | | | | | | | _3.0 |
| Mill Dorr Dd | 0.00 | From | | 000/ | 00/ | | odhouse Rd | 00/ | 00/ | | 0.007 | | 0.500 | 7000 | | 0010 |
| 8715 Mill Dam Rd | 0.60 | 7300 _{To} | , G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.097 | | 0.502 | 7900 | G | 2016 |
| | | | | | | | Great Neck l | Kű | | | | | | | | |
| <u> </u> | | Fron | | | | | ll Dam Rd | | | | | | | | | |
| 8716 Woodhouse Rd | 1.10 | 2900 | G | 99% | 0% | 0% | 1% | 0% | 0% | С | 0.09 | | 0.567 | 3200 | G | 2016 |
| $\overline{}$ | | To |): | | | | lanton Dr | | | | | | | | | |
| Alantan Dr | 0.05 | | | 000/ | 00/ | | odhouse Rd | 00/ | 00/ | | | | 0.544 | 400 | 0 | 0040 |
| 8716 Alanton Dr | 0.25 | 360 | G | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.119 | | 0.544 | 400 | G | 2016 |
| <u> </u> | | To |): | | | Arr | nold Circle | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | City Of V | riiginia b | cacii | | | | | | | | |
|--------------------------------|--------|---------------------|------------|---------|------|-----------|------------------|------------|------|----|-------------|---------|--------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK F | Dir actor | AAWDT | QW | Year |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| 8717) Lynnhaven Pkwy | 0.42 | 8200 | G | 100% | 0% | Plantatio | on Lakes C 0% | rcle 0% | 0% | F | 0.103 | , | 0.618 | 8900 | G | 2016 |
| B/1/) Lyllillavell i kwy | 0.42 | 0200 | | 100 /6 | 0 76 | | | | 0 /6 | ' | 0.103 | ' | 0.010 | 0300 | u | 2010 |
| Lymphayan Plans | 0.45 | 5600 | G | 100% | 0% | | erville Tpk | 0% | 0% | С | 0.090 | | 0 600 | 6100 | G | 2016 |
| 8717 Lynnhaven Pkwy | 0.45 | 3000 | | 100% | 0% | 0% | 0% | 0% | 0% | C | 0.090 | , | 0.622 | 6100 | G | 2010 |
| Lymphayan Dlam | 1.04 | From | | 000/ | 00/ | | ead End | 00/ | 00/ | | | | 0 557 | 10000 | | 2016 |
| 8717 Lynnhaven Pkwy | 1.24 | 11000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.115 | (| 0.557 | 12000 | G | 2016 |
| | 4.07 | From | | 000/ | 00/ | | n River Ro | | 00/ | | | | 0.045 | | | 0010 |
| (8717) Lynnhaven Pkwy | 1.97 | 20000 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.099 | (| 0.615 | 22000 | G | 2016 |
| <u> </u> | | From | | | | | alem Rd | | | | | | | | | |
| 8717 Lynnhaven Pkwy | 0.47 | 20000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.09 | (| 0.573 | 21000 | G | 2016 |
| <u> </u> | | From | | | | Sr 165 Pr | rincess Anr | e Rd | | | | | | | | |
| 8717) Lynnhaven Pkwy | 0.67 | 24000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | (| 0.540 | 26000 | G | 2016 |
| | | To | | | | Independ | ence Blvd | South | | | | | | | | |
| ₈₇₁₇ Lynnhaven Pkwy | 0.56 | 32000 From | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | (| 0.537 | 35000 | G | 2016 |
| | | To | _ | | | - D | . D.1 | | | | | | | | | |
| Lynnhaven Pkwy | 0.90 | 26000 | G | 99% | 0% | 1% | semont Rd 0% | 0% | 0% | F | 0.092 | - | 0.573 | 28000 | G | 2016 |
| Lymnavon i kwy | 0.30 | 2000 | <u> </u> | JJ /0 | J /0 | | olland Rd | J /0 | J /0 | ' | 0.032 | , | 0.070 | 20000 | J | 2010 |
| | | From | | | | | | | | | <u> </u> | | | | | |
| York Lane | 0.24 | 2000 | G | 99% | 0% | вау 0% | Colony Dr 0% | 0% | 0% | F | 0.086 | | 0.609 | 2200 | G | 2016 |
| 8718) TOIK Edilo | 0.24 | 2000 | <u> </u> | 0070 | 0 70 | | valier Dr | 0 /0 | 0 70 | - | 0.000 | , | 0.000 | 2200 | ď | 2010 |
| | | From | | | | | ork Lane | | | | | | | | | |
| 6718) Cavalier Dr | 0.57 | 4500 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.079 | (| 0.693 | 4800 | G | 2016 |
| | | To | _ | | | I | Holly Rd | | | | | | | | | |
| 8718) Cavalier Dr | 0.23 | 420 From | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.111 | (| 0.897 | 450 | G | 2016 |
| 5/16) Carramor = 1 | •• | To | - | | | | Atlantic A | | | | | | | | - | |
| | | From | ,- | | | | 17th St | | | | | | | | | |
| Atlantic Ave | 0.28 | 6700 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.074 | (| 0.509 | 7300 | G | 2016 |
| 0713) | | To | | | | | 21st St | | | | | | | | | |
| | | From | | | | | 1st Street | | | | | | | | | |
| 8719 Atlantic Ave | 0.71 | 7100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.071 | (| 0.501 | 7700 | G | 2016 |
| $\overline{}$ | | To From | : | | | L | askin Rd | | | | \neg — | | | | | |
| 8719 Atlantic Ave | 0.77 | 5200 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.079 | (| 0.663 | 5700 | G | 2016 |
| \bigcirc | | To | c | | | US 60 | Pacific A | /e | | | | | | | | |
| | | From | | | | Bus US 5 | 8 Va Beach | Blvd | | | | | | | | |
| 8721) Baltic Ave | 0.27 | 2200 | G | | | | | | | | 0.103 | (| 0.582 | 2200 | G | 2016 |
| | | To | | | | | 21st St | | | | | | | | | |
| 8721) Baltic Ave | 0.73 | 7100 | G | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.102 | (| 0.629 | 7700 | G | 2016 |
| 0,21) = 4,40 | 3.70 | | | . 50 /0 | 270 | | | | | • | | , | 5 | | - | _5.0 |
| 8721) Holly Rd | 0.00 | From | | 000/ | 00/ | | 8 Laskin R | | Λο/ | F | 0.084 | | 0 502 | 11000 | | 2016 |
| 8721) Holly Rd | 0.80 | 10000 To | <u> </u> | 98% | 0% | 1% | 0% | 0% | 0% | Г | 0.064 | , | 0.593 | 11000 | G | 2016 |
| | | | <u> </u> | | | | valier Dr | | | | | | | | | |
| 22nd St | 0.50 | 15000 | | 000/ | 00/ | | I-264 | Λ9/ | 00/ | | 0.077 | | | 16000 | C | 2016 |
| 8722) 22nd St | 0.53 | 15000 _{To} | G | 98% | 0% | 1% | 0%) Pacific Av | 0% | 0% | С | 0.077 | | | 16000 | G | 2016 |
| | | From | | | | | lantic Ave | | | | _ | | | | | |
| 8722) 22nd St | 0.07 | 3000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.075 | | | 3300 | G | 2016 |
| | | To | : | | | | cific Ave | | | | | | | | | |
| | | From | | | | Γ | ead End | | | | | | | | | |
| 8723) Birdneck Rd | 0.15 | 2800 | G | 98% | 0% | 0% | 0% | 1% | 0% | С | 0.184 | (| 0.883 | 3000 | G | 2016 |
| | | To | | | | | | | | | | | | | | |
| 8723) Birdneck Rd | 0.40 | 5300 From | <u>1</u> G | 98% | 1% | 1% | sperity Rd 0% | 0% | 0% | F | 0.125 | | 0.812 | 5800 | G | 2016 |
| Birdneck Rd | 0.70 | 3300 | | 00 /0 | 1 /0 | | | | 0 /0 | ' | 0.120 | ' | 0.012 | 5500 | J | 2010 |
| | | From | <u> </u> | 0000 | 4-1 | | al Booth Bl | | 051 | | | | 0.540 | 45000 | | 001 |
| 8723 Birdneck Rd | 2.52 | 14000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.092 | (| 0.512 | 15000 | G | 2016 |
| <u> </u> | | To From | | | | Bus US 5 | 8 Va Beach | Blvd | | | | | | | | |
| Divide a all Del | 0.07 | 20000 | G | 98% | 10/ | 10/ | 00/ | 00/ | 00/ | | 0.005 | | 0.50 | 00000 | _ | 2016 |
| (8723) Birdneck Rd | 0.37 | 29000 | | 30 /6 | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.53 | 32000 | G | 2010 |

| | | | | | , | Oily of Virginia | Deacii | | | | | | | |
|---|--------|----------------------|--|-------|----------|--------------------------|------------|--------|----|-------------|------------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axl | | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Virginia Beach | | From | | | | W.D. INC | u - E | | | | | | | |
| Birdneck Rd | 0.55 | 25000 | G | 98% | 1% | Va Beach-Norfol | 0% | 0% | F | 0.085 | 0.503 | 28000 | G | 2016 |
| Birdneck Ha | 0.55 | 23000 | <u> </u> | 30 70 | 1 70 | | | 0 70 | | 0.003 | 0.505 | 20000 | ď | 2010 |
| Gardinal Rd | 0.48 | 2600 | G | 98% | 1% | US 58 Laskin 1% 0% | Rd 0% | 0% | F | 0.094 | 0.623 | 2800 | G | 2016 |
| Gardinal Rd | 0.40 | 2000 To: | | 30 /6 | 1 /0 | Kamichi Pl | | 0 78 | | 0.034 | 0.023 | 2000 | ч | 2010 |
| lorth | | From | | 12 | 24 9722 | 134-8723-S003A T | | M POII | | | | | | |
| Ramp | 0.17 | 7400 | G | 13 | 4-0723, | 134-6723-3003A 1 | Oarko | vi KOU | | 0.097 | | 7400 | G | 2016 |
| 5725) | | To | | I-2 | 64-W FR | ROM BIRDNECK | ROAD00- | NORTH | | | | | | |
| outh | | From: | | 13 | 4-8723: | 134-8723-N003A | TO & FRO | M ROU | | | | | | |
| 723) Ramp | 0.17 | 6800 | G | | | | | | | 0.116 | | 6800 | G | 2016 |
| <u> </u> | | To | | I-2 | .64-W FR | ROM BIRDNECK | ROAD00- | SOUTH | | \Box | | | | |
| | | From | | | | Birdneck R | d | | | | | | | |
| Norfolk Ave | 0.67 | 12000 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.085 | 0.614 | 13000 | G | 2016 |
| <u> </u> | | To | - | | | Indian Rd | | | | \neg — | | | | |
| Norfolk Ave | 0.73 | 7300 From: | G | 99% | 0% | 0% 0% | 0% | 0% | С | 0.089 | 0.528 | 8000 | G | 2016 |
| | | To | _ | | | Pacific Ave | | | | | | | | |
| 9th Street | 0.07 | 3200 From: | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.104 | 0.738 | 3500 | G | 2016 |
| 1724) | | To | | | | US 60 Atlantic | | | | | | | | |
| | | From | | | | Lynnhaven Pk | wv | | | | | | | |
| (725) Kings Arms Rd | 0.44 | 860 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.107 | 0.584 | 940 | G | 2016 |
| | | To | | | | Bow Creek B | lvd | | | | | | | |
| | | From | | | | Lynnhaven Pk | wy | | | | | | | |
| Lynnhaven Rd | 1.98 | 16000 | G | 99% | 0% | 0% 0% | 0% | 0% | С | 0.101 | 0.501 | 18000 | G | 2016 |
| | | To | _ | | | Lynnhaven Pk | wv | | | \neg — | | | | |
| Potters Rd | 0.93 | 7400 From | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.095 | 0.519 | 8000 | G | 2016 |
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | To | | | | Great Neck R | d S | | | \neg _ | | | | |
| <u> </u> | | From: | | | | Great Neck I | | | | | | | | |
| Potters Rd | 2.09 | 4200 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.119 | 0.565 | 4600 | G | 2016 |
| | | 10. | <u> — </u> | | | First Colonial | Rd | | | | | | | |
| Minus ad Dd | 0.00 | From | ᄂ | 000/ | 00/ | US 60 Laskin | | 00/ | | | 0.504 | 000 | _ | 0010 |
| Winwood Rd | 0.23 | 770 | G | 98% | 0% | 0% 0% Wolfsnare R | 0% | 0% | F | 0.101 | 0.534 | 830 | G | 2016 |
| | | E | | | | | | | | | | | | |
| Oceana Blvd | 0.97 | 33000 | L | 98% | 0% | General Booth 0% 0% | Blvd 0% | 0% | N | 0.096 | 0.537 | 37000 | N | 2016 |
| Oceana Blvd | 0.97 | 33000 | | 90 /6 | 0 /6 | 076 076 | 0 /6 | 0 /6 | | 0.090 | 0.557 | 37000 | IN | 2010 |
| | 0.00 | From: | <u> </u> | | 20/ | Tomcat Blv | | | | | 0.507 | 07000 | | 0046 |
| Oceana Blvd | 2.98 | 33000 _{To:} | A_ | 98% | 0% | 0% 0% | 0% | 0% | С | 0.096 | 0.537 | 37000 | Α | 2016 |
| | | | <u> </u> | | | ıs US 58 Virginia E | | | | | | | | |
| Darliament Dr | 0.01 | From | <u> </u> | 000/ | | SR 165 Princess A | | 00/ | F | | 0.666 | 2200 | _ | 2016 |
| Parliament Dr | 0.91 | 3000 _{To:} | G | 98% | 0% | 0% 0% South Parliamer | 0% | 0% | | 0.086 | 0.666 | 3300 | G | 2016 |
| | | From | _ | | | Parliament I | | | | _ | | | | |
| S Parliament Dr | 0.52 | 3400 | G | 98% | 0% | 0% 0% | 0% | 0% | F | 0.097 | 0.534 | 3700 | G | 2016 |
| | | To | | | | SR 165 Princess A | nne Rd | | | \Box | | | | |
| | | From | | | | SR 190 Kempsvi | lle Rd | | | | | | | |
| Whitehurst Landing Ro | 0.51 | 3500 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.095 | 0.508 | 3800 | G | 2016 |
| \mathcal{I} | | To | _ | | | Branchwood V | Vav | - | | — — | | | | |
| Whitehurst Landing Ro | 0.40 | 3300 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.106 | 0.659 | 3600 | G | 2016 |
| | | To | | | | Providence F | | | | | | | | |
| | | From | | | | US 58 Va Beach | ı Blvd | | | | | | | |
| Thalia Rd | 0.44 | 4300 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.097 | 0.581 | 4600 | G | 2016 |
| \mathcal{O} | | To | | | | Edinburgh D | | | | | | | | |
| <u> </u> | | From | | | | Thalia Rd | | | | | | | | |
| Edinburgh Dr | 0.51 | 2100 | G | 99% | 0% | 0% 0% | 0% | 0% | С | 0.115 | 0.52 | 2200 | G | 2016 |
| <u></u> | | To: | | | | Lynn Shores | Dr | | | \neg — | | | | |
| | | | | | | | | | | | | | | |
| Edinburgh Dr | 1.08 | 3000 | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.102 | 0.532 | 3200 | G | 2016 |

| Constitution Packer Pack | | | | | | | City of Virginia beac | 11 | | | | | | |
|--|---------------------------------|--------|-------------|------------|-------|------|--------------------------|--------|----------|-------------|--------|--------|----|------|
| Trick of Uniformia Basech | Route | Length | AADT | QA | 4Tire | Bus | | | QC | | OK | AAWDT | QW | Year |
| Pieza Trail S | City of Virginia Beach | | | | | | | | | | | | | |
| Holland Rd | O Diana Trail C | 0.51 | | <u> </u> | 000/ | 00/ | | 0/ 00/ | | | 0.550 | 10000 | _ | 0010 |
| Plaza Trail S | (8733) Plaza Trail S | 0.51 | 11000 | G | 99% | 0% | 0% 0% 0 | % 0% | F | 0.099 | 0.553 | 12000 | G | 2016 |
| Rosemont Rd | | | To From | | | | Holland Rd | | | | | | | |
| Plaze Trail 1.12 10000 | ₍₈₇₃₃₎ Plaza Trail S | 1.63 | 9300 | G | 99% | 0% | 0% 0% 0 | % 0% | С | 0.1 | 0.509 | 10000 | G | 2016 |
| 1.04 16000 G 99% 0% 0% 0% 0% F 0.087 0.621 18000 G 201 | <u> </u> | | To | | | | Rosemont Rd | | | <u> </u> | | | | |
| USS Note | 8733) Plaza Trail | 1.12 | 10000 | G | 99% | 0% | 0% 0% 09 | % 0% | F | 0.105 | 0.553 | 11000 | G | 2016 |
| Comparison Com | | | To | _ | | 1 | UC 50 Vincinia Danah Dly | .A | | _ | | | | |
| | Little Neck Bd | 1 04 | 16000 | | 99% | | | | F | 0.087 | 0.621 | 18000 | G | 2016 |
| SR 165 Princess Anne Rd | 8/33) Ellie 1400K 11d | 1.04 | To | r <u>~</u> | 0070 | 0 70 | | 70 070 | ' | -0.007 | 0.021 | 10000 | ď | 2010 |
| Mindsor Oaks 0.87 6100 G 99% 0% 0% 0% 0% 0% 0% 0 | | | F | | | | _ | | | | | | | |
| | Window Oaks | 0.07 | | <u> </u> | 000/ | | | | | | 0.500 | 6700 | _ | 2016 |
| Second Constitution Constituti | Willdsor Oaks | 0.67 | 01UU To | | 99% | 0% | | % U% | Г | 0.098 | 0.523 | 6700 | G | 2016 |
| Windsor Oaks Blvd 0.50 4800 G 99% 0% 0% 0% 0% 0% 0% 0 | | | From | | | | | | | | | | | |
| S Plaza Trail S Plaza Trai | Windsor Oaks Blvd | 0.50 | | | 99% | 0% | | % 0% | F | 0.100 | 0.567 | 5200 | G | 2016 |
| SR 165 Princess Aume Rd | 8734) Willasor Saks Biva | 0.00 | 4000 | r <u>~</u> | 0070 | 0 70 | | 70 070 | ' | | 0.007 | 0200 | ď | 2010 |
| Second Constitution Constituti | | | | 1 | | | | | | | | | | |
| SR 225 Independence Bivd Provisione Rd P | O Daviday Del | 0.05 | | <u> </u> | 000/ | | | | | | 0.500 | 0.4000 | 0 | 0040 |
| Providence Rd Providence R | Baxter Rd | 0.95 | 23000 | <u> </u> | 99% | | | | Ü | 0.092 | 0.588 | 24000 | G | 2016 |
| Edwin Dr 0.64 3800 | <u> </u> | | To | | | | SR 225 Independence Blv | /d | | | | | | |
| SR 165 Princess Anne Rd | _ | | From | | | _ | | | | | | | | |
| Edwin Dr 0.78 3900 G 99% 0% 0% 0% 0% 0% 0% C 0.109 0.582 4200 G 201 Company Compa | 8737) Edwin Dr | 0.64 | 3800 | G | 99% | 0% | 0% 0% 09 | % 0% | F | 0.111 | 0.605 | 4100 | G | 2016 |
| Edwin Dr 0.78 3900 G 99% 0% 0% 0% 0% 0% 0% C 0.109 0.582 4200 G 201 Company | \bigcup | | To | | | | SR 165 Princess Anne Ro | d | | | | | | |
| Second Reservation Reservati | Fdwin Dr | 0.78 | | G | 99% | | | | C | 0 109 | 0 582 | 4200 | G | 2016 |
| Edwin Dr | 3/3/) LOWIII DI | 0.70 | 5500 | | 33 76 | 0 70 | 070 070 0 | 70 070 | 0 | 0.103 | 0.502 | 4200 | ч | 2010 |
| Independence Bird Strategor Stratego | ^ | | | | | | | | | | | | | |
| Transport Tran | Edwin Dr | 0.31 | 4800 | G | 99% | 0% | 0% 0% 09 | % 0% | F | 0.104 | 0.625 | 5200 | G | 2016 |
| Second Reserved Res | \bigcup | | To | | | | | | | | | | | |
| South Blvd Signature South Blvd Signature Si | <u> </u> | | | <u> </u> | | | | | | | | | _ | |
| 1 | 8737) Edwin Dr | 0.53 | 6400 | G | 99% | 0% | | % 0% | F | 0.113 | 0.545 | 6900 | G | 2016 |
| Cleveland St | | | To | | | | South Blvd | | | | | | | |
| Cleveland St | | | From | | | | US 58 Va Beach Blvd | | | | | | | |
| STAB Euclid Rd | Dorset Ave | 0.13 | 3100 | G | 99% | 0% | 0% 0% 09 | % 0% | F | 0.095 | 0.553 | 3400 | G | 2016 |
| STAB Euclid Rd | | | To | | | | Claveland St | | | | | | | |
| SR 225 Independence BIVd SR 225 Independence | Fuclid Bd | 1 14 | | | 99% | 0% | | % 0% | F | 0.093 | 0.556 | 5300 | G | 2016 |
| Part Property Part Property Part | 8738) Edding 11d | 1.17 | 4300 | <u> </u> | 33 76 | 0 70 | 070 070 0 | 70 070 | ' | 0.000 | 0.550 | 3000 | ч | 2010 |
| Rosemont Rd | $\overline{}$ | | From | | | | • | | | | | | | |
| Proce Dam Neck Rd | Bonney Rd | 2.38 | 14000 | G | 99% | 0% | 0% 0% 09 | % 0% | С | 0.09 | 0.525 | 15000 | G | 2016 |
| R739) Rosemont Rd 0.93 15000 G 98% 1% 1% 10% 0% 0% 0% F 0.091 0.524 16000 G 201 To | $\overline{}$ | | To | | | | Rosemont Rd | | | | | | | |
| Rosemont Rd 0.93 15000 G 98% 1% 1% 0% 0% 0% F 0.091 0.524 16000 G 201 | | | From | | | | Dam Neck Rd | | | | | | | |
| Rosemont Rd 0.51 18000 G 98% 1% 1% 0% 0% 0% 0% C 0.088 0.525 19000 G 201 | Rosemont Rd | 0.93 | 15000 | G | 98% | 1% | | % 0% | F | 0.091 | 0.524 | 16000 | G | 2016 |
| Rosemont Rd 0.51 18000 G 98% 1% 1% 0% 0% 0% 0% C 0.088 0.525 19000 G 201 Lynnhaven Pkwy | 57-05) | | т- | | | | | | | | | | | |
| Rosemont Rd | Decement Dd | 0.51 | From | | 000/ | 10/ | | 0/ 00/ | | | 0.505 | 10000 | | 0010 |
| Rosemont Rd 0.63 2000 | Rosemont Rd | 0.51 | 18000 | G | 98% | 1% | 1% 0% 0 | % 0% | C | 0.088 | 0.525 | 19000 | G | 2016 |
| Rosemont Rd 0.63 2000 G 98% 1% 1% 0% 0% 0% F 0.089 0.553 2200 G 201 Holland Rd | <u> </u> | | To | | | | Lynnhaven Pkwy | | | _ | | | | |
| Holland Rd | Rosemont Rd | 0.63 | | G | 98% | 1% | 1% 0% 0 | % 0% | F | 0.089 | 0.553 | 22000 | G | 2016 |
| Constitution Dr 0.18 8100 G 98% 1% 0% 0% 0% 0% F 0.102 0.543 8800 G 201 SR 58 Va Beach Blvd SR 225 Independence Blvd SR 190 Witchduck Rd | | | To | | | | Holland Rd | | | | | | | |
| Constitution Dr 0.18 8100 G 98% 1% 0% 0% 0% 0% F 0.102 0.543 8800 G 201 SR 58 Va Beach Blvd SR 58 Va Beach Blvd | | | From | | | | Columbus St | | | | | | | |
| SR 58 Va Beach Blvd SR 58 Va Beach Blvd SR 58 Va Beach Blvd SR 225 Independence Blvd SR 190 Witchduck Rd SP 100 From SP 100 Witchduck Rd SP 100 From SP 100 Witchduck Rd SP 100 Wi | Constitution Dr | 0.18 | 8100 | G | 98% | 1% | | % 0% | F | 0 102 | 0 543 | 8800 | G | 2016 |
| Constitution Dr 0.88 11000 G 98% 1% 0% 0% 0% 0% 0 C 0.095 0.504 11000 G 201 SR 225 Independence Blvd SR 225 Independence Blvd SR 190 Witchduck Rd | 3740) GONSHIGHON DI | 0.10 | 0.00 | | JO 70 | 1 70 | 070 070 0 | 70 070 | ' | | 0.040 | 0000 | G | 2010 |
| SR 225 Independence Blvd O.46 2000 G 98% 1% 0% 0% 0% 0% F 0.102 0.543 2200 G 201 | | | From | | | | | | | | | | | |
| SP 100 SR 100 | ₈₇₄₀ Constitution Dr | 0.88 | 11000 | G | 98% | 1% | 0% 0% 09 | % 0% | С | 0.095 | 0.504 | 11000 | G | 2016 |
| SP 100 SR 100 | <u> </u> | | To | | | | SR 225 Independence Blv | vd | | — — | | | | |
| SR 190 Witchduck Rd SP SR 190 Witchduck Rd SP SP SR 190 Witchduck Rd SP SP SR 190 Witchduck Rd SR 190 Witchduck Rd SP SR 190 Witchdu | Jericho Rd | 0.46 | 2000 From | G | 98% | | | | F | 0.102 | 0.543 | 2200 | G | 2016 |
| S Plaza Trail S Plaza Trai | 0,70 | 0.10 | | | 2070 | . 70 | | 370 | • | 1 | 3.0.0 | | ~ | _5.0 |
| Old Forge Rd 0.76 1500 G 98% 1% 0% 0% 0% 0% F 0.103 0.575 1600 G 201 Rosemont Rd | | | E. | | | | | | | | | | | |
| Rosemont Rd | Old Farms B. | 0.70 | | | 0001 | 401 | | 0/ 00/ | | | 0 ==== | 4000 | _ | 001 |
| Rosemont Rd Rosemont Rd 1.46 5600 G 98% 1% 0% 0% 0% 0% F 0.092 0.503 6100 G 201 | 8742) Old Forge Rd | 0.76 | 1500 | G | 98% | 1% | | % 0% | <u> </u> | 0.103 | 0.5/5 | 1600 | G | 2016 |
| Bow Creek Blvd 1.46 5600 G 98% 1% 0% 0% 0% 0% F 0.092 0.503 6100 G 201 | <u> </u> | | To | <u> </u> | | | Rosemont Rd | | | | | | | |
| | | | From | | | | | | | | | | | |
| | 8744) Bow Creek Blvd | 1.46 | 5600 | G | 98% | 1% | 0% 0% 09 | % 0% | F | 0.092 | 0.503 | 6100 | G | 2016 |
| Eymilavei Ku | \bigcirc | | To | | | | Lynnhaven Rd | | | | | | | |

| | | | | | | City Of V | 'ligilla b | еасп | | | | | | | |
|---------------------------|--------|----------------|----------|-------|------|-------------|------------------|----------|------|-----|-------------|------------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | _ | | QC | K Factor | QK Dir Factor | AAWDT | QW | Year |
| City of Virginia Beach | | | • | | | | | | | | | | | | |
| Ct Maraball Dd | 0.10 | From | ᠸ | 000/ | 00/ | | Great Necl | | 00/ | | | 0.657 | 1200 | _ | 2016 |
| 8746) St Marshall Rd | 0.13 | 1200 | G | 98% | 0% | 1% North | 0% Plantation | 0% Dr | 0% | F | 0.1 | 0.657 | 1300 | G | 2016 |
| | | From | | | | | | | | | 1 | | | | |
| (8747) Kings Grant Dr | 1.01 | 4600 | G | 98% | 0% | 1% | nhaven Rd 0% | 0% | 0% | F | 0.091 | 0.638 | 5000 | G | 2016 |
| (8747) Kings Grant Dr | 1.01 | 4000 To | | 30 /6 | 0 /6 | | e Neck Rd | | 0 76 | | 0.031 | 0.030 | 3000 | u | 2010 |
| | | From | | | | | | | | | | | | | |
| 8748) Chester St | 0.32 | 1100 | G | 98% | 1% | 0% | semont Rd 0% | 0% | 0% | F | 0.103 | 0.634 | 1200 | G | 2016 |
| 8748) 31133131 31 | 0.02 | То | Ĕ | 0070 | 1 /0 | | ictoria Dr | 0 70 | 0 70 | • | 1 | 0.001 | 1200 | ŭ | 2010 |
| | | From | | | | | ntinental St | | | | | | | | |
| ₈₇₄₈ Dillon Dr | 0.81 | 4800 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.1 | 0.519 | 5200 | G | 2016 |
| <u> </u> | | To | | | | S | ilina Dr | | | | | | | | |
| _ | | From | | | | Co | lumbus St | | | | | | | | |
| ₈₇₄₉ Kellam Rd | 0.19 | 7000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.117 | 0.509 | 7600 | G | 2016 |
| <u> </u> | | To | | | | US 58 V | Va Beach E | Blvd | | | — — | | | | |
| 8749) Kellam Rd | 0.98 | 4600 From | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.112 | 0.568 | 5000 | G | 2016 |
| | | To | | | | | Witchduck | Rd | | | | | | | |
| | | From | | | | Ros | semont Rd | | | | | | | | |
| 8750) Silina Dr | 1.00 | 7200 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.104 | 0.561 | 7800 | G | 2016 |
| | | To | | | | | nhaven Rd | | | | | | | | |
| | | From | | | | | Va Beach I | | | | | | | | |
| 8751) Malibu Dr | 0.42 | 1200 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.098 | 0.783 | 1300 | G | 2016 |
| | | To | | | | | nburgh Dr | | | | | | | | |
| | | From | | | | US 58 V | Va Beach E | Blvd | | | Ī | | | | |
| 8752 Lynn Shores Dr | 0.51 | 2900 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.104 | 0.571 | 3100 | G | 2016 |
| 5/32) =, 6 6 | | To | | | | | | | | | | | | - | |
| Lynn Chargo Dr | 0.35 | 1100 | G | 000/ | 00/ | | inburg Dr | 09/ | 00/ | F | 0.102 | 0.55 | 1200 | G | 2016 |
| 8752 Lynn Shores Dr | 0.55 | To | | 99% | 0% | 0% | 0% 'halia Dr | 0% | 0% | - ' | 0.103 | 0.55 | 1200 | G | 2016 |
| | | From | | | | | Shores Ro | i | | | | | | | |
| 8752) Thalia Dr | 0.49 | 860 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | 0.556 | 930 | G | 2016 |
| | | To | | | | Т | halia Rd | | | | | | | | |
| | | From | | | | Ba | yside Rd | | | | | | | | |
| ₈₇₆₄ Janke Rd | 0.48 | 830 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.098 | 0.731 | 900 | G | 2016 |
| 5154) | | To | | | | Aı | ragon Rd | | | | | | | | |
| | | From | | | | First | Colonial R | d | | | | | | | |
| 8774) Southern Blvd | 0.16 | 47 | G | 90% | 5% | 4% | 1% | 0% | 0% | F | 0.162 | 0.765 | 50 | G | 2016 |
| | | To | | | | D | ead End | | | | | | | | |
| | | From | | | | W | est Lane | | | | | | | | |
| 8774) Southern Blvd | 0.23 | 220 | G | 90% | 5% | 4% | 1% | 0% | 0% | С | 0.129 | 0.633 | 230 | G | 2016 |
| $\overline{}$ | | To | | | | Old (| Oceana Blv | d | | | | | | | |
| | | From | | | | Lynn | haven Pkw | У | | | | | | | |
| 8775) Albright Dr | 1.22 | 5800 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | 0.563 | 6300 | G | 2016 |
| <u> </u> | | To | | | | Bra | ndon Blvd | | | | | | | | |
| | | From | | | | S | alem Rd | | | | | | | | |
| 8779 Landstown Rd | 2.34 | 2300 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.121 | 0.720 | 2500 | G | 2016 |
| \bigcirc | | To | | | | | n Neck Rd | | | | | | | | |
| O David Navid Dil | 4.04 | From | <u> </u> | 000/ | 00/ | | ess Anne R | | 00/ | | | 0.554 | 00000 | 0 | 0046 |
| Dam Neck Rd | 1.01 | 35000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | 0.554 | 38000 | G | 2016 |
| | | In | <u> </u> | | | | olland Rd | | | | | | | | |
| 0 1 : 5 : | | From | پ | 0001 | 251 | | arlin Lane | 001 | 601 | | | 0.0=0 | 700 | _ | 001- |
| 8781) Sandpiper Rd | 0.95 | 650 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | 0.679 | 700 | G | 2016 |
| <u> </u> | | | | | | Wid | lgeon Lane | | | | | | | | |
| <u> </u> | | From | | | | | dbridge Rd | | | | | | | | - |
| 8783) Lotus Dr | 0.58 | 220 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.124 | 0.629 | 230 | G | 2016 |
| $\overline{}$ | | To From | 1 | | | | oodtown R | d | | | _ | | | | |
| 8783) Sandbridge Rd | 1 60 | 14000 | G | 99% | 0% | I 1% | otus Dr 0% | 0% | 0% | С | 0.085 | 0 574 | 15000 | G | 2016 |
| Sandbridge Rd | 1.63 | 1-1000 To | G | JJ 70 | U /o | | | | U /0 | U | 0.000 | 0.574 | 15000 | G | 2010 |
| _ | | 10 | 1 | | | Prince | ess Anne R | .u | | | | | | | |

| | | | | | | | | | _ | K | Dir Dir | | | |
|---------------------------|--------|----------------|----------|-------|-------|---------------------------|---------|-------|----|----------|-----------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | | QC | Factor | QK Factor | AAWDT | QW | Year |
| City of Virginia Beach | | From | | | | Newtown | Rd | | | | | | | |
| (8785) Haygood Rd | 0.29 | 3000 | G | 99% | 0% | 1% 09 | | 0% | F | 0.088 | 0.537 | 3300 | G | 2016 |
| | | From | | | | Wesleyar | | | | | | | | |
| (8786) South Blvd | 0.70 | 5000 | G | 99% | 0% | Independence 0% 0° | | 0% | F | 0.109 | 0.633 | 5500 | G | 2016 |
| (8786) GGG 2.11G | 00 | To | | | | Edwin I | | | • | | 0.000 | | | |
| (8786) South Blvd | 0.59 | 4600 From | G | 99% | 0% | 0% 09 | | 0% | С | 0.112 | 0.609 | 5000 | G | 2016 |
| | | To | | | | West Colonia | l Pkwy | | | | | | | |
| (8786) South Blvd | 0.59 | 2000 | G | 99% | 0% | 0% 09 | % 0% | 0% | F | 0.116 | 0.604 | 2200 | G | 2016 |
| <u> </u> | | To From | | | | Palace Gree | n Blvd | | | | | | | |
| 8786 South Blvd | 0.27 | NA To | | | | Donald and a | D11 | | | NA | | NA | | |
| | | From | | | | Presidential ECL Chase | | | | 1 | | | | |
| (8805) Elbow Rd | 0.15 | 9000 | G | 99% | 0% | ECL Chesa | | 0% | F | 0.109 | 0.507 | 9800 | G | 2016 |
| | | To | | | | Indian Rive | er Rd | | | | | | | |
| (8805) Elbow Rd | 1.09 | 12000 | G | 99% | 0% | 0% 09 | | 0% | С | 0.096 | 0.515 | 13000 | G | 2016 |
| $\overline{}$ | | То | | | | Salem F | ld | | | | | | | |
| Kings Grant Pd | 1.24 | 4600 | G | 98% | 1% | Winthrope 1% 09 | | 0% | С | 0.104 | 0.604 | 5000 | G | 2016 |
| (8816) Kings Grant Rd | 1.24 | 4000 To | <u> </u> | JO /0 | 1 /0 | 1% 09 | | U 70 | U | 0.104 | 0.004 | 3000 | G | 2010 |
| | | From | | | | Five Poin | | | | l | | | | |
| (8817) Inlynnview Rd | 0.66 | 2500 | G | 99% | 0% | 0% 09 | | 0% | F | 0.083 | 0.678 | 2700 | G | 2016 |
| | | To From | | | | SR 279 Great | Neck Rd | | | | | | | |
| 8817) Old Donation Pkwy | 0.94 | 6500 | G | 99% | 0% | 0% 09 | | 0% | С | 0.086 | 0.523 | 7100 | G | 2016 |
| | | To | | | | First Colon | | | | | | | | |
| (8818) 19th St | 0.59 | 3700 | G | 99% | 0% | Birdneck 0% 0° | | 0% | F | 0.094 | 0.685 | 4000 | G | 2016 |
| 10411 01 | 0.00 | To To | _ | 0070 | 0 70 | Parks A | | | | | 0.000 | 1000 | | 2010 |
| (8818) 19th St | 0.52 | 4100 From | G | 99% | 0% | 0% 0° | | 0% | F | 0.077 | 0.531 | 4500 | G | 2016 |
| | | To | | | | US 60 Atlan | ic Ave | | | | | | | |
| O | | From | | | | SR 403 Newt | | | | | | | _ | |
| (8819) Greenwich Rd | 1.64 | 6800 To | G | 98% | 0% | 1% 19 SR 190 Witch | | 0% | С | 0.106 | 0.543 | 7400 | G | 2016 |
| | | From | | | | Drew I | | | | 1 | | | | |
| (8820) College Park Blvd | 1.01 | 4800 | G | 99% | 0% | 0% 09 | | 0% | F | 0.094 | 0.591 | 5200 | G | 2016 |
| <u> </u> | | To | | | | Providence | e Rd | | | | | | | |
| O | | From | | | | ECL Nor | | | | | | | _ | |
| 8821 Drew Dr | 0.57 | 2400 To | G | 99% | 0% | 0% 0° | | 0% | F | 0.108 | 0.567 | 2600 | G | 2016 |
| _ | | From | | | | Drew I | | | | | | | | |
| (8821) Level Green Blvd | 0.88 | 2500 | G | 99% | 0% | 0% 09 | | 0% | F | 0.095 | 0.586 | 2700 | G | 2016 |
| | | To | | | | Indian Rive | | | | | | | | |
| (8822) Beaufain Blvd | 0.46 | 2400 | G | 99% | 0% | Legare L | | 0% | F | 0.111 | 0.584 | 2700 | G | 2016 |
| 6822) 304414111 3114 | 00 | To | | 0070 | 0,0 | SR 190 Kemp | | . 0,0 | | — | 0.00 | 2,00 | | |
| (8822) Brandon Blvd | 0.73 | 3400 From | G | 99% | 0% | 0% 0° | | 0% | F | 0.11 | 0.701 | 3700 | G | 2016 |
| | | To | | | | Centerville | Tpke | | | | | | | |
| <u> </u> | | From | | | | SR 190 Kemp | | | | | | | _ | |
| 8823 Stratford Chase Dr | 0.66 | 2600 To | G | 99% | 0% | 0% 09 | | 0% | F | 0.148 | 0.786 | 2800 | G | 2016 |
| | | From | | | | Indian Lake | | | | | | | | |
| (8824) Pleasant Valley Rd | 0.74 | 4200 | G | 99% | 0% | Indian Lake | | 0% | F | 0.121 | 0.629 | 4500 | G | 2016 |
| 002.9 | | То | | | - / - | Ferrell Pk | | | - | | | | - | |
| | | From | | | | Providence | | | | | | | | |
| (8826) Timberlake Dr | 0.54 | 3000 | G | 99% | 0% | 0% 09 | | 0% | F | 0.096 | 0.572 | 3300 | G | 2016 |
| $\overline{}$ | | To | <u> </u> | | | SR 165 Princess | Anne Rd | | | | | | | |

| | | | | | | Jily of Virginia b | eacm | | | | | | | |
|------------------------|--------|--------------------|---------------|-------|-----|------------------------------------|------------------|----|----|-------------|--------|---------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | - | | QC | K Factor | QK Fac | AAWD | QW | Year |
| City of Virginia Beach | | From | | | | | | | | | | | | |
| 8827 Stoneshore Rd | 0.53 | 1100 | G | 99% | 0% | Rosemont Rd 0% 0% | 0% | 0% | F | 0.105 | 0.58 | 33 1200 | G | 2016 |
| Stoneshore Rd | 0.22 | 2700 From | G | 99% | 0% | Holland Rd 0% 0% | 0% | 0% | F | 0.108 | 0.52 | 27 2900 | G | 2016 |
| | | From | | | | Riverbend Rd | | | | _ | | | | |
| 8828 Riverbend Rd | 0.71 | 1700 To | G | 99% | 0% | Lynnhaven Pkwy 0% 0% Lakecrest Rd | 0% | 0% | F | 0.095 | 0.50 | 38 1900 | G | 2016 |
| | | From | | | | Lynnhaven Pkw | V | | | | | | | |
| Dahlia Dr | 0.66 | 4700 _{To} | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.1 | 0.54 | 12 5200 | G | 2016 |
| 8829 Dahlia Dr | 0.82 | 5900 From | G | 99% | 0% | Independence Bly 0% 0% | 0% | 0% | F | 0.108 | 0.50 | 08 6400 | G | 2016 |
| Dahlia Dr | 0.59 | 2900 From | G | 99% | 0% | Rosemont Rd 0% 0% | 0% | 0% | F | 0.119 | 0.54 | 18 3100 | G | 2016 |
| R829 Green Run Blvd | 0.17 | 2500 From | G | 99% | 0% | Green Garden C | ir 0% | 0% | F | 0.102 | 0.5 | 57 2800 | G | 2016 |
| <u> </u> | | То | | | | Holland Rd | | | | | | | | |
| 8830 Chimney Hill Pkwy | 0.55 | 6000 To | G | 99% | 0% | Campion Ave 0% 0% Holland Rd | 0% | 0% | F | 0.086 | 0.54 | 44 6500 | G | 2016 |
| | | From | | | | Lynnhaven Pkwy | S | | | _ | | | | |
| Magic Hollow Blvd | 1.18 | 1300 _{то} | G | 99% | 0% | 0% 0% Lynnhaven Pkwy | 0% | 0% | F | 0.095 | 0.6 | 19 1400 | G | 2016 |
| | | From | | | | SR 165 Princess Ann | ne Rd | | | | | | | |
| Green Meadows Dr | 0.82 | 3400 _{то} | G | 99% | 0% | 0% 0% S Independence B | 0% lvd | 0% | F | 0.102 | 0.50 | 36 3700 | G | 2016 |
| Foxwood Dr | 0.64 | 1300 | G | 99% | 0% | Independence Blv 0% 0% | ^{/d} 0% | 0% | F | 0.098 | 0.54 | 11 1400 | G | 2016 |
| | | To | | | | S Plaza Trail Cypress Ave | | | | | | | | |
| 15th St | | 290 | G | | | Parks Ave | | | | 0.092 | 0.6 | 19 320 | G | 2016 |
| | | From | | | | Barberton Dr | | | | | | | | |
| 24th St | | 3200 _{то} | G | | | Cypress Ave | | | | 0.089 | 0.50 | 3400 | G | 2016 |
| | | From | | | | Herford Way | | | | | | | | |
| Alanton Dr | | 330 | G | | | | | | | 0.112 | 0.53 | 330 | G | 2016 |
| | | То | | | | Bohnhoff Dr | | | | | | | | |
| Ambassador Dr | | 250 | G | | | Overholt Dr | | | | 0.12 | 0.68 | 32 270 | G | 2016 |
| | | To | | | | Parliament Dr | | | | | | | | |
| | | From | | | | Acredale Rd | | | | | | | | |
| Andover Rd | | 510 To | G | | | Olive Rd | | | | 0.135 | 0.57 | 79 550 | G | 2016 |
| | | From | 1 | | | King William Ro | 1 | | | _ | | | | |
| Aragon Dr | | 710 | G | | | King William Re | | | | 0.096 | 0.5 | 2 770 | G | 2016 |
| | | To | | | | Moody Rd | | | | 1 | | | | |
| Aratic Ava | | From | $\overline{}$ | _ | | 24th St | | _ | | 0.100 | 0.50 | 7 4700 | | 0010 |
| Arctic Ave | | 4400 _{To} | G | | | 25th St | | | | 0.100 | 0.52 | 27 4700 | G | 2016 |
| | | From | | | | SR 403 Newtown | Rd | | | | | | | |
| Arrowhead Dr | | 2100 | G | | | | | | | 0.09 | 0.58 | 38 2300 | G | 2016 |
| | | То | | | | SR 165 Princess Ann | | | | | | | | |
| Avalon Woods | | From 540 | G | | | Chipstead Lane | | | | 0.097 | 0.56 | 580 | G | 2016 |
| Avaion vvoous | | 340 To | <u> </u> | | | Avalon Ave | | | | 0.087 | 0.50 | 000 | G | 2010 |
| | | | | | | 2 1 7 41 OH 2 1 VC | | | | | | | | |

| | | | | ity of VI | girila beac | 111 | | | | | | | | |
|---------------------------|---|--|---|----------------------------------|--|----------------------------------|-------------|----------------------------------|----------------------------------|----------------------------------|--|----------------------------------|--|---|
| Length AADT | QA | 4Tire | Bus | | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| F | | | | 3.633 | D D1 | | | | | | | | | |
| | G | 00% | Nº/- | | | ο/ ₋ Ω | 0/_ | | 0.006 | | 0 603 | 2500 | G | 2016 |
| 2300 | | 33 /6 | 0 76 | | | /6 U | /6 | <u> </u> | 0.030 | | 0.003 | 2300 | u | 2010 |
| From: | | | | | | | | | | | | | | |
| 530 | G | | | Worth | igton Lane | | | | 0.096 | | 0.539 | 530 | G | 2016 |
| To: | | | | Glen I | ochen Dr | | | | | | | | | |
| From | | | | Bonne | y Dale Rd | | | | | | | | | |
| 360 | G | | | | | | | | 0.154 | | 0.855 | 400 | G | 2016 |
| To: | | | | And | over Rd | | | | | | | | | |
| | | | | Barbo | erry Lane | | | | | | 0.000 | 1000 | 0 | 004 |
| | G | | | M | mat De | | | | 0.106 | | 0.628 | 1000 | G | 2016 |
| | | | | | | | | | | | | | | |
| | G | | | Ben | Gun Rd | | | | 0 122 | | 0.81 | 90 | G | 2016 |
| To: | | | | John | Silver Rd | | | | 7 | | 0.01 | 00 | ŭ | 2010 |
| From: | | | | | | | | | | | | | | |
| 3800 | G | 98% | 0% | 1% | | % 0 | % | С | 0.103 | | 0.626 | 4100 | G | 2016 |
| To: | | | S | R 225 Ind | ependence Blv | ď | | | | | | | | |
| From: | | | | Fore | est Trail | | | | | | | | | |
| 110 | G | | | | | | | | 0.151 | | 0.629 | 120 | G | 2016 |
| To: | | | | Rive | bend Rd | | | | | | | | | |
| From: | | | | _ | | | | | | | | | | |
| | G | 99% | 0% | | | % 0' | % | С | 0.093 | | 0.532 | 12000 | G | 2016 |
| | | | | | | | | | | | | | | |
| | | | | Ashl | awn Terr | | | | | | 0.044 | F00 | _ | 0010 |
| 520 | G | | | Row C | reek Blvd | | | | 0.095 | | 0.644 | 520 | G | 2016 |
| From: | | | | | | | | | | | | | | |
| | G | | | Great | NECK KU W | | | | 0.113 | | 0.621 | 1800 | G | 2016 |
| To: | | | | Star | fish Rd | | | | | | | | | |
| From: | | | | Win | wood Dr | | | | | | | | | |
| 110 | G | | | | | | | | 0.171 | | 0.595 | 120 | G | 2016 |
| To: | | | | Lin | bay Rd | | | | | | | | | |
| From: | | | | Culv | er Lane | | | | | | | | | |
| 220 | G | | | | | | | | 0.13 | | 0.719 | 220 | G | 2016 |
| To: | | | | Well | sford Dr | | | | | | | | | |
| From: | | | | Ether | idge Ave | | | | | | | | | |
| 250 | G | | | TEI | 1: D.1 | | | | 0.124 | | 0.559 | 280 | G | 2016 |
| - | | | | | | | | | | | | | | |
| | G | | | Susqu | ehanna Dr | | | | 0 116 | | 0.502 | 210 | G | 2016 |
| 190 To: | <u> </u> | | | Por | tiac Rd | | | | 0.110 | | 0.592 | 210 | G | 2010 |
| From: | | | | | | | | | | | | | | |
| | G | | | Flain | ation Ku | | | | 0.11 | | 0.56 | 590 | G | 2016 |
| Tor | | | | Cold | Spring Rd | | | | | | | | | |
| From: | | | | Kell | am Lane | | | | | | | | | |
| 190 | G | | | | | | | | 0.099 | | 0.667 | 210 | G | 2016 |
| To: | | | | Lavei | nder Lane | | | | | | | | | |
| | | | | Burge | sses Lane | | | | | | | | | |
| From | | | | | | | | | 0.165 | | 0.6 | 120 | _ | 2016 |
| 110 | G | | _ | | | | | | | | | 120 | G | 2010 |
| Į. | G | | | Carr | iage Hill | | | | | | | 120 | G | |
| 110 To | | | | | iage Hill | d | | | | | | | | |
| 110 | G | | | SR 165 Pri | ncess Anne Ro | d | | | 0.093 | | 0.532 | 250 | G G | |
| 110 To From: 230 | | | (| SR 165 Pri Ca | ncess Anne Ro | d | | | 0.093 | | | | | |
| 110 To | | | | SR 165 Pri Ca | ncess Anne Ro | d | | | 0.093 0.123 | | | | | 2016 |
| | 2500 To T | 2500 G To From: 530 G To From: 360 G To From: 1000 G To From: 110 G To From: 12000 G To From: 12 | 2500 G 99% To From: 530 G To From: 1000 G To From: 1000 G From: 110 G To From: 12000 G 99% To From: 110 G To From: 12000 G From: 12000 F F From: 12000 F F F F F F F F F F F F F | Length AADT QA 4Tire Bus Prom | Length AADT QA 4Tire Bus 2Axle 2 | Length AADT QA 4Tire Bus | Length AADT | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK | Length AADT QA 4Tire Bus | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Reactor QK Dir Factor AAWDT | Length AADT QA 4Tire Bus 2Axide 3+Axide 1Trail 2Trail 2Trail C Factor C |

| | | | | | וט עווכ | virginia b | eacn | | | | | | | | |
|---------------------|------------------|----|-------|-----|----------|---------------------------|--------|----|----|--------------|----|---------------|-------|----------|------|
| Route | Length AADT | QA | 4Tire | Bus | | Tru ∋ 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| y of Virginia Beach | From | | | | | 23rd St | | | | | | | | | |
| Cypress Ave | 1800 | G | | | | | | | | 0.090 | | 0.604 | 2000 | G | 2016 |
| | To | | | | | 24th St | | | | | | | | | |
| Delray Dr | From: 130 | G | | | Fiv | e Forks Rd | | | | 0.163 | | 0.652 | 140 | G | 201 |
| Bellay Bi | To: | | | | | Ewell Rd | | | | 0.100 | | 0.002 | 140 | ď | 201 |
| | From | | | | A | lanton Dr | | | | | | | | | |
| Duke of Windsor Rd | 900 | G | | | | | | | | 0.095 | | 0.524 | 900 | G | 201 |
| | To: From: | | | | | Dead End | | | | _ | | | | | |
| Dunstan Lane | 190 | G | | | | Adam Rd | | | | 0.128 | | 0.621 | 200 | G | 201 |
| 24.10(4.1) 24.10 | To: | | | | We | sterfield Ro | i | | | | | 0.02 | | <u> </u> | |
| | From: | | | | Tir | nberlake Dr | r | | | | | | | | |
| Eastwind Rd | 280 | G | | | | | | | | 0.122 | | 0.707 | 300 | G | 201 |
| | 103 | | | | | ckbridge Di | r | | | | | | | | |
| Elgin Rd | From: 220 | G | | | A | valon Ave | | | | 0.118 | | 0.615 | 240 | G | 201 |
| | To: | | | | F | Baden Ave | | | | | | 0.010 | | | |
| | From: | | | | | Brian Ave | | | | | | | | | |
| Floral St | 260 | G | | | | | | | | 0.120 | | 0.515 | 280 | G | 201 |
| | To: | | | | | Oorset Ave | | | | | | | | | |
| Common Pd | From: | - | | | Indi | ian River Ro | d | | | 0 114 | | 0.601 | 410 | C | 201 |
| Gammon Rd | 380 | G | | | H | owell Place | | | | 0.114 | | 0.621 | 410 | G | 201 |
| | From | | | | | Delmar Dr | | | | 1 | | | | | |
| Greenwell Rd | 1800 | G | | | | remain Di | | | | 0.103 | | 0.508 | 2000 | G | 201 |
| | Tor | | | | Во | owden Ave | | | | | | | | | |
| | From: | | | | | cess Anne R | | | | | | | | _ | |
| Gum Bridge Rd | 1200 To: | G | 96% | 0% | 1% | 3% | 1% | 0% | С | 0.101 | | 0.638 | 1200 | G | 201 |
| | From: | | | | | Dawley St Niland Ct | | | | | | | | | |
| Hargrove Blvd | 290 | G | | | | viiand Ct | | | | 0.124 | | 0.718 | 310 | G | 201 |
| | To: | | | | | Todd St | | | | | | | | | |
| | From: | | | | Inder | endence Bl | lvd | | | | | | | | |
| Hessian Rd | 450 | G | | | | | | | | 0.126 | | 0.675 | 490 | G | 201 |
| | To: | | | | | erty Bell Ro | d | | | | | | | | |
| Highlands Blvd | 2500 | G | | | C | arnegie Rd | | | | 0.087 | | 0.622 | 2700 | G | 201 |
| i ligiliatius bivu | 2500 To: | u | | | Lvn | nhaven Rd | S | | | 0.007 | | 0.022 | 2100 | G | 201 |
| | From: | | | | | estward Dr | | | | i | | | | | |
| Hillview Blvd | 220 | G | | | | | | | | 0.096 | | 0.739 | 240 | G | 201 |
| | To: | | | | Не | meward Dr | | | | | | | | | |
| | From: | | | | Pal | Green Blvc | i | | | | | | | | |
| Historyland Dr | 130 | G | | | D | esident Blvd | ı | | | 0.137 | | 0.737 | 140 | G | 201 |
| | From: | | | | | | | | | + | | | | | |
| Holladay Lane | 950 | G | | | Su | llivan Blvd | | | | 0.09 | | 0.571 | 1000 | G | 201 |
| , | To: | | | | Wl | nitman Lane |) | | | | | | | | |
| | From | | | | SR 225 I | ndependenc | e Blvd | | | | | | | | |
| Honeygrove Rd | 1400 | G | | | | | | | | 0.105 | | 0.605 | 1600 | G | 201 |
| | To | | | | | onation Rd | | | | | | | | | |
| Lland Du | From: | | | | Fi | ve Point Rd | | | | 0.135 | | 0.51 | 190 | G | 204 |
| | 400 | | | | | | | | | บ. เฮอ | | U.O.I | 190 | G | 201 |
| Hood Dr | 190 | G | | | Genera | l Beaureger | d Dr | | | | | | | | |
| H000 Dr | i | G | | | | l Beauregar | d Dr | | |] | | | | | |
| Hudgins Dr | To: | G | | | | l Beauregar Bristol Pl | rd Dr | | | 0.103 | | 0.597 | 320 | G | 201 |

| | | | | | oily of virginia i | Jeach | | | | | | | |
|---------------------|-------------------|----------|-------|-----|---------------------------------------|----------|------------|---------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | Ω (| K Facto | QK | Dir Factor | AAWDT | QW | Yea |
| v of Virginia Beach | From | | | | Budding Ave | S | | 1 | | | | | |
| Iverness Rd | 1200 | G | | | Budding Ave | 5 | | 0.083 | | 0.584 | 1300 | G | 2016 |
| | To | | | | Cartwell Dr | | | | | | | | |
| | From | | | | Kings Arms D | r | | | | | | | |
| John Hancock Dr | 350 | G | | | | | | 0.090 | | 0.594 | 350 | G | 2016 |
| | То | | | | Carriage Hill F | Rd | | | | | | | |
| locanhina Crascant | From | | | | Barco Dr | | | | | 0.605 | 220 | _ | 201 |
| Josephine Crescent | 210 _{то} | G | | | Beryl Ave | | | 0.142 | | 0.625 | 230 | G | 201 |
| | From | | | | | ** | | | | | | | |
| Kenley Rd | 2000 | G | | | Marlwood Wa | ıy | | 0.099 | | 0.553 | 2200 | G | 201 |
| , | То | | | | Baxter Rd | | | | | | | - | |
| | From | | | | Bonney Rd | | | | | | | | |
| Kentucky Ave | 2000 | G | | | · · · · · · · · · · · · · · · · · · · | | | 0.089 | | 0.595 | 2200 | G | 201 |
| | To | | | | Inverness Rd | | | | | | | | |
| | From | | | | Bobolink Dr | | | | | | | | |
| Kildeer Ct | 360 | G | | | | | | 0.108 | | 0.628 | 390 | G | 201 |
| | То | | | | Cardinal Rd | | | | | | | | |
| King William D. | From | | - | | Haden Rd | | | | | 0.040 | 500 | | 00. |
| King William Rd | 510 _{то} | G | | | Aragon Dr | | | 0.098 | | 0.618 | 560 | G | 201 |
| | From | | | | | | | _ | | | | | |
| Lake Dr | 110 | G | | | Mediterranean A | Ave | | 0.121 | | 0.5 | 120 | G | 201 |
| Lanc Di | То | | | | Pinewood Dr | • | | 7.121 | | 0.5 | 120 | G | 201 |
| | From | | | | Oakleaf Lane | | | | | | | | |
| Lake Shores Rd | 280 | G | | | Oukieur Euric | <u> </u> | | 0.121 | | 0.603 | 300 | G | 201 |
| | To | | | | Salk St | | | | | | | | |
| | From | | | | Cullen Rd | | | | | | | | |
| Lakeside Rd | 340 | G | | | | | | 0.1 | | 0.635 | 360 | G | 201 |
| | То | | | | Shamrock Av | e | | | | | | | |
| | From | | | | Braddock Av | e | | | | | | _ | |
| Lakeview Dr | 140 To | G | | | <u> </u> | | | 0.151 | | 0.575 | 160 | G | 201 |
| | | | | | Shamrock Av | e | | | | | | | |
| Linkhorne Dr | 290 | | | | Bay Dr | | | 0.104 | | 0.565 | 320 | G | 201 |
| LITIKHOTHE DI | 290 | G | | | Pinewood Rd | 1 | | 0.104 | | 0.565 | 320 | G | 201 |
| | From | | | | Little Neck R | | | | | | | | |
| Little Haven Rd | 1400 | G | | | Little Neck R | u | | 0.091 | | 0.686 | 1600 | G | 201 |
| | То | | | | Bishops Gate | ; | | | | | | | |
| | From | | | | Hobbs Rd | | | $\overline{}$ | | | | | |
| MacDonald Rd | 1800 | G | | | | | | 0.093 | | 0.521 | 2000 | G | 201 |
| | То | | | | Neptune Ave | : | | | | | | | |
| | From | | | | Towanda Rd | | | | | | | | |
| Manatee Dr | 380 | G | | | | | | 0.113 | | 0.582 | 420 | G | 201 |
| | То | | | | Indian River R | | | | | | | | |
| Manada - Did | From | | | | Klamath Rd | | | | | 0.50 | 202 | _ | 004 |
| Mandan Rd | 270 _{то} | G | | | Kellam Rd | | | 0.117 | | 0.58 | 300 | G | 201 |
| | From | | | | | _ | | <u> </u> | | | | | |
| Maryland Ave | 210 | G | | | Caribbean Av | e | | 0.129 | | 0.517 | 230 | G | 201 |
| iviai yiailu Ave | Z 10 To | <u> </u> | | | Cypress Ave | : | | 0.128 | | 0.517 | 200 | u | 201 |
| | From | | | | School Rd | | | | | | | | |
| Meredith Rd | 270 | G | | | SCHOOL KU | | | 0.118 | | 0.588 | 290 | G | 201 |
| | To | | | | Bliven Rd | | | | | | | | |
| <u> </u> | From | | | | Bus US 58 Va Beac | h Blvd | | | | | | | |
| Middle Lane | 220 | G | | | | | | 0.117 | | 0.509 | 240 | G | 201 |
| | To | | | | Michigan Av | a_ | | | | | | | |

| | | | | | Jily of Virginia | beach | | | | | | | | |
|---------------------|--------------------|-------------|-------|-----|-------------------|-------|----|----|-------------|------|---------------|--------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | T 2Axle 3+Axle | | | QC | K Factor | QK F | Dir actor | AAWDT | QW | Yea |
| v of Virginia Beach | From | | | | Westerly Tra | il | | | | | | | | |
| Morgan Trail | 280 | G | | | - Westerry Tre | | | | 0.091 | (|).527 | 300 | G | 2016 |
| | To | | | | Fallon Dr | | | | | | | | | |
| | From: | | | | Stuart Rd | | | | | | | | | |
| Muddy Creek Rd | 540 | G | | | | | | | 0.108 | (| 0.508 | 580 | G | 2016 |
| | 10: | 느 | | | Muddy Creek | | | | | | | | | |
| Newstead Dr | 2600 | G | 96% | 0% | Glen Burnie 0 | 2% | 0% | С | 0.086 | , | 0.508 | 2600 | G | 201 |
| Newstead Di | ∠000 To: | | 90% | 076 | Ferrel Pkwy | | 0% | - | 0.000 | , |).506 | 2000 | G | 2011 |
| | From: | _ | | | Avalon Ave | | | | | | | | | |
| Normandy Ave | 340 | G | | | 7 (Valon 7 (V | | | | 0.094 | | 0.6 | 370 | G | 201 |
| <u> </u> | To | | | | Normandy Co | urt | | | | | | | | |
| | From: | | | | Lee Ave | | | | | | | | | |
| Ocean View Ave | 310 | G | | | | | | | 0.101 | (|).521 | 340 | G | 201 |
| | To | | | | Mortons Rd | | | | | | | | | |
| | From: | | | | West Lane | | | | | | | | | |
| Ohio Ave | 100 | G | | | 3 51 1 44 - * | | | | 0.191 | (|).676 | 110 | G | 201 |
| | To: | <u>—</u> | | | Middle Land | | | | | | | | | |
| Old Browldones Del | From: | <u> </u> | | | Blakely Squa | re | | | | , | 0 667 | 0.40 | _ | 004 |
| Old Providence Rd | 310 _{To:} | G | | | Dead End | | | | 0.113 | (| 0.667 | 340 | G | 201 |
| | From: | | | | | *** | | | | | | | | |
| Old Shell Rd | 310 | G | | | Little Neck Rd | W | | | 0.162 | (| 0.833 | 340 | G | 201 |
| Old Official La | To: | Ť | | | Laurelwood La | ane | | | 7 | , | | 040 | u | 201 |
| | From | | | | Pleasure House | | | | | | | | | |
| Oliver Dr | 460 | G | | | Tieusure Tieuse | Ru | | | 0.115 | (| 0.554 | 500 | G | 201 |
| | To | | | | Sheldon Dr | | | | | | | | | |
| | From: | | | | South Birdneck | Rd | | | | | | | | |
| Owls Creek Lane | 390 | G | | | | | | | 0.092 | (|).525 | 420 | G | 201 |
| | To: | | | | Gregorys Lar | ie | | | | | | | | |
| | From: | | | | South Blvd | | | | | | | | | |
| Palace Green Blvd | 930 To: | G | 99% | 0% | 0% 0% | 0% | 0% | F | 0.105 | (|).544 | 1000 | G | 201 |
| | | | | | South Plaza Tr | | | | | | | | | |
| Palm Ave | 370 | <u> </u> | | | Bonney Rd | | | | 0.142 | | 0.588 | 400 | G | 201 |
| Faiiii Ave | 370 To: | G | | | Southern Bly | rd. | | | 0.142 | , |).500 | 400 | G | 201 |
| | From: | | | | | | | | | | | | | |
| Poinciana Dr | 80 | G | | | Oak St | | | | 0.126 | (| 0.546 | 80 | G | 201 |
| | To: | Ē | | | Beech St | | | | | ` | | | | |
| | From: | \equiv | | | Cherokee Ro | 1 | | | Ī | | | | | |
| Pontiac Rd | 1000 | G | | | | | | | 0.087 | (| 0.593 | 1100 | G | 201 |
| | To: | | | | Chickasaw R | .d | | | | | | | | |
| | From: | | | | Starlighter D | r | | | | | | | | |
| Presidential Blvd | 1500 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.097 | (|).551 | 1500 | G | 201 |
| | To | <u> </u> | | | South Plaza Tr | ail | | | | | | | | |
| | From: | | 25:: | | Kings Grant I | | | | | | | | _ | |
| Prince Phillip Dr | 490 _{то:} | G | 99% | 0% | 0% 0% | 0% | 0% | С | 0.089 | (|).727 | 490 | G | 201 |
| | | | | | Prince Andrew | | | | | | | | | |
| Ougan Elizabath Dr | 220 | G | | | Kings Grant I | łd | | | 0.000 | , |) 51 <i>6</i> | 250 | C | 201 |
| Queen Elizabeth Dr | 320 _{то} | | | | Prince Andrew | ane | | | 0.088 | (|).516 | 350 | G | 201 |
| | From: | _ | | | | мис | | | | | | | | |
| Ramp | 14000 | G | | | I-264 East | | | | 0.092 | | | 14000 | G | 201 |
| · · · · · · · · | To: | Ĕ | | | London Bridge | Rd | | | 7.002 | | | 1-1000 | G | 201 |
| | From: | = | | | Cypresswood | | | | | | | | | |
| | | | | | Cypicsswood | Uι | | | | | | | | |
| Reagan Ave | 2000 | G | | | | | | | 0.085 | (| 0.549 | 2200 | G | 201 |

| | | | | | Jily of Virginia Beach | | | | | | | |
|----------------------|-------------|----------|-------|-----|----------------------------|-----|-------------|----|--------------|-------|----------|------------|
| Route | Length AADT | QA | 4Tire | Bus | Truck2Axle 3+Axle 1Trail 2 | O.C | K Factor | OK | Dir actor | AAWDT | QW | Yea |
| tv of Virginia Beach | From | 1 | | | Southfield Pl | | | | | | | |
| Redwood Farm Dr | 570 | G | | | Southier 11 | | 0.098 | 0 | .567 | 620 | G | 2016 |
| | Te | | | | Tweedbrook Pl | | | | | | | |
| 5 11 5 | From | | | | Maycraft Rd | | <u> </u> | | | | | |
| Reynolds Dr | 180 | G | | | Adam Rd | | 0.154 | 0 | 0.606 | 200 | G | 2016 |
| | From | | | | Barco Dr | | | | | | | |
| Richland Dr | 110 | G | | | Baico Di | | 0.138 | | 0.5 | 110 | G | 2016 |
| | To | | | | Beryl Ave | | | | | | | |
| | From | | | | Great Neck Rd | | | | | | _ | |
| Rose Hall Dr | 980 To | G | | | Consul Issless Do | | 0.106 | 0 | .618 | 1100 | G | 201 |
| | From | | | | General Jackson Dr | | | | | | | |
| Rumford Lane | 520 | G | | | Greencastle Lane | | 0.114 | 0 | .656 | 570 | G | 201 |
| | To | | | | Lynn Shores Dr | | | | | | | |
| | From | | | | N Head River Rd | | | | | | | |
| S Head Of River Rd | 550 | G | | | | | 0.109 | 0 | .642 | 600 | G | 201 |
| | To | <u> </u> | | | Blackwater Rd | | | | | | | |
| Sandlewood Rd | 370 | G | | | Poinciana Dr | | 0.1 | 0 | .529 | 400 | G | 201 |
| Januiewoou Nu | 37U | <u> </u> | | | US 60 Shore Dr | | J. 1 | U | 23 | 400 | G | 201 |
| | From | | | | Windy Rd | | | | | | | |
| Sandy Bay Dr | 360 | G | | | | | 0.099 | 0 | .566 | 390 | G | 201 |
| | To | | | | Indian Hill Rd | | | | | | | |
| | From | | | | Lynnhaven Dr | | | | | | | |
| Scallop Rd | 280 | G | | | Const. House Do | | 0.118 | 0 | .706 | 300 | G | 201 |
| | From | | | | Cape Henry Dr | | <u> </u> | | | | | |
| Schuyler Rd | 150 | G | | | Hinsdale St | | 0.149 | 0 | .696 | 160 | G | 201 |
| | To | | | | John Jay Lane | | | | | | | |
| | From | | | | Northampton Blvd | | | | | | | |
| Shell Rd | 580 | G | | | | | 0.099 | 0 | .632 | 630 | G | 201 |
| | To | | | | Shell Rd | | | | | | | |
| Silina Dr | 2500 | G | | | Plaza Trail | | 0.108 | 0 | .526 | 2700 | G | 201 |
| Sililla Di | 2500 | | | | South Blvd | | 0.100 | U | 1.520 | 2700 | ч | 201 |
| | From | | | | Lynnhaven Rd | | | | | | | |
| Smith Lane | 600 | G | | | | | 0.084 | 0 | .642 | 650 | G | 201 |
| | To | | | | Edinburg Dr | | | | | | | |
| | From | | | | Eagleton Lane | | | | | | _ | |
| Smokey Rd | 120 | G | | | Frost Rd | | 0.119 | 0 | .625 | 140 | G | 201 |
| | Fron | <u> </u> | | | | | 1 | | | | | |
| Southaven Dr | 530 | G | | | Aborfield Ct | | 0.103 | (| 0.55 | 530 | G | 201 |
| 004470 2. | To | | | | Kasba Ct | | | | 0.00 | | <u> </u> | |
| | From | | | | Ewell Rd | | | | | | | |
| Stanfield Rd | 160 | G | | | | | 0.124 | 0 | .511 | 180 | G | 201 |
| | To | | | | Hermitage Pt Rd | | | | | | | |
| Charles and Libert D | From | ـــِــا | | | Old Towne Lane | | | | 0.50 | | | 001 |
| Stratford Hall Dr | 80 Tr | G | | | Lynnhaven Pkwy | | 0.144 | (| 0.56 | 90 | G | 201 |
| | From | _ | | | Holland Rd | | | | | | | |
| Sugar Maple Dr | 1900 | G | | | понани ки | | 0.098 | 0 | .540 | 1900 | G | 201 |
| · ' | To | | | | Sour Gum Ct | | | | | | | |
| | From | | | | Hawk Ave | | | | | | | |
| Swallow Rd | 120 | G | | | | | 0.134 | 0 | .514 | 130 | G | 201 |
| | To | | | | Finch Ave | | | | | | | |

| | | | | | • | , | ngina b | | | | | | | | | |
|---------------------|--------|-------|----------|-------|-------|-----------|---------------|--------|------|----|-------------|----|---------------|-------|----------|-----|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| v of Virginia Beach | | From | | | | Daw | nice Plaza | | | | | | | | | |
| Terrazzo Trail | | 150 | G | | | Dell | nice Piaza | | | | 0.176 | | 0.564 | 160 | G | 201 |
| TOTIQEZO TTQII | | To | <u> </u> | | | Cas | sady Ave | | | | 0.170 | | 0.004 | 100 | u | 201 |
| | | From: | | | | | uke Dr | | | | - | | | | | |
| Violet Bank Dr | | 230 | G | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.096 | | 0.652 | 230 | G | 201 |
| | | To: | <u> </u> | 0070 | . , 0 | | ittery Dr | 0 70 | 0 70 | | | | 0.002 | | <u>.</u> | _0. |
| | | From | 1 | | | | 0 Shore D | • | | | i | | | | | |
| Vista Circle | | 1800 | G | | | 050 | o shore D | | | | 0.109 | | 0.654 | 2000 | G | 201 |
| | | To: | | | | Lyni | nhaven Dr | | | | | | | | | |
| | | From: | | | | 1 | 18th St | | | | | | | | | |
| Washington Ave | | 430 | G | | | | | | | | 0.084 | | 0.655 | 470 | G | 201 |
| | | To: | | | I | Bus US 58 | Va Beach | n Blvd | | | | | | | | |
| | | From: | | | | Bil | tmore Dr | | | | | | | | | |
| Westminister Lane | | 2600 | G | | | | | | | | 0.094 | | 0.536 | 2800 | G | 201 |
| | | To: | | | | Ca | rnaby Ct | | | | | | | | | |
| | | From: | | | | High | Gate Circl | e | | | | | | | | |
| Woodlake Rd | | 340 | G | | | | | | | | 0.107 | | 0.590 | 370 | G | 201 |
| | | To: | | | | Smok | e Rise Lan | e | | | | | | | | |
| | | From: | | | | We | eller Blvd | | | | | | | | | |
| Woods Edge Rd | | 370 | G | | | | | | | | 0.121 | | 0.531 | 400 | G | 201 |
| | | To: | | | | Marl | wood Way | 7 | | | | | | | | |