2019

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

where available

Special Locality Report 122

City of Norfolk

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

| Bus | Bus - Business Route |
|-------|---------------------------|
| 29 | Bypas - Bypass Route |
| | Truck - Truck Route |
| ALT | ALT - Alternate Route |
| (220) | Wve - Wve Route connector |
| | |

Virginia State Route

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.

| | | City of Norioik | | | | | | | | 17 | | | | |
|-------------------------------|---------------------------------|--|--------------|------|-------|--------|----------|--------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT (| A 4Tire | Bus | | Tru | | | QC | K | QK | Dir | AAWDT | QW |
| | From | MCI A b | 1 | | 2Axie | 3+Axle | 1 I rail | 21rail | | Factor | | Factor | | |
| 13 Military Highway | City of Norfolk | WCL Virginia Beac 0.85 48000 | G 98% | 1% | 1% | 1% | 1% | 0% | F | 0.101 | F | 0.779 | 51000 | G |
| (13) Military Highway | Oity of Nortoix | | G 3076 | 1 /0 | 1 /0 | 1 /0 | 1 /0 | 0 76 | ' | 0.101 | ' | 0.773 | 31000 | ч |
| | From | I-264 | • 070/ | 40/ | | 00/ | 40/ | 00/ | _ | 0.007 | _ | 0.050 | 01000 | _ |
| 13 Military Highway | City of Norfolk | 0.95 57000 | G 97% | 1% | 1% | 0% | 1% | 0% | F | 0.087 | F | 0.656 | 61000 | G |
| | To: From: | US 58 Virginia Beach | | | | | | | | | | | | |
| 13 Military Highway | City of Norfolk | | F 96% | 0% | 0% | 1% | 3% | 0% | F | 0.077 | F | 0.555 | NA | |
| <u> </u> | To: | SR 165, SR 166 Princess A | Anne Rd | | | | | | | | | | | |
| 13 (165)(166)Northampton Blvd | City of Norfolk | SR 165; SR 166 0.26 27000 | G 97% | 1% | 1% | 0% | 1% | 0% | F | 0.095 | F | 0.538 | 29000 | G |
| 13 165 166 Northampton Blvd | Oity of Nortoix | | | 1 /0 | 1 /0 | 0 /6 | 1 /0 | 0 /6 | ' | 0.033 | • | 0.550 | 23000 | ч |
| ~~~ | From | SR 165 Kempsville I | | 221 | | 101 | 221 | | _ | | _ | | 10000 | _ |
| (13) (166) Northampton Blvd | City of Norfolk | 0.62 38000 | G 96% | 0% | 1% | 1% | 2% | 0% | F | 0.092 | F | 0.602 | 40000 | G |
| ~ ` | To: From: | I-64 | | | | | | | | | | | | |
| 13 (166) Northampton Blvd | City of Norfolk | 0.20 89000 | G 96% | 0% | 1% | 1% | 2% | 0% | F | 0.081 | F | 0.557 | 92000 | G |
| \bigcirc | To: | WCL Virginia Beac | h | | | | | | | | | | | |
| | From: | US 13 North Ramp |) | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.12 22000 | G | | | | | | | 0.080 | F | | 24000 | G |
| <u> </u> | To: | I-64 East | | | | | | | | | | | | |
| North | From: | US 13 N, Northampton | Blvd | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.22 NA | | | | | | | | NA | | | NA | |
| <u> </u> | To: | US 13 South Ramp |) | | | | | | | | | | | |
| North | From: | US 13 N, Military High | nway | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.19 9600 | G | | | | | | | 0.117 | F | | 10000 | G |
| <u> </u> | To: | I-264 East Collector | Rd | | | | | | | | | | | |
| North | From: | US 13 N, Military High | nway | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.10 2900 | G | | | | | | | 0.132 | F | | 3100 | G |
| <u> </u> | To: | I-264 West Collector | Rd | | | | | | | | | | | |
| South | From: | US 13 S, Northampton | Blvd | | | | | | | | | | | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.08 30000 | G | | | | | | | 0.086 | F | | 30000 | G |
| \smile | To: | Ramp to I-64 East | | | | | | | | | | | | |
| South | Other of Nierfelle (NAsista CA) | US 13 South Ramp |) | | | | | | | NIA | | | NI A | |
| 13 Ramp | City of Norfolk (Maint: 64) | 0.35 NA | | | | | | | | NA | | | NA | |
| | | US 13 North Ramp | | | | | | | | | | | | |
| South | From | US 13 South Ramp | | | | | | | | | _ | | | _ |
| (13) Ramp | City of Norfolk (Maint: 64) | | G | | | | | | | 0.089 | F | | 12000 | G |
| • | 10. | I-64 West | | | | | | | | | | | | |
| South | From: | US 13 S, Military High | | | | | | | | 0.00= | _ | | 44000 | - |
| (13) Ramp | City of Norfolk (Maint: 64) | | G | | | | | | | 0.097 | F | | 11000 | G |
| | To | I-264 East Collector | | | | | | | | | | | | |
| South _ | From: | US 13 S, Military High | | - | | | | | | | | | | |
| (13) Ramp | City of Norfolk (Maint: 64) | | G | | | | | | | 0.108 | F | | 7700 | G |
| ~ | To: | I-264 West Collector | Rd | | | | | | | | | | | |

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

| | | | | | | | Tru | ıck | | | K | | Dir | | |
|--------------------------------------|--|-----------------------|-------------|---------|-------------|-----------------|------------|-------|---------|--------|-------------|----|--------|-------|-----|
| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | 3+Axle | - | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| | From: | ECL Portsn | outh | | | | | | | | | | | | |
| 58 Elizabeth River Midtown Tunnel | City of Norfolk (Maint: 64) | 0.65 29000 | G | 95% | 0% | 0% | 1% | 3% | 0% | С | 0.092 | Α | 0.515 | 35000 | G |
| ~ | To: | SR 337 Brambl | | | | | | | | | | | | | |
| Dramblatan Arra | City of North | SR 337 | | 000/ | 00/ | 00/ | 00/ | 00/ | 00/ | F | 0.00 | _ | 0.504 | NIA | |
| 58 337 Brambleton Ave | City of Norfolk | 0.26 3000 0 |) F | 99% | 0% | 0% | 0% | 0% | 0% | г | 0.08 | F | 0.561 | NA | |
| | To: From: | Colley A | ve | | | | | | | | | | | | |
| 337 Brambleton Ave | City of Norfolk | 0.83 3100 0 | | 96% | 0% | 0% | 1% | 3% | 0% | F | 0.087 | F | 0.704 | 36000 | (|
| \sim | To: | E SR 33 | | | | | | | | | | | | | |
| Dulya Ct | City of North | E SR 337 Bramb | | 000/ | 10/ | 00/ | 10/ | 10/ | 00/ | F | 0.000 | F | 0.00 | 0000 | , |
| Duke St | City of Norfolk | 0.17 8300 | G | 96% | 1% | 2% | 1% | 1% | 0% | г | 0.099 | г | 0.68 | 9000 | (|
| | To: From: | Olney R | d | | | | | | | | | | | | |
| 58 \ Virginia Beach Blvd | City of Norfolk | 0.07 6000 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.090 | F | 0.661 | 6500 | (|
| ~ | To | Boush Str | eet | | | \neg \vdash | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | 0.24 5700 | | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.092 | F | 0.558 | 6100 | (|
| | To: | US 460 Monticello Av | e; St Pauls | Blvd | | | | | | | | | | | |
| ~~ | From: | Monticello | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | 0.70 1400 0 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.094 | F | 0.634 | 15000 | (|
| ~ | To: | SR 168 Tidew | ater Dr | | | \neg \vdash | | | | | | | | | |
| S8 Virginia Beach Blvd | City of Norfolk | 0.53 1500 0 | G | 96% | 1% | 2% | 1% | 1% | 0% | С | 0.095 | F | 0.561 | 16000 | (|
| | To | D1- A | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Norfolk | 0.96 Park Av | | 96% | 2% | 2% | 1% | 1% | 0% | С | 0.088 | F | 0.525 | 18000 | (|
| 58) Virginia Beach Biva | Oity of Norioik | | | 30 70 | <i>L</i> /0 | 270 | 1 /0 | 1 /0 | 0 70 | O | 0.000 | ' | 0.525 | 10000 | ` |
| ~~ | To: From: | SR 405 Ballent | | | | | | | | _ | | | | | |
| 58) Virginia Beach Blvd | City of Norfolk | 0.88 30000 | G | 96% | 2% | 2% | 1% | 1% | 0% | F | 0.098 | F | 0.617 | 32000 | (|
| ~ | To: From: | Azalea Gard | en Rd | | | | | | | | | | | | |
| Virginia Beach Blvd | City of Norfolk | 1.35 33000 | G | 96% | 2% | 2% | 1% | 1% | 0% | F | 0.091 | F | 0.666 | 35000 | (|
| ~ | To | US 13 Militar | v Hwv | | | | | | | | | | | | |
| Virginia Beach Blvd | City of Norfolk | 0.79 2600 0 | | 96% | 2% | 2% | 1% | 1% | 0% | F | 0.087 | F | 0.521 | 28000 | (|
| 50) | - | | | | | | .,. | .,. | -,- | - | | • | | | |
| Vissinia Danah Disa | From: | SR 165 Kemps | | 000/ | 00/ | 10/ | 00/ | 00/ | 00/ | _ | 0.000 | _ | 0.571 | 00000 | , |
| 58 Virginia Beach Blvd | City of Norfolk | 0.93 28000 | | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.571 | 30000 | (|
| <u> </u> | 4 0.0 | WCL Va Beach; N | | a | | | | | | | | | | | |
| ~~ | From: | Elizabeth River N | | 2221 | 221 | | | | | _ | = | _ | | 0.400 | |
| WB Ramp from Brambleton Ave to Midto | | 0.26 6000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.105 | F | | 6400 | (|
| Combined Traff | fic Estimates for 2 Parallel Roadways of | | | 96% | 0% | 0% | 1% | 3% | 0% | N | NA | | | 42000 | - 1 |
| | Tor | SR 337 Brambl | eton Ave | | | | | | | | | | | | |
| ~~~ | From: | I-64 | | | | | | | | | | | | | |
| 60) (60) Ramp | City of Norfolk (Maint: 64) | 0.13 6700 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.124 | F | | 6900 | (|
| ~ ~ | To: I-0 | 54-E FROM RTS 60 & 14 | | RS LAND |) | | | | | | | | | | |
| Hompton Boods Bridge Turnel | City of Norfalls (Maint: C4) | ECL Hamp | oton | C | 00 64 | for dire | otional t- | offic | luma a- | tim ot | 00 for th! | | mont | | |
| Hampton Roads Bridge Tunnel | City of Norfolk (Maint: 64) | 0.09 | | | | | | | | | es for this | | | 00000 | |
| Combined Traff | fic Estimates for 2 Parallel Roadways of | | | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.075 | Α | 0.504 | 93000 | ŀ |
| | To: | Bayville | St | | | | | | | | | | | | |

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

| Devide | London di nationa | 1 | 4457 | | 4 | D | | Trι | uck | | -00 | K | 01/ | Dir | AAVAADT | - 01 |
|-------------------------------|--|-----------------|--------------------------|----------|---------|---------|----------|------------|-----------|---------|--------|-------------|-----|--------|---------|------|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۷ |
| ~ ~ | From: | | Bayville St | | | | | | | | | | | | | |
| 60 (64) Hampton Roads Beltway | | 1.74 | | | S | ee I-64 | for dire | ctional t | raffic vo | lume es | timate | es for this | seg | ment. | | |
| Coml | bined Traffic Estimates for 2 Parallel Roadway | | | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.076 | F | 0.544 | 97000 | C |
| | To: | | 4th View St | | | | | | | | | | | | | |
| Pomp | City of Norfolk (Maint: 64) | 1-64-E 0.17 | TO 4TH VII | EW ST | 0 | 00 64 | for dire | otional t | roffic ve | luma oo | timata | o for this | | mont | | |
| 60 64 Ramp | City of Noriolk (Maint. 64) | 0.17 | T (4 XV | | 3 | ee 1-64 | ior dire | Clional li | ranic vo | iume es | umate | es for this | seg | ment. | | |
| | From | | I-64 W I-64 | | | | | | | | | | | | | |
| 60 4th View St | City of Norfolk (Maint: 64) | 0.25 | 12000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.088 | F | 0.709 | 13000 | (|
| 80) | To: | | n View Ave | | 0070 | . , , | | 0,70 | 0 / 0 | 0 / 0 | Ū | 0.000 | • | 0.7.00 | | |
| | From: | | 4th View St | Lust | | | | | | | | | | | | |
| 60 Ocean View Ave East | City of Norfolk | 0.95 | 14000 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.096 | F | 0.514 | 15000 | (|
| | Tec | TIC | 1.460 C 1 | - C4 | | | | | | | | | | | | |
| 60 Ocean View Ave East | Gity of Norfolk | 0.47 | 460 Granby 19000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.514 | 20000 | (|
| Ocean View Ave East | Oity of Norioik | 0.47 | 19000 | u | 33 /6 | 0 76 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | ' | 0.030 | • | 0.514 | 20000 | • |
| ~~ | To: From: | | 4 Chesapeak | | | | | | | | | | | | | |
| 60 Ocean View Ave East | City of Norfolk | 1.41 | 16000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.631 | 17000 | (|
| ~ | To | 122-86 | 18 Cape Vie | w Ave | | | <u> </u> | | | | | | | | | |
| 60 Ocean View Ave East | City of Norfolk | 1.67 | 18000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.583 | 20000 | (|
| | To | | 21 + 0+ + | | | | | | | | | | | | | |
| 60 Shore Dr | City of Norfolk | 0.88 | 21st Street 26000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.089 | F | 0.555 | 27000 | |
| Shore Dr | City of Norion | 0.00 | 20000 | G | 90 /6 | 1 /0 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | C | 0.003 | ' | 0.555 | 27000 | • |
| | To: From: | | 70 Little Cree | | | | | | | | | | | | | |
| 60 Shore Dr | City of Norfolk | 0.97 | 29000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.512 | 30000 | (|
| ~ | To: | WC | L Virginia B | each | | | | | | | | | | | | |
| | From: | US 60 | Settlers Land | ling Rd | | | | | | | | | | | | |
| 60 Ramp | City of Norfolk (Maint: 64) | 0.13 | 6700 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.124 | F | | 6900 | (|
| ~ | To: | | I-64 East | | | | | | | | | | | | | |
| | From: | US | 60 4th View | St | | | | | | | | | | | | |
| 60 Ramp | City of Norfolk (Maint: 64) | 0.17 | 2600 | G | | | | | | | | 0.107 | F | | 2700 | (|
| | To: | | I-64 East | | | | | | | | | | | | | |
| _ | From | 211 | 60 4th View | , St | | | T T | | | | | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.18 | 7300 | G | | | | | | | | 0.127 | F | | 7800 | (|
| 00) | To: | | I-64 West | | | | 1 | | | | | **** | - | | | |
| | From: | I-64-W FROM OCE | | AVE60 | DADALLI | 71 | | | | | | | | | | |
| 60 (60 Ramp | City of Norfolk (Maint: 64) | 0.03 | 800 | G | FARALL | حاذ | | | | | | 0.3 | F | | 850 | (|
| 60 (60) Ramp | City of Notion (Maint. 64) | 0.03 | | <u>u</u> | | | | | | | | 0.5 | ' | | 000 | |
| | To: From: | | I-64 W | | | | | | | | | | | | | |
| 60 Ocean View Ave | City of Norfolk | 1.96 | 5600 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.094 | F | 0.776 | 6000 | (|
| ~ | Tα· | | 4th View St | | - | - | | | | | | | | | | |
| | From: | US 60 | Ocean Viev | v Ave | | | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.03 | 800 | G | | | | | | | | 0.3 | F | | 850 | (|
| | To: | | I-64 West | | | | | | | | | | | | | |

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

| | | | | | | | | Tru | ıck | | | K | | Dir | | |
|--|--|---------------------------|-------------|---------|------------|------|----------|----------|----------|----------|--------|--------|----|--------|--------|----|
| Route | Jurisdicti | on Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| East | Fron | m I | ECL Hampton | n | | | | | | | | | | | | |
| (64) (60) Hampton Roads E | Bridge Tunnel City of Norfolk (N | Maint: 64) 0.09 | 46000 | Α | 96% | 1% | 1% | 0% | 2% | 0% | С | 0.077 | Α | | 47000 | Α |
| $\circ \circ$ | Combined Traffic Estimates for 2 Paralle | I Roadways on this Route: | 91000 | Α | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.075 | Α | 0.504 | 93000 | Α |
| Foot | T. From | m | Bayville St | | | | | | | | | | | | | |
| $\overbrace{64}^{\text{East}}$ $\overbrace{60}^{\text{Hampton Roads E}}$ | Beltway City of Norfolk (N | Maint: 64) 1.74 | 47000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.073 | F | | 49000 | G |
| 04) (00) | Combined Traffic Estimates for 2 Paralle | , | 93000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.076 | F | 0.544 | 97000 | G |
| | т | ~ | 4th View St | | | | | | | | | | | | | |
| East 64 Hampton Roads Beltwa | y City of Norfolk (N | | 44000 | G | 96% | 1% | 1% | 0% | 2% | 0% | _ | 0.075 | _ | | 46000 | G |
| 64 Hampton Roads Beltway | Combined Traffic Estimates for 2 Paralle | , | | G | 96% 96% | 1% | 1% | 0% 0% | 2% 2% | 0% 0% | | 0.075 | F | 0.533 | 88000 | G |
| | Combined Trainic Estimates for 2 Paralle | noadways on this houte. | | G | 90% | 1 70 | 1 70 | 0% | 270 | 0% | г | 0.072 | Г | 0.555 | 00000 | G |
| East | T. From | m. | Bay Ave | | | | | | | | | | | | | |
| 64) Hampton Roads Beltwa | y City of Norfolk (N | Maint: 64) 1.09 | 49000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.078 | F | | 51000 | G |
| \smile | Combined Traffic Estimates for 2 Paralle | I Roadways on this Route: | 93000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.080 | F | 0.567 | 96000 | G |
| East | T. Fron | m I | New Gate Ro | 1 | | | | | | | | | | | | |
| $\frac{-331}{64}$ Hampton Roads Beltway | y City of Norfolk (N | Maint: 64) 0.31 | 55000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.082 | F | | 57000 | G |
| | Combined Traffic Estimates for 2 Paralle | I Roadways on this Route: | 94000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.077 | F | 0.633 | 98000 | G |
| | т | - | US 460 Gra | nby St | | | | | | | | | | | | |
| East 64) Hampton Roads Beltwa | v City of Norfolk (| | 54000 | G | 96% | 0% | 1% | 1% | 2% | 0% | С | 0.097 | F | | 60000 | G |
| 64 Hampton Roads Beltwa | Combined Traffic Estimates for 3 Paralle | , | | G | 98% | 0% | 0% | 0% | 1% | 0% | _ | NA | ' | | 145000 | |
| | Combined Traine Estimates for 3 Farane | | | | 30 /6 | 0 /6 | 0 /0 | 0 /6 | 1 /0 | 0 /6 | • | INA | | | 143000 | G |
| East | From | | 68 Tidewate | | | | | | | | | | | | | |
| 64) Hampton Roads Beltwa | , | , | 60000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.087 | F | | 61000 | G |
| ~ | Combined Traffic Estimates for 3 Paralle | I Roadways on this Route: | 141000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.073 | Α | 0.676 | 149000 | G |
| East | T. From | SR 194 | 4 Chesapeak | e Blvd | | | | | | | | | | | | |
| 64) Hampton Roads Beltwa | y City of Norfolk (N | Maint: 64) 1.00 | 64000 | Α | 97% | 0% | 1% | 0% | 2% | 0% | С | 0.09 | Α | | 68000 | Α |
| \bigcirc | Combined Traffic Estimates for 3 Paralle | I Roadways on this Route: | 152000 | Α | 97% | 0% | 1% | 0% | 1% | 0% | С | NA | | | 164000 | Α |
| <u> </u> | T. From | SR 2 | 247 Norview | Ave | | | <u> </u> | | | | | | | | | |
| East 64 Hampton Roads Beltwa | y City of Norfolk (| Maint: 64) 1.26 | 71000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.078 | F | | 74000 | G |
| 1 dimploir rioddo Beilwa | Combined Traffic Estimates for 3 Paralle | , | | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.661 | 168000 | G |
| | The second secon | | | | 0070 | 0 70 | | 0,0 | 1 /0 | 0,0 | • | 0.001 | • | 0.001 | 100000 | ŭ |
| ast | From | | 65 Military | | 070 | 0-1 | | 4.57 | | | _ | | _ | | 0.500 | |
| 64 Hampton Roads Beltwa | | , | 60000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F - | 0.078 | F | | 65000 | G |
| ~ | Combined Traffic Estimates for 3 Paralle | Hoadways on this Route: | 145000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 160000 | G |
| East | T. From | US 13, SR | 166 Northan | npton B | lvd | | | | | | | | | | | |
| 64) Hampton Roads Beltwa | y City of Norfolk (N | Maint: 64) 1.74 | 78000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.08 | В | | 84000 | F |
| | Combined Traffic Estimates for 3 Paralle | I Roadways on this Route: | 187000 | F | 98% | 0% | 1% | 0% | 1% | 0% | F | NA | | | 202000 | F |
| | To | o: | I-264 | | | | | | | | | | | | | |

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

| Devite | Livet and and | | 1 | | | 4.75 | D | | Tru | ıck | | 00 | K | 01/ | Dir | AAMOT | 0147 |
|--------------------------|--|-------------------|--------------------|---------------------------|----------|-----------|------|-------|--------|--------|--------|----|--------|-----|--------|--------|----------|
| Route | Jurisdictio | on | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| East | From: | 4 = i = 4 · C 4 · | 1.04 | I-264 | | 070/ | 00/ | 10/ | 10/ | 10/ | 00/ | 0 | 0.000 | ۸ | | 00000 | |
| 64 Hampton Roads Beltway | | | 1.34 | 74000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.098 | A | 0.570 | 80000 | A |
| | Combined Traffic Estimates for 2 Parallel | Roadways | | 149000 L Virginia B | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.086 | Α | 0.572 | 159000 | Α |
| | Parent Control of Cont | .1 | WCI | | eacn | | | | | | | | | | | | |
| East 64 Ramp | City of Norfolk (N | Agint: 64) | 0.03 | I-64 East 920 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.233 | F | | 980 | G |
| 64 Hallip | City of Norion (iv | : 04) | | Bayville St | | 30 /6 | 1 /0 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | ' | 0.233 | ' | | 300 | G |
| Coot | From | r I | | I-64 East | | | | | | | | | | | | | |
| East 64 60 Ramp | City of Norfolk (N | /laint: 64) | 0.17 | 5500 | G | | | | | | | | 0.126 | F | | 5900 | G |
| 64) (60) | To: | : | | 60 4th Viev | | | | | | | | | 0=0 | • | | 0000 | <u> </u> |
| East | From | r | | I-64 East | | | | | | | | | | | | | |
| East 64 Ramp | City of Norfolk (M | Maint: 64) | 0.14 | 15000 | G | | | | | | | | 0.1 | F | | 15000 | G |
| • • | To: | | I-64 East Exit 276 | | | Granby St | | | | | | | | | | | |
| East | From | | | East Exit 2 | | | | | | | | | | _ | | | |
| 64 Ramp | City of Norfolk (M | /laint: 64) | 0.15 | 8400 | F | | | | | | | | 0.117 | F | | 8900 | F |
| <u> </u> | 10: | 1 | | I-564 North | | | | | | | | | | | | | |
| East 64 Ramp | Prom: | 1 (CA) | | East Exit 2 | | | | | | | | | 0.007 | F | | F000 | F |
| 64) Ramp | City of Norfolk (M | /laint: 64) | 0.06 | 5500 60 W, Gran | F | | | | | | | | 0.087 | Г | | 5900 | г |
| | From | | | | | | | | | | | | | | | | |
| East 64 Ramp | City of Norfolk (N | (Laint: 64) | 0.04 | TO H.O.V. 6700 | G | | | | | | | | 0.282 | F | | 6700 | G |
| 64 Hamp | To: | : 04) | I-64-R I-64-l | | | AST | | i | | | | | 0.202 | ' | | 0700 | u |
| Eact | From | r | | I-64 East | | | | 1 | | | | | | | | | |
| East 64) Ramp | City of Norfolk (N | /aint: 64) | 0.35 | 8800 | G | | | | | | | | 0.099 | F | | 9400 | G |
| 04) | To: | : | | 8 S, Tidewa | | | | i | | | | | | | | | - |
| East | From: | r | | I-64 East | | | | | | | | | | | | | |
| (64) Ramp | City of Norfolk (N | Maint: 64) | 0.13 | 2100 | G | | | | | | | | 0.093 | F | | 2300 | G |
| • • | To: | | SR 16 | 8 N, Tidewa | ater Dr | | | | | | | | | | | | |
| East | From | r. | | I-64 East | | | | Ī | | | | | | | | | |
| (64) Ramp | City of Norfolk (M | /aint: 64) | 0.18 | 3000 | G | | | | | | | | 0.115 | F | | 3200 | G |
| \smile | To | c | SR 194 | S, Chesapea | ake Blvd | | | | | | | | | | | | |
| East | From: | E | | I-64 East | | | | | | | | | | | | | |
| 64 Ramp | City of Norfolk (N | Maint: 64) | 0.17 | 4300 | G | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.123 | F | | 4500 | G |
| <u> </u> | To: | c | SR 2 | 47 Norview | Ave | | | | | | | | | | | | |
| East | From | r . | | I-64 East | | | | | | | | | | | | | |
| 64 Ramp | City of Norfolk (M | //aint: 64) | 0.16 | 2700 | G | | | | | | | | 0.099 | F | | 2900 | G |
| ~ | To | 1 | Ro | obin Hood F | ₹d | | | | | | | | | | | | |
| East | From | | | I-64 East | | | | | | | | | | | | 7005 | |
| 64 Ramp | City of Norfolk (N | | 0.17 | 6600 | G | , | | | | | | | 0.089 | F | | 7000 | G |
| ~ | To: | | SR 165 S | , Military H | wy Nort | n | | | | | | | | | | | |

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

| Route | Jurisdictio | an lassath | AADT | | 4T:== | Dira | | Tru | ıck | | 00 | K | OV | Dir | AAWDT | O\4′ |
|----------------------------|---|-------------------------|--------------------------|--------------|-------|------|-----------------|--------|--------|--------|----|--------|----|--------|--------|------|
| Houle | Junsaictio | Lengin | AADT | QA | 4Tire | bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDI | QW |
| East | City of Norfolk (N | Maint: 64) 0.19 | I-64 East 10000 | G | | | | | | | | 0.113 | F | | 11000 | G |
| Ramp | City of Norion (iv | · · | I, Northamp | | | | | | | | | 0.113 | Г | | 11000 | G |
| Fast | Fron: | | 64-E TO I-2 | | | | | | | | | | | | | |
| East (64) Ramp | City of Norfolk (N | | 40000 | G | | | | | | | | 0.073 | F | | 40000 | G |
| East | To: From | I-64-E284C TO | RT 264 EA | ST264 \ | WESTR | | \Box \vdash | | | | | | | | | |
| (64) Ramp | City of Norfolk (N | Maint: 64) 0.14 | 4700 | G | | | | | | | | 0.097 | F | | 4700 | G |
| | To: | I-264-W013 | 3X FROM R | RT 64 E | AST | | | | | | | | | | | |
| East | From: | | TO I-264 E | | | | | | | | | | | | | |
| 64 Ramp | City of Norfolk (N | · · | 6200 | G | | | | | | | | 0.131 | F | | 6700 | G |
| <u> </u> | 10: | | 3X FROM I | | | | | | | | | | | | | |
| East 64 Ramp | City of Norfolk (N | I-64-E284A TO | | | WEST | | | | | | | 0.08 | F | | 27000 | G |
| 64 Ramp | City of Noriolk (IV | | 27000 E From RT 6 | G 64 Fact | | | | | | | | 0.08 | Г | | 27000 | G |
| Pov | From | | versible Lan | | 5.4 | | | | | | | | | | | |
| Rev (64) | City of Norfolk (N | | 19000 | A | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.145 | Α | | 23000 | Α |
| 04) | Combined Traffic Estimates for 3 Parallel | , | | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.661 | 168000 | G |
| | To: | Ra | mp To I-64 | EB | | | | | | | | | | | | |
| Rev 64 | City of Norfolk (M | • | 19000 | F | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.146 | В | | 23000 | F |
| 64) | Combined Traffic Estimates for 3 Parallel | • | | F | 98% | 0% | 1% | 0% | 1% | 0% | F | NA | | | 202000 | F |
| | To: | | nd Reversib | | 0070 | 0 70 | | 070 | 170 | 070 | • | | | | | • |
| Rev | From: | End WB R | eversible La | ne At I-: | 564 | | | | | | | | | | | |
| (64) Ramp | City of Norfolk (N | Maint: 64) 0.24 | 3300 | G | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.301 | F | | 3500 | G |
| \smile | To: | | I-64-W | | | | | | | | | | | | | |
| Rev | From | | R TO IS 64 | | | | | | | | | | | | | |
| 64 Ramp | City of Norfolk (N | | 2200 | G | | | | | | | | 0.193 | F | | 2200 | G |
| <u> </u> | 10. | I-64-E | FROM HOV | / LANE | | | | | | | | | | | | |
| Rev 64 Ramp | City of Norfolk (N | Maint: 64) 0.12 | I-64-R 6200 | G | 100% | 0% | 0% | 0% | 0% | 0% | _ | 0.259 | F | | 6700 | G |
| 64 Ramp | City of Norion (iv | (Mairit. 64) 0.12 | I-64-E | <u> </u> | 100% | 0% | 0% | 076 | 0% | 0% | Г | 0.239 | Г | | 6700 | G |
| West | From | · | ECL Hampto | n . | | | | | | | | | | | | |
| 64) 60 Hampton Roads | s Bridge Tunnel City of Norfolk (M | | 45000 | Α | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.076 | Α | | 46000 | Α |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 91000 | Α | 97% | 1% | 1% | 0% | 2% | 0% | С | 0.075 | Α | 0.504 | 93000 | Α |
| | To: | | Ocean Vie | w Ave | | | | | | | | | | | | |
| West 60 Hampton Roads | s Beltway City of Norfolk (M | | 46000 | G | 96% | 1% | 1% | 1% | 3% | 0% | F | 0.077 | F | | 47000 | G |
| LEAT LEAD LINGUIDION FORUS | o Deitway City Of NOTION (IV | nann. 04) 2.00 | 40000 | G | 30% | 1 70 | 1 70 | | J 70 | | Г | 0.077 | • | | | |
| 0,000 | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 03000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.072 | F | 0.52 | 97000 | G |

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

| | | | | | | _ | | Tru | ck | | | K | | Dir | | |
|--|---|--------------------------|--------------|---------|------------|----------|----------|----------|----------|----------|--------|----------------|----|--------|-----------------|--------|
| Route | Jurisdiction | on Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| West | From | | 4th View St | | 000/ | 10/ | 10/ | 10/ | 00/ | 00/ | _ | 0.000 | F | | 40000 | |
| 64 Hampton Roads Beltway | City of Norfolk (N Combined Traffic Estimates for 2 Parallel | , | 40000 | G G | 96% 96% | 1% 1% | 1% 1% | 1% 0% | 3% 2% | 0% 0% | | 0.069 0.076 | F | 0.556 | 42000 88000 | G G |
| | Combined Trainic Estimates for 2 Faraner | noadways off this noute. | | G | 90% | 1 70 | 1 70 | 076 | 270 | 0% | Г | 0.076 | Г | 0.556 | 00000 | G |
| Vest | From | | Bay Ave | | | | | | | | | | | | | |
| 64 Hampton Roads Beltway | | , | 44000 | G | 96% | 1% | 1% | 1% | 3% | 0% | F | 0.083 | F | 0.922 | 45000 | G |
| ~ | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 93000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.079 | F | 0.554 | 96000 | G |
| Vest | To From | 1 | New Gate Ro | 1 | | | | | | | | | | | | |
| $\widetilde{64}$) Hampton Roads Beltway | City of Norfolk (N | Maint: 64) 1.26 | 40000 | G | 96% | 1% | 1% | 1% | 3% | 0% | F | 0.085 | F | | 41000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 94000 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.072 | F | 0.538 | 98000 | G |
| Vest | | I-564, | US 460 Gra | nby St | | | | | | | | | | | | |
| Hampton Roads Beltway | City of Norfolk (N | Maint: 64) 0.92 | 57000 | G | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | F | | 61000 | G |
| | Combined Traffic Estimates for 3 Parallel | Roadways on this Route: | 130000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 145000 | G |
| | | SR 1 | 68 Tidewate | er Dr | | | | | | | | | | | | |
| Vest 64) Hampton Roads Beltway | City of Norfolk (N | Maint: 64) 0.98 | 61000 | Α | 100% | 0% | 0% | 0% | 0% | 0% | С | 0.092 | Α | | 65000 | Α |
| 04) Hampton Houde Zonna, | Combined Traffic Estimates for 3 Parallel | , | | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0 | F | 0.706 | 149000 | G |
| | To | | 4 Chesapeak | | | | | | . , , | | | | | | | |
| Vest | From | | | | 070/ | 00/ | 10/ | 00/ | 10/ | 00/ | _ | 0.005 | ^ | | 70000 | ۸ |
| Hampton Roads Beltway | City of Norfolk (Norfolk (Norfolk Combined Traffic Estimates for 3 Parallel | , | 69000 | A A | 97% 97% | 0% 0% | 1% 1% | 0% 0% | 1% 1% | 0% 0% | C C | 0.085 NA | Α | | 73000 164000 | A A |
| | Combined Trainc Estimates for 3 Faraner | | | | 9170 | 0% | 1 70 | 0% | 1 70 | 0% | C | INA | | | 104000 | A |
| /est | From | | 247 Norview | | | | | | | | | | | | | |
| 64 Hampton Roads Beltway | | | 64000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.074 | F | | 70000 | G |
| ~ | Combined Traffic Estimates for 3 Parallel | Roadways on this Route: | 155000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.661 | 168000 | G |
| /est | To From | SR 1 | 65 Military | Hwy | | | | | | | | | | | | |
| $\overline{64}$ Hampton Roads Beltway | City of Norfolk (N | Maint: 64) 1.07 | 66000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.072 | F | | 71000 | G |
| | Combined Traffic Estimates for 3 Parallel | Roadways on this Route: | 145000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | NA | | | 160000 | G |
| lost | To From | US 13, SR | 166 Northan | npton B | lvd | | | | | | | | | | | |
| Vest 64) Hampton Roads Beltway | City of Norfolk (N | Maint: 64) 2.20 | 90000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.086 | В | | 96000 | F |
| , | Combined Traffic Estimates for 3 Parallel | | 187000 | F | 98% | 0% | 1% | 0% | 1% | 0% | F | NA | | | 202000 | F |
| | | | I-264 | | | | | | | | | | | | | |
| Vest 64) Hampton Roads Beltway | City of Norfolk (N | Maint: 64) 0.83 | 75000 | Α | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.1 | Α | | 80000 | Α |
| 64 Hampton Roads Beltway | Combined Traffic Estimates for 2 Parallel | , | | A | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.086 | Α | 0.572 | 159000 | A |
| | To | | L Virginia B | | 0.70 | 0,3 | | | 1 /0 | | | 3.000 | | 3.07.2 | | |
| √est | From | | I-64 West | | | | | | | | | | | | | |
| Ramp | City of Norfolk (N | Maint: 64) 0.03 | 450 | G | | | | | | | | 0.132 | F | | 470 | G |
| \smile | To | US 60 | Ocean View | w Ave | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length AADT QA | 4Tire | Ruc | Tr 2Axle 3+Axle | | | QC | K Factor | QK I | Dir Factor | AAWDT | QW |
|--------------|-----------------------------|--|-------|-----|--------------------|----|----|----|-------------|------|---------------|-------|----|
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.18 2100 G US 60 4th View St | | | | | | | 0.106 | F | | 2200 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.15 4000 G Bay Ave | | | | | | | 0.205 | F | | 4200 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.11 5200 F US 460 E, Granby St | | | | | | | 0.120 | F | | 5500 | F |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.26 4800 G SR 165 Little Creek Rd | | | | | | | 0.085 | F | | 5100 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.11 5200 G SR 168 S, Tidewater Dr | | | | | | | 0.098 | F | | 5600 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.21 4600 G SR 168 N, Tidewater Dr | | | | | | | 0.111 | F | | 4900 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.25 9600 G SR 194 N, Chesapeake Blvd | | | | | | | 0.105 | F | | 10000 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.18 4200 G SR 247 W, Norview Ave | 98% | 0% | 1% 0% | 0% | 0% | С | 0.1 | F | | 4500 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.13 4200 G SR 247 E, Norview Ave | 99% | 0% | 0% 0% | 0% | 0% | С | 0.092 | F | | 4400 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.20 9900 G Robin Hood Rd | | | | | | | 0.094 | F | | 11000 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64 West 0.11 26000 G I-64 West Exit 282B | | | | | | | 0.1 | F | | 28000 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO H.O.V. LANE 0.09 3300 G I-64-R FROM I-64 WEST | | | | | | | 0.185 | F | | 3300 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO I-264 WEST 0.13 9200 G I-264-W013X FROM I-64 WE | ST | | | | | | 0.097 | F | | 9200 | G |
| West 64 Ramp | City of Norfolk (Maint: 64) | I-64-W TO I-264 EAST44 0.23 27000 G I-264-E013X FROM I-64 WES | | | | | | | 0.08 | F | | 27000 | G |

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

| | | | | | | Tru | ck | | | K | | Dir | | |
|----------------------------------|-----------------------------|---|-----------------|-------|----------|--------|-------|------|----|--------|----|--------|--------|----|
| Route | Jurisdiction | Length AADT | QA 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| West | Front | I-64-W TO H.O.V.LANE | MEDIAN | | | | | | | | | | | |
| 64) Ramp | City of Norfolk (Maint: 64) | 0.12 3800 | G 100% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 4100 | G |
| \smile | To: | I-64-R I-64-R008A TO & F | FROM RT | | | | | | | | | | | |
| | From: | WCL Virginia Beach, SR 403 | Newtown Rd | | | | | | | | | | | |
| 165)Kempsville Rd | City of Norfolk | 1.00 20000 | G 98% | 1% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.651 | 21000 | (|
| <u> </u> | To: From: | US 58 Virginia Beach | Blvd | | | | | | | | | | | |
| 165)Kempsville Rd | City of Norfolk | | G 98% | 1% | 1% | 0% | 0% | 0% | F | 0.101 | F | 0.587 | 12000 | (|
| | To: | US 13 Northampton I | Blvd | | | | | | | | | | | |
| | From: | Kempsville Rd | | 4.57 | | 221 | | | _ | | _ | | | |
| 165) (13) (166) Northampton Blvd | City of Norfolk | | G 97% | 1% | 1% | 0% | 1% | 0% | F | 0.095 | F | 0.538 | 29000 | (|
| | From: IIS | SR 166, US13 13 Northampton Blvd; SR 166 | Dringass Anna I | 24 | | | | | | | | | | |
| 165)Military Hwy North | City of Norfolk | | G 97% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.535 | 37000 | (|
| 163) | | | U 07.70 | . , 0 | | 0,0 | 0,0 | 0,0 | • | 0.000 | · | 0.000 | 0.000 | |
| Military I luny North | City of Norfalls | I-64 | 070/ | 10/ | 10/ | 00/ | 00/ | 0% | F | 0.004 | F | 0.577 | 22000 | |
| 165 Military Hwy North | City of Norfolk | 0.60 21000 | G 97% | 1% | 1% | 0% | 0% | 0% | Г | 0.084 | Г | 0.577 | 23000 | (|
| | To: From: | SR 192 Azalea Garde | | | | | | | | | | | | |
| 165 Military Hwy North | City of Norfolk | 0.39 19000 | G 97% | 1% | 1% | 0% | 0% | 0% | С | 0.085 | F | 0.551 | 20000 | |
| <u> </u> | To: From: | SR 247 Norview A | ve | | <u> </u> | | | | | | | | | |
| 165)Military Hwy North | City of Norfolk | 1.65 21000 | G 97% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.511 | 23000 | |
| \mathcal{L} | To | SR 170 Little Creek | Rd | | | | | | | | | | | |
| 165)Little Creek Rd | City of Norfolk | | F 96% | 1% | 1% | 1% | 1% | 0% | С | 0.085 | F | 0.536 | NA | |
| 100) | To | | | | | | | | | | | | | |
| 165)Little Creek Rd | From: City of Norfolk | SR 194 Chesapeake I 0.58 24000 | G 97% | 1% | 1% | 1% | 1% | 0% | F | 0.091 | F | 0.585 | 26000 | |
| 165 Little Creek Hu | City of Norton | 0.36 24000 | G 37/6 | 1 /0 | 1 /0 | 1 /0 | 1 /0 | 0 /6 | ' | 0.031 | ' | 0.363 | 20000 | |
| | To: From: | Tidewater & Sewells Po | | | | | | | | | _ | | | |
| 165) Little Creek Rd | City of Norfolk | | G 97% | 1% | 1% | 1% | 1% | 0% | F | 0.101 | F | 0.672 | 24000 | |
| <u> </u> | From: | NHS Change I-64 | | | | | | | | | | | | |
| 165)Little Creek Rd | City of Norfolk | | G 97% | 1% | 1% | 1% | 1% | 0% | F | 0.074 | F | 0.525 | 27000 | |
| 103)= | | | | . , 0 | | . , 0 | . , 0 | 0,0 | • | 0.07 | · | 0.020 | _, 000 | |
| Las Little Creek Bd | City of Norfolk | US 460 Granby S 1.19 21000 | G 98% | 1% | 1% | 0% | 0% | 0% | С | 0.084 | F | 0.557 | 22000 | (|
| Little Creek Rd | City of Norioik | 1.19 21000 | G 90% | 170 | 1 70 | 0% | 076 | 0% | C | 0.064 | Г | 0.557 | 22000 | |
| | To: From: | Diven St | | | | | | | | | | | | |
| Little Creek Rd | City of Norfolk | | G 98% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.582 | 12000 | |
| <u> </u> | Τα | SR 337 Hampton Bl | lvd | | | | | | | | | | | |
| | From: | SR 165 Little Creek | | | | | | | | | | | | |
| 165)Ramp | City of Norfolk (Maint: 64) | | G | | | | | | | 0.084 | F | | 5800 | |
| <u> </u> | Tα· | I-64 East | | | | | | | | | | | | |
| North | From: | SR 165 N, Military Hwy | y North | | | | | | | | | | | |
| 165)Ramp | City of Norfolk (Maint: 64) | 0.11 NA | | | | | | | | NA | | | NA | |
| l-ab | To: From: | Robin Hood Rd Rar | mp | | <u> </u> | | | | | | | | | |
| North 165)Ramp | City of Norfolk (Maint: 64) | 0.11 8200 | G | | | | | | | 0.102 | F | | 8700 | (|
| 165/1 1911119 | To: | I-64 West | u | | | | | | | 0.102 | | | 0700 | (|

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

| B . | | | 4 | | | Truck | | 0.0 | K | 014 | Dir | A A14/DT | 0 |
|--|-----------------|----------------------------------|-------|-------|----------|---|--------|-----|--------|-----|--------|----------|--------|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | 2Axle 3+ | Axle 1Trai | 2Trail | QC | Factor | QK | Factor | AAWDT | QV |
| | From: | NCL Chesapeake | 2221 | 121 | | | 221 | _ | 2.4 | _ | 0 = 40 | | _ |
| 166 (460) Wilson Rd | City of Norfolk | 0.65 7300 G | 98% | 1% | 1% C | % 0% | 0% | F | 0.1 | F | 0.542 | 7800 | G |
| <u> </u> | To: From | Campostella Ave | | | | | | | | | | | |
| 166)(460)(168)Campostella Rd | City of Norfolk | Wilson Rd 0.73 52000 G | 95% | 1% | 1% 1 | % 2% | 0% | F | 0.113 | F | 0.783 | 57000 | (|
| 166 (460) 168 Campostella Rd | Oity of Nortoix | 0.70 32000 G | 33 /6 | 1 /0 | | 70 Z 70 | 0 70 | | 0.110 | ' | 0.700 | 37000 | • |
| | From: | Kimball Terr | | | _ | | | | | | | | |
| 166 460 168 Brambleton Ave | City of Norfolk | 0.30 47000 F | 99% | 0% | 1% C | % 0% | 0% | F | 0.082 | F | 0.614 | NA | |
| <u> </u> | To: From: | US 460 Brambleton Ave | | | | | | | | | | | |
| 166)Park Ave | City of Norfolk | 0.45 13000 G | 97% | 1% | 1% C | % 0% | 0% | С | 0.098 | F | 0.523 | 15000 | (|
| \smile | To: From: | US 58 Va Beach Blvd | | | | | | | | | | | |
| 166)Park Ave | City of Norfolk | 0.14 12000 G | 97% | 1% | 1% C | % 0% | 0% | F | 0.101 | F | 0.556 | 14000 | (|
| 100) - 4 | To: | Princess Anne Rd | 0.70 | .,, | | ,, | | - | | - | | | |
| | From: | Park Ave | | | | | | | | | | | |
| 166)Princess Anne Rd | City of Norfolk | 0.65 18000 G | 97% | 1% | 1% 1 | % 1% | 0% | F | 0.087 | F | 0.505 | 20000 | (|
| \smile | Too | Merrimac Ave | | | | | | | | | | | |
| 166)Princess Anne Rd | City of Norfolk | 0.30 19000 G | 97% | 1% | 1% 1 | % 1% | 0% | F | 0.088 | F | 0.522 | 21000 | (|
| 100) | - | | 0.70 | . , , | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 0,0 | • | 0.000 | • | 0.022 | | |
| | From: | Ballentine Blvd | 070/ | 40/ | 10/ | 0/ 10/ | 00/ | _ | 0.400 | | 0.554 | 00000 | |
| Princess Anne Rd | City of Norfolk | 0.95 21000 A | 97% | 1% | 1% 1 | % 1% | 0% | С | 0.100 | Α | 0.551 | 23000 | 1 |
| | From | Azalea Garden Rd | | | | | | | | | | | |
| 166) Princess Anne Rd | City of Norfolk | 1.46 19000 G | 97% | 1% | 1% 1 | % 1% | 0% | F | 0.086 | F | 0.537 | 21000 | (|
| \smile | To | US 13 Military Hwy | | | — | | | | | | | | |
| 166) (13) (165) Northampton Blvd | City of Norfolk | 0.26 27000 G | 97% | 1% | 1% C | % 1% | 0% | F | 0.095 | F | 0.538 | 29000 | (|
| 100 (10) (103) | To: | SR 165 Princess Anne Ro | | | | | | | | | | | |
| | From | SR 165 Military Hwy | | | | | | | | | | | |
| 166) (13) Northampton Blvd | City of Norfolk | 0.62 38000 G | 96% | 0% | 1% 1 | % 2% | 0% | F | 0.092 | F | 0.602 | 40000 | (|
| | To | I-64 | | | | | | | | | | | |
| 166) 13 Northampton Blvd | City of Norfolk | 0.20 89000 G | 96% | 0% | 1% 1 | % 2% | 0% | F | 0.081 | F | 0.557 | 92000 | (|
| 100) (13) ************************************ | To: | CL Virginia Beach | | | Ti i | | | | | | | | |
| | From: | SCL Norfolk | | | | | | | | | | | |
| 168)Campostella Rd | City of Norfolk | 0.52 19000 G | 96% | 1% | 1% 1 | % 2% | 0% | F | 0.102 | F | 0.601 | 21000 | (|
| 166) Gampostona Ha | City of Norion | | 0070 | 1 /0 | | 70 270 | 0 70 | • | 0.102 | • | 0.001 | 21000 | ` |
| | From | SR 407 Indian River Rd | 2221 | | | -/ 0-/ | 221 | | 0.400 | _ | | | |
| 168 Campostella Rd | City of Norfolk | 0.26 25000 G | 96% | 1% | 1% 1 | % 2% | 0% | F | 0.103 | F | 0.62 | 27000 | (|
| <u> </u> | From: | US 460 Wilson Rd Wilson Rd | | | | | | | | | | | |
| 168)(460)(166)Campostella Rd | City of Norfolk | 0.73 52000 G | 95% | 1% | 1% 1 | % 2% | 0% | F | 0.113 | F | 0.783 | 57000 | (|
| 168 (460) (166 Campostella Rd | Only of Norion | | JJ /0 | 1 /0 | 1 /0 1 | ,5 2/0 | J /0 | ' | 0.110 | • | 0.700 | 3,000 | ` |
| | From | Kimball Terr | 0000 | 0.51 | 10/ | 0/ 00: | 651 | | 0.000 | | 0.644 | | |
| 168 460 166 Brambleton Ave | City of Norfolk | 0.30 47000 F | 99% | 0% | 1% C | % 0% | 0% | F | 0.082 | F | 0.614 | NA | |
| | To: | Park Ave | | | | | | | | | | | |
| 168 (460) Brambleton Ave | City of Norfolk | 0.40 39000 F | 97% | 1% | 1% C | % 1% | 0% | С | 0.082 | F | 0.558 | NA | |
| | Tα | Brambleton Ave | | | | | | | | | | | |

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

| | | City of Norto | | | | | Tru | ıck | | | K | | Dir | | |
|-----------------------|-----------------------------|---|-------------------|-------|-------|----|--------|-------|------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| | From: | Brambleton Av | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 0.31 35000 | F | 95% | 1% | 1% | 1% | 2% | 0% | С | 0.082 | F | 0.508 | NA | |
| | To: From: | US 58 Va Beach F | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 0.89 34000 | F | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.503 | NA | |
| | To: From | Lindenwood Av | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 0.81 32000 | F | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.080 | F | 0.514 | NA | |
| | To: From: | Cromwell Dr | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 1.03 39000 | F | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.088 | В | 0.516 | 43000 | F |
| | To- From: | Norview Ave | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 1.11 45000 | F | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.085 | F | 0.517 | NA | |
| | To- From: | I-64 | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 0.60 32000 | F | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.085 | F | 0.618 | NA | |
| | To- From: | SR 165 Little Creel | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 1.29 19000 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.091 | F | 0.630 | 20000 | G |
| | To: From: | Bay View Blvo | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 1.01 12000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.532 | 13000 | G |
| | To: From: | US 460 Granby | | | | | | | | | | | | | |
| 168 Tidewater Dr | City of Norfolk | 0.75 8900 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.636 | 9500 | G |
| | 10. | US 60 Ocean View | | | | | | | | | | | | | |
| North (168) Ramp | City of Norfolk (Maint: 64) | SR 168 N, Tidewate 0.27 6000 | er Dr G | | | | | | | | 0.092 | F | | 6300 | G |
| 168 Hamp | Tree | I-64 West | <u> </u> | | | | | | | | 0.032 | ' | | 0300 | G |
| North | Front | SR 168 Tidewater | r Dr | | | | | | | | | | | | |
| (168)Ramp | City of Norfolk (Maint: 64) | 0.20 5500 | G | | | | | | | | 0.094 | F | | 5900 | G |
| | Тα | I-64 East | | | | | | | | | | | | | |
| South | From: | SR 168 S, Tidewate | | | | | | | | | | | | | |
| (168)Ramp | City of Norfolk (Maint: 64) | 0.17 3700 | G | | | | | | | | 0.086 | F | | 4000 | G |
| <u> </u> | To: | I-64 East | | | | | | | | | | | | | |
| South | Prom: | SR 168 Tidewater | | | | | | | | | 0.000 | _ | | 0500 | _ |
| 168 Ramp | City of Norfolk (Maint: 64) | 0.13 3300 I-64 West | G | | | _ | | | | | 0.096 | F | | 3500 | G |
| | From | SR 165 N Military | Ции | | | | | | | | | | | | |
| 170 Little Creek Rd | City of Norfolk | 1.08 24000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.081 | F | 0.515 | 26000 | G |
| | та | Halprin Drive | | | | | | | | | | | | | |
| (170) Little Creek Rd | City of Norfolk | 0.48 22000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.091 | F | 0.525 | 24000 | G |
| 170 | 7.c, 5 | | | /- | - / 0 | L | | . , • | | | | | | | |
| (170) Little Creek Rd | City of Norfolk | SR 192 Azalea Gard 1.09 21000 | G Ra | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.088 | F | 0.518 | 23000 | G |
| 170 2.1.10 3.331.110 | Try Of Porton | US 60 Shore Dri | | 5576 | 0 /0 | | 0 /0 | . /0 | 0 /0 | • | 0.000 | • | 0.010 | _5000 | G |

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

| | | | | | | | Truc | rk | | | K | | Dir | | |
|----------------------|--|-------------------------------------|----------|-------|-------|------------|--------|-------|------|----|--------|----|--------|--------|----|
| Route | Jurisdiction | Length AAD | T QA | 4Tire | Bus | | 3+Axle | _ | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| | From | SR 165 Milit | | 070/ | 40/ | | 40/ | 40/ | 00/ | _ | 0.007 | _ | 0.504 | 1 1000 | _ |
| 192 Azalea Garden Rd | City of Norfolk | 2.02 1400 | | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.087 | F | 0.594 | 14000 | C |
| | 10. | SR 170 Littl | | | | | | | | | | | | | |
| | From: | SR 166 Princes | | 070/ | 40/ | | 40/ | 40/ | 00/ | _ | 0.004 | _ | 0.500 | 45000 | , |
| 194 Sewells Point Rd | City of Norfolk | 1.63 1400 | | 97% | 1% | 2% | 1% | 1% | 0% | С | 0.091 | F | 0.506 | 15000 | (|
| | From: | Chesapeak Norview | | | | | | | | | | | | | |
| 194)Chesapeake Blvd | City of Norfolk | 0.87 1700 | | 97% | 1% | 2% | 1% | 1% | 0% | F | 0.090 | F | 0.535 | 18000 | (|
| 194) 6664 66 | - | | | 0.70 | . , 0 | | . 70 | . , 0 | 0,0 | • | 0.000 | • | 0.000 | .0000 | • |
| Chananada Dha | Prom: | I-64 | | 070/ | 10/ | 10/ | 00/ | 00/ | 00/ | F | 0.077 | F | 0.507 | 07000 | |
| 194 Chesapeake Blvd | City of Norfolk | 0.85 2500 | 00 G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | F | 0.587 | 27000 | (|
| <u> </u> | To: From: | SR 165 Little | Creek Rd | | | | | | | | | | | | |
| 194)Chesapeake Blvd | City of Norfolk | 1.31 2200 | 00 G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.575 | 24000 | (|
| \smile | To | Bay View | Blvd | | | | | | | | | | | | |
| 194)Chesapeake Blvd | City of Norfolk | 0.61 1100 | | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.516 | 12000 | (|
| 104) | To | CI | | | | | | | | | | | | | |
| 194)Chesapeake Blvd | City of Norfolk | 0.48 580 0 | | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.089 | F | 0.513 | 6200 | (|
| 194 Ollesapeake blvu | City of Norion | US 60 Ocean | | 31 /6 | 1 /0 | | 0 /6 | 0 /0 | 0 /6 | U | 0.003 | ' | 0.515 | 0200 | • |
| | Providence of the Control of the Con | | | | | | | | | | | | | | |
| North | City of Norfolk (Maint: 64) | SR 194 N, Ches 0.18 170 0 | - | d | | | | | | | 0.095 | F | | 1900 | (|
| 194)Ramp | City of Noriok (Maint. 64) | 0.16 1700 I-64 W | | | | | | | | | 0.095 | Г | | 1900 | , |
| | | | | | | | | | | | | | | | |
| South | City of Novfolk (Mainte C4) | SR 194 S, Ches | | i | | | | | | | 0.107 | F | | 0000 | , |
| 194 Ramp | City of Norfolk (Maint: 64) | | | | | | | | | | 0.107 | г | | 9800 | (|
| | | I-64 Ea | | | | | | | | | | | | | |
| | From | SR 337 Hamp | | 2==/ | | | | | | _ | | _ | | 4000 | |
| 247)26th St | City of Norfolk | 0.63 400 0 | | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.105 | F | | 4300 | (|
| \smile | Combined Traffic Estimates for 2 Parallel Roadway | ys on this Route: 1300 | 00 G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.083 | F | 0.636 | 14000 | (|
| | To: From | Colonial | Ave | | | | | | | | | | | | |
| 247)26th St | City of Norfolk | 0.10 950 0 | 0 G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.105 | F | | 10000 | (|
| | Combined Traffic Estimates for 2 Parallel Roadway | ys on this Route: 1900 | 00 G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.089 | F | 0.611 | 20000 | (|
| | To | Llewellyr | n Ave | | | | | | | | | | | | |
| 247)26th St | City of Norfolk | 0.17 1000 | | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.099 | F | | 11000 | (|
| 241) -0 01 | Combined Traffic Estimates for 2 Parallel Roadway | | | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.083 | F | 0.589 | 21000 | (|
| | Combined Traine Estimates for 21 araner rioadwa | | | 31 /6 | 1 /0 | 1 /6 | 1 /0 | 1 /0 | 0 /6 | ' | 0.000 | ' | 0.503 | 21000 | ` |
| | To From: | Monticelle | | 0==/ | 12/ | | 151 | | 221 | | 2 22= | | | 44005 | |
| 247)26th St | City of Norfolk | 0.23 990 0 | | 97% | 1% | 1% | 1% | 1% | 0% | С | 0.095 | F | | 11000 | (|
| \smile | Combined Traffic Estimates for 2 Parallel Roadway | s on this Route: 2000 | 00 G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.081 | F | 0.581 | 21000 | (|
| | Tra- Econy- | Church | n St | | | — — | | | | | | | | | |
| 247)26th St | City of Norfolk | 0.21 9400 | | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.582 | 10000 | (|
| <u></u> | Combined Traffic Estimates for 2 Parallel Roadway | vs on this Route: 1900 | 00 G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.09 | F | 0.533 | 21000 | (|
| | To: | 27th S | | | | | | | | | | | | | - |

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

| | | | | | | | | Tru | ok | | | K | | Dir | | |
|---------------------------|--|----------------------|--------------------------------|----------|--------|-----|-----|--------|-----|-----|----|--------|----|--------|-------|------|
| Route | Jurisdiction | Length | | QA 4 | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | . QI |
| 247)Lafayette Blvd | City of Norfolk | 1.07 | 27th St 17000 | G 9 | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | 0.513 | 18000 | G |
| <u>~</u> | To: From | SR 1 | 68 Tidewater I | Dr | | | | | | | | | | | | |
| Lafayette Blvd | City of Norfolk | 0.66 | 17000 | G S | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.081 | F | 0.505 | 18000 | (|
| <u> </u> | To: | | esapeake Blvd | l | | | | | | | | | | | | |
| Chanana da Dhad | City of Novfolls | | afayette Blvd | | 070/ | 10/ | 10/ | 00/ | 00/ | 00/ | F | 0.000 | F | 0.510 | 10000 | |
| Chesapeake Blvd | City of Norfolk | 1.34 | | | 97% | 1% | 1% | 0% | 0% | 0% | Г | 0.088 | Г | 0.513 | 19000 | |
| | From: | | Sewells Point esapeake Blvd | | | | | | | | | | | | | |
| Norview Ave | City of Norfolk | 0.29 | • | | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.08 | F | 0.511 | 24000 | |
| 147) | | | | | | | | | | | - | | - | | | |
| Namiou Aug | From | 0.01 | I-64 | | 000/ | 00/ | 10/ | 00/ | 00/ | 00/ | | 0.000 | F | 0.540 | 07000 | |
| Norview Ave | City of Norfolk | 0.61 | | | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.080 | F | 0.540 | 27000 | |
| | 111. | SR I | 65 Military Hv | vy | | | | | | | | | | | | |
| ast | From: | | 7 E, Norview A | | | | | | | | _ | | _ | | | |
| Ramp | City of Norfolk (Maint: | : 64) 0.20 | | G S | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.102 | F | | 6400 | |
| <u> </u> | To: | | I-64 East | | | | | | | | | | | | | |
| Vest | From: | SR 247 | W, Norview | Ave | | | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: | : 64) 0.16 | 7900 | G S | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.082 | F | | 8400 | |
| | To: | | I-64 East | | | | | | | | | | | | | |
| /est | From: | SR 2 | 47 Norview A | ve | | | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: | | | | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.075 | F | | 5200 | |
| | To: | - / | I-64 West | | | | | | | | | | | | | |
| | From | CD 22 | 37 Hampton Bl | lud | | | | | | | | | | | | |
| 247)27th St | City of Norfolk | 0.79 | | | 97% | 1% | 1% | 1% | 1% | 0% | С | 0.087 | F | | 9700 | |
| 247)27111 01 | Combined Traffic Estimates for 2 Parallel Road | | | | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.083 | F | 0.636 | 14000 | |
| | Combined Trainic Estimates for 2 Parallel Road | dways on this Houte. | 13000 | G 9 | 97% | 1% | 1% | 170 | 170 | 0% | Г | 0.063 | Г | 0.636 | 14000 | |
| | To: From: | | lewellyn Ave | | | | | | | | | | | | | |
| 247)27th St | City of Norfolk | 0.77 | | G S | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.084 | F | | 10000 | |
| F) | Combined Traffic Estimates for 2 Parallel Road | dways on this Route: | 20000 | G S | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.083 | F | 0.589 | 21000 | |
| | То: | SF | R 247 26Th St | | | | | | | | | | | | | |
| | From | IS-00264-E008A(L)/IS | 5-00264-W008 | A(U)/T | O BERK | CLE | | | | | | | | | | |
| 264 337 Ramp | City of Norfolk (Maint: | | NA | | | | | | | | | NA | | | NA | |
| | Tα: | 1SR-00337-P(L)/122 | -08592- 000A | (U)/TO | RT 464 | S | | | | | | | | | | |
| | From | I 264 E014A | I-264-W014A | \ TO I 6 | 54 | | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: | | | G |)+ | | | | | | | 0.083 | F | | 28000 | |
| 264) ((a)() | Ta | • | M I-264 EAST | | ST. | | _ | | | | | 0.000 | • | | 20000 | |
| | | | | | | | | | | | | | | | | |
| | City of November (Mariet | | C I-264-W014C | C TO I-6 | 54 | | | | | | | NIA | | | NIA | |
| Ramp | City of Norfolk (Maint: | | NA | o xxxeor | T. 4.4 | | | | | | | NA | | | NA | |
| | Tor | I-64-W FROM | | & WES | 144 | | | | | | | | | | | |
| ast ALT | Fron: | | VCL Norfolk | | | | | - | | - | | | | | | |
| 264)(460) Elizabeth River | Downtown Tunnel City of Norfolk (Maint: | : 64) 0.55 | 37000 | F S | 93% | 1% | 1% | 1% | 4% | 0% | F | 0.086 | F | | 38000 | |
| \sim | Combined Traffic Estimates for 2 Parallel Road | dways on this Route: | 67000 | F S | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | Α | 0.502 | 71000 | |
| | To | • | 464, SR 337 | | | | | | | | | | | | | |

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

| | | | | y or morre | | | | | Tru | ck | | | K | | Dir | | |
|----------------------------|---|----------------|------------|------------------------|----------|------------|----------|-----------------|----------|----------|----------|--------|---------------|--------|---------|--------|--------|
| Route | Jurisdiction | on | Length | AADT | QA | 4Tire | Bus | | 3+Axle | - | | QC | Factor | QK | Factor | AAWDT | QW |
| East ALT | From | : | I- | 464, SR 33 | 7 | | | 2, 0.10 | 017100 | 111411 | Liian | | 1 40101 | | 1 40101 | | |
| 264 460 337 Berkley Bridge | e City of Norfolk (N | Maint: 64) | 0.41 | 48000 | G | 93% | 1% | 1% | 1% | 4% | 0% | F | 0.109 | F | | 52000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on th | nis Route: | 93000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | Α | 0.667 | 100000 | G |
| East | To | | I | ALT US 460 |) | | | | | | | | | | | | |
| 264)(337) | City of Norfolk (N | Maint: 64) | 0.26 | 47000 | N | 93% | 1% | 1% | 1% | 4% | 0% | Ν | 0.109 | F | | 51000 | N |
| | Combined Traffic Estimates for 2 Parallel | , | nis Route: | 91000 | N | 93% | 0% | 1% | 1% | 4% | 0% | Ν | 0.085 | F | 0.508 | 100000 | Ν |
| | To | | SR 3 | 37 Tidewate | er Dr | | | \neg \vdash | | | | | | | | | |
| East ALT (264) (460) (337) | City of Norfolk (N | Maint: 64) | 0.65 | 47000 | F | 93% | 1% | 1% | 1% | 4% | 0% | F | 0.109 | F | | 51000 | F |
| | Combined Traffic Estimates for 2 Parallel | , | | | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.085 | F | 0.508 | 99000 | G |
| | To | , | | 0 Brambleto | n Ave | | | | | | | | | | | | |
| East (264) | City of Norfolk (N | Aaint: 64) | 0.81 | 60000 | F | 93% | 1% | 1% | 1% | 4% | 0% | F | 0.104 | F | | 66000 | F |
| 264 | Combined Traffic Estimates for 2 Parallel | , | | | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.104 | F | 0.577 | 133000 | F |
| | To T | | | 5 Ballentine | | 0070 | 070 | | 170 | 170 | 070 | | 0.00 | | 0.077 | 100000 | |
| East (264) | From | Asiata OA) | | | | 000/ | 40/ | 40/ | 40/ | 40/ | 00/ | _ | 0.400 | _ | | 05000 | _ |
| 264) | City of Norfolk (N Combined Traffic Estimates for 2 Parallel | , | 2.34 | 59000 | F | 93% 93% | 1% 0% | 1% 1% | 1% 1% | 4% 4% | 0% 0% | F F | 0.106 0.09 | F F | 0.576 | 65000 | F F |
| (| Combined Trainic Estimates for 2 Parallel | Roadways on in | | | F | 93% | 0% | 176 | 170 | 4% | 0% | Г | 0.09 | Г | 0.576 | 130000 | Г |
| East (264) | To From | | | 13 Military I | _ | | | | | | | | | | | | |
| 264 | City of Norfolk (N | , | 1.05 | 33000 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.106 | F | | 39000 | G |
| | Combined Traffic Estimates for Parallel | Roadways on th | iis Route: | NA | | | | | | | | | 0.09 | F | 0.576 | NA | |
| East | To From | | I-64 Ham | pton Roads | Beltway | У | | | | | | | | | | | |
| Virginia Beach Norfolk Ex | | | 0.74 | 103000 | G | 97% | 0% | 0% | 2% | 1% | 0% | F | 0.085 | F | | 110000 | G |
| | Combined Traffic Estimates for 2 Parallel | - | | | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.076 | F | 0.529 | 220000 | G |
| | From | | 403 Newtow | | | | | | | | | | | | | | |
| East (264) Ramp | City of Norfolk (N | | 0.42 | /10 ROU11 NA | £ 464 S0 | JUTH | | | | | | | NA | | | NA | |
| 204) | To | | -W008A(R)/ | | 08A(L)/ | TO BERK | LE | | | | | | | | | | |
| East | From | | | I-264 East | | | | | | | | | | | | | |
| Ramp | City of Norfolk (N | Maint: 64) | 0.21 | 1400 | F | | | | | | | | 0.129 | F | | 1500 | F |
| | То | : | US 460 | W, Bramble | ton Ave | | | | | | | | | | | | |
| East | City of Norfalls (A | Agint: 64) | 0.10 | I-264 East | F | | | | | | | | 0.100 | F | | 6900 | F |
| Ramp | City of Norfolk (N | naiii. 04) | | 6400 5 Ballentine | | | | $\overline{}$ | | | | | 0.102 | Г | | 6800 | Г |
| East | From | <u> </u> | | East Collect | | | | | | | | | | | | | |
| (264) Ramp | City of Norfolk (N | Maint: 64) | 0.14 | 3200 | G | | | | | | | | 0.146 | F | | 3400 | G |
| | - To | | US 13 S | S, Military H | lighway | | | | | | | | | | | | |
| East | From | : | I-264 | East Collect | | | | | | | | | | | | | |
| Ramp | City of Norfolk (N | | 0.14 | 6100 | G | | | | | | | | 0.089 | F | | 6500 | G |
| \sim | To | | US 13 N | N, Military H | lighway | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length AADT QA 4Tire Bus | Truck2Axle 3+Axle 1Trail 2Trail | QC K Factor | QK Dir Factor | AAWDT | QW |
|--------------------------|-----------------------------------|---|---------------------------------|----------------|------------------|-------|----|
| East (264) Ramp | Front City of Norfolk (Maint: 64) | I-264 East 0.11 20000 G | | 0.102 | F | 22000 | G |
| East | To- Front | I-264 East Exit 13A | | | | | |
| Collector Rd | City of Norfolk (Maint: 64) | 0.07 17000 G | | 0.1 | F | 18000 | G |
| East Collector Rd | City of Norfolk (Maint: 64) | US 13 South Exit 47A 0.11 27000 G | | 0.092 | F | 29000 | G |
| \bigcirc | | I-264 East Exit 13B | <u> </u> | | | | |
| East 264 Collector Rd | City of Norfolk (Maint: 64) | 0.09 21000 G | | 0.095 | F | 23000 | G |
| East | To: From: | US 13 North Exit 47A US 13 Military Hwy | | | | | |
| 264 Collector Road | City of Norfolk (Maint: 64) | 0.42 29000 G 98% 0% | | F 0.094 | F | 31000 | G |
| East | From | I-64 Hampton Roads Beltway I-264-E014A TO RT 64 EAST | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.18 20000 G | <u> </u> | 0.089 | F | 22000 | G |
| East 264) Ramp | City of Norfolk (Maint: 64) | I-64-E284B FROM RT 64 EAST 0.21 NA | | NA | | NA | |
| \smile | Too | I-264-E014B TO RT 64 WEST | | | | | |
| East 264 Ramp | City of Norfolk (Maint: 64) | 0.09 25000 G | | 0.096 | F | 25000 | G |
| East | To- From | I-64-W284B FROM RT 64 WEST | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.23 55000 G | | 0.082 | F | 55000 | G |
| East | TOIL . | 4-E015A TO RT 403 SOUTH-NEWTOWN RD | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.15 NA | | NA | | NA | |
| East | 110iil | -S000A FROM RT 403 SOUTH-NEWTOWN RD | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.21 NA | | NA | | NA | |
| East | 11000 | 4-E015B TO RT 403 NORTH-NEWTOWN RD | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.17 38000 G 97% 0% 4-E END COLL RD FROM RTS 13, 64 & 403 | 0% 2% 1% 0% | F 0.078 | F | 38000 | G |
| East | From: | I-264-E013X TO I-64 EAST | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.16 8800 G I-264-W014A I-264- 14A TO I-64 | <u> </u> | 0.137 | F | 8800 | G |
| East | Front | I-264-E013X TO I-64 WEST | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.12 4000 G I-64-W FROM I-264 EAST | _ | 0.09 | F | 4000 | G |
| East | Front | I-264-E TO I-64 WEST | <u> </u> | | | | |
| 264)Ramp | City of Norfolk (Maint: 64) | 0.25 NA | | NA | | NA | |
| \smile | Tσ | I-264-W014C I-264- 14C TO I-64 | | | | | |

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

| Route | | Jurisdictio | n . | l enath | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | K | QK | Dir | AAWDT | OW |
|-------------------------------------|------------------------------|------------------------|---------------|------------------------|----------------------|----------|------------|----------|----------|----------|----------|----------|----------|----------------|--------|--------|------------------|--------|
| Rev | | From: | | -264-R I-264- | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | <u> </u> | Factor | QIV | Factor | 70000 | Q 11 |
| (264) Ramp | | City of Norfolk (M | | 0.01 | NA | WIPS TO | α rk | | | | | | | NA | | | NA | |
| | | To: | I-2 | 64-E FROM I | | | N MED | | | | | | | | | | | |
| West ALT 264 460 Elizabeth River Do | wntown Tunnel | City of Norfolk (M | faint: 64) | 0.56 | WCL Norfolk 30000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.112 | F | | 32000 | F |
| 264/460/211245011711101 50 | Combined Traffic Est | , | , | | | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.542 | 71000 | F |
| | | Tox | | I | -464, SR 337 | 7 | | | | | | | | | | | | |
| West ALT 264 460 (337) Berkley Brid | ge | City of Norfolk (M | /laint: 64) | 0.78 | 45000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.081 | Α | | 48000 | G |
| 204) (400) (007) | Combined Traffic Est | timates for 2 Parallel | Roadways on t | this Route: | 93000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | Α | 0.667 | 100000 | G |
| West | | To: From: | | Ti | dewater Driv | ve | | | | | | | | | | | | |
| 264 337 | | City of Norfolk (M | Maint: 64) | 0.84 | 45000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.1 | F | | 48000 | F |
| | Combined Traffic Est | timates for 2 Parallel | Roadways on t | this Route: | 91000 | N | 93% | 0% | 1% | 1% | 4% | 0% | Ν | NA | | | 100000 | N |
| West | | To: From: | Ţ | JS 460, SR 16 | 8, SR 166 B | rambleto | n Ave | | | | | | | | | | | |
| 264) | | City of Norfolk (M | , | 0.87 | 61000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | | 67000 | F |
| | Combined Traffic Est | timates for 2 Parallel | Roadways on t | this Route: | 122000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.577 | 133000 | F |
| West | | To: From: | | SR 40 |)5 Ballentine | Blvd | | | | | | | | | | | | |
| 264 | | City of Norfolk (M | | 2.01 | 60000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.091 | F | | 65000 | F |
| | Combined Traffic Est | timates for 2 Parallel | Roadways on t | | | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.576 | 130000 | F |
| West | | From: | | | 13 Military I | | | | | | | | | | | | | |
| 264 | Cambinad Traffic F | City of Norfolk (M | , | 1.08 | 25000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.091 | F F | 0.570 | 29000 | G |
| | Combined Traffic E | Stimates for Parallel | Roadways on 1 | | | | | | | | | | | 0.09 | г | 0.576 | NA | |
| West | | From: | 4 : . 75) | | npton Roads | | | 00/ | | 00/ | 00/ | 00/ | - | 0.000 | - | | 110000 | |
| Virginia Beach Norfolk E | xpwy Combined Traffic Est | City of Norfolk (M | , | 0.30 | 102000 | G G | 99% 98% | 0% 0% | 0% 0% | 0% 1% | 0% 0% | 0% 0% | F | 0.082 0.076 | F | 0.529 | 110000 220000 | G G |
| | Combined Traine Es | To: | | R 403 Newtow | | | | 0 70 | | 1 70 | 0 70 | 0 70 | ' | 0.070 | | 0.020 | 220000 | u |
| West | | From: | | I-264-W I-46 | 4-S; 464-W | IN MED | IAN | | | | | | | | | | | |
| 264 337 Ramp | | City of Norfolk (M | /laint: 64) | 0.22 | NA | EDIZIE | | | | | | | | NA | | | NA | |
| West | | From | TC 00264 | I-264-E W(B)/INSPEC | 008A TO BE | | DECTDI | TED | | | | | | | | | | |
| West 264 Ramp | | City of Norfolk (M | | 0.06 | NA | KUAD (| KESTKI | LED | | | | | | NA | | | NA | |
| | | To: | | 0464-S(B)/FR | OM INSPEC | CTION S | TATION | | | | | | | | | | | |
| West | . City Hall Area | From: | Acinta CA | 0.10 | I-264 WB | | | | | | | | | NI A | | | NI A | |
| Ramp From I-264 WB to | Olly Hall Ave | City of Norfolk (M | /iaint: 64) | 0.19 Cit | NA y Hall Ave V | VB | | | | | | | | NA | | | NA | |
| West | | From: | IS | S-00264-W(B) | | | RIVE | | | | | | | | | | | |
| Ramp | | City of Norfolk (M | Maint: 64) | 0.44 | NA | | | | | | | | | NA | | | NA | |
| | | To: | A1SR-0 | 00337(U)/A1S | R-00337-S0 | 03A(L)/0 | Gap Term | inu | | | | | | | | | | |

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

| | | 0.11, 0.1.10.10.11 | | | | | |
|-----------------------|------------------------------|---|-------------------------------------|----------------|------------------|-------|----|
| Route | Jurisdiction | Length AADT QA 4Tire Bus | Truck 2Axle 3+Axle 1Trail 2Trail | QC K Factor | QK Dir Factor | AAWDT | QV |
| West | From: | I-264 West | | | _ | | |
| Ramp | City of Norfolk (Maint: 64) | 0.06 5800 F | _ | 0.119 | F | 6100 | F |
| | | I-264 West Exit 11C Ramp to Claiborne Ave | | | | | |
| West 264 Ramp | City of Norfolk (Maint: 64) | I-264 West 0.12 12000 F | | 0.073 | F | 13000 | _ |
| 264 Namp | To: | US 460 E, Brambleton Ave | | 0.073 | Į. | 13000 | ' |
| West | From: | I-264 West | | | | | _ |
| Ramp | City of Norfolk (Maint: 64) | 0.15 6000 F | | 0.106 | F | 6300 | F |
| 204) | To: | SR 405 Ballentine Blvd | | | | | |
| West | Fronx | I-264 West Collector Rd | | | | | |
| 264) Ramp | City of Norfolk (Maint: 64) | 0.12 7300 G | | 0.142 | F | 7800 | (|
| | To: | US 13 S, Military Highway | | | | | |
| West | From: | I-264 West Collector Rd | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.15 10000 G | | 0.079 | F | 11000 | (|
| | То: | US 13 N, Military Highway | | | | | |
| West | | 264-W RAMPS TO & FROM 64 H.O.V.IN ME | | | _ | | |
| Ramp | City of Norfolk (Maint: 64) | 0.06 2200 G I-264-R I-264-R000A RAMPS TO & FR | \neg | 0.266 | F | 2800 | (|
| | | | | | | | _ |
| West 264) Ramp | City of Norfolk (Maint: 64) | I-264 West 0.09 45000 G 99% 0% | 0% 0% 0% 0% | F 0.076 | F | 48000 | (|
| 264 / Папір | Oity of Norioik (Maint: 04) | | 0/6 0/6 0/6 0/6 | 1 0.070 | ' | 40000 | ` |
| West | To: From: | Ramp from SR 403 North | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.27 NA | | NA | | NA | |
| West | To: From: | Ramp from SR 403 South | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.45 72000 G | | 0.079 | F | 72000 | (|
| 204) | Tool | I-264 West Exit 14C | | | | | |
| West | Front | | | | | | |
| Ramp | City of Norfolk (Maint: 64) | 0.14 NA | | NA | | NA | |
| West | To: From: | Ramp from I-64 West Exit 284A | | | | | |
| 264) Ramp | City of Norfolk (Maint: 64) | 0.17 39000 G | | 0.092 | F | 39000 | (|
| \smile | Too | I-264 West Exit 14B | | | | | |
| West | City of Norfells (Maint: C4) | | | 0.085 | F | 28000 | (|
| Ramp | City of Norfolk (Maint: 64) | | <u></u> | 0.065 | Г | 20000 | , |
| West | To: From | Ramp from I-64 East Exit 284A | | | | | |
| 264 Collector Rd | City of Norfolk (Maint: 64) | 0.42 41000 G | | 0.081 | F | 43000 | (|
| Most | Tre- From | I-264 West Exit 13B | | | | | |
| West 264 Collector Rd | City of Norfolk (Maint: 64) | 0.08 30000 G | | 0.087 | F | 32000 | (|
| 204) 35:100:01 110 | - F | | | 0.007 | • | 02000 | |
| West | From: | Ramp from US 13 North | | | | | |
| 264 Collector Rd | City of Norfolk (Maint: 64) | 0.11 33000 G | | 0.084 | F | 35000 | C |
| \sim | To: | I-264 West Exit 13A | | | | | |

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

| Route | Jurisdictio | | AADT | | 4Tire | Bus | | Tru 3+Axle | - | | QC | K Factor | QK | Dir Factor | AAWDT | QV |
|------------------------------|---|-------------------------|--------------------------------------|-----------------|-------|---------|----------|---------------|-----------|----------|--------|-------------|-------|---------------|--------|-----|
| West 264) Collector Rd | City of Norfolk (M | | 4 West Exit 1 | 13A G | | | | | | | | 0.085 | F | | 28000 | G |
| $\underline{\hspace{0.1cm}}$ | та | | from US 13 | South | | | | | | | | | | | | |
| Vest 264)Ramp | City of Norfolk (M | | 32000 | G | | | | | | | | 0.076 | F | | 34000 | G |
| <u> </u> | Τα | | I-264 West | | | | | | | | | | | | | |
| Vest | From: | | W TO I-64 E | | | | | | | | | 0.000 | _ | | 10000 | , |
| Ramp | City of Norfolk (M | | 19000 A I-264- 14 <i>A</i> | G A TO I | -64 | | | | | | | 0.096 | F | | 19000 | C |
| /est | From: | • | 013X TO I-6 | | | | | | | | | | | | | |
| Ramp | City of Norfolk (M | Maint: 64) 0.18 | 11000 | G | | | | | | | | 0.148 | F | | 11000 | (|
| <i></i> | Τα | | ROM I-264 V | | | | | | | | | | | | | |
| Vest 164 Ramp | From: City of Norfolk (M | | CD Road at | Exit 14 | ! | | | | | | | NA | | | NA | |
| 164) rtamp | To: | | ump to I-64 V | V | | | | | | | | IVA | | | IVA | |
| | From: | NC | L Chesapeal | ke | | | | | | | | | | | | |
| 37 Bainbridge Blvd | City of Norfo | folk 0.28 | 1700 | G | 93% | 0% | 3% | 2% | 2% | 0% | С | 0.171 | F | 0.905 | 1900 | (|
| <u> </u> | To: From: | Ba | Main St hinbridge Blv | ⁄d | | | | | | | | | | | | |
| Main St | City of Norf | | 6700 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 0.171 | F | 0.905 | 7200 | |
| <u> </u> | To: From: | | Liberty St Main St | | | | | | | | | | | | | |
| 37)Liberty St | City of Norfo | folk 0.11 | 5200 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 0.096 | F | 0.719 | 5600 | (|
| <u> </u> | To: From: | | State St Liberty St | | | | | | | | | | | | | |
| State St | City of Norfe | folk 0.05 | 5200 | N | 93% | 0% | 3% | 2% | 2% | 0% | Ν | 0.096 | F | 0.719 | 5600 | - |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | | NA | | | NA | |
| | To: From: | | Berkley Ave | | | | | | | | | | | | | |
| 37) State St | City of Norfo | folk 0.07 | 14000 | G | | | _ | | | | | 0.113 | F | 0.683 | 15000 | (|
| | From: | SI | I-464 R 337 State S | St | | | | | | | | | | | | |
| 37)(337) Ramp | City of Norfolk (M | Maint: 64) 0.12 | 8400 | G | | | | | | | | 0.121 | F | | 8400 | (|
| | To: From: | | I-464 NB State St | | | | | | | | | | | | | |
| 37)(464) | City of Norfolk (M | Maint: 64) 0.16 | | | Se | e I-464 | for dire | ctional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 52000 | N | 95% | 0% | 1% | 1% | 2% | 0% | Ν | 0.080 | F | 0.779 | 59000 | - 1 |
| ALT | To: From: | | I-264 I-464 | | | | | | | | | | | | | |
| 37)(264)(460) Berkley Br | ridge City of Norfolk (M | Maint: 64) 0.41 | | | Se | e I-264 | for dire | ctional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | Α | 0.667 | 100000 | |
| | To: From: | | EndLabel State St | | | | - | | | | | | | | | |
| AL T | | | | | | | | | | | | | | | | |
| ALT 337)(264)(460) | City of Norfolk (M | Maint: 64) 0.65 | | | Se | e I-264 | for dire | ctional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |

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

| Route Jurisdiction Length AADT QA 4Tire Bus Card State Train Card Car | o% volume e: 0% | QC N estima N | 0.084 ates for th | F nis se | 0.782 | NA 100000 | |
|--|----------------------|------------------------|-------------------------------|-------------|--------|-----------|-----|
| ALT 337 460 City of Norfolk (Maint: 64) 0.22 29000 N 98% 1% 1% 0% 0% 0% Tot Tidewater Dr ALT US 460 St Pauls Blvd City of Norfolk (Maint: 64) 0.26 See I-264 for directional traffic Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% City of Norfolk (Maint: 64) 0.26 Tidewater Dr Tidewater Dr ALT US 460 St Pauls Blvd Tot Tidewater Dr ALT US 460 St Pauls Blvd City of Norfolk 0.81 24000 G 96% 0% 0% 1% 3% Tot US 460 Brambleton Avenue; SR 168 From US 460 Brambleton Avenue | 0% volume e 0% | estima N | 0.084 ates for th 0.085 | F nis se | 0.782 | | |
| City of Norfolk (Maint: 64) 0.22 29000 N 98% 1% 1% 0% 0% | volume e: 0% | estima N | ates for th | nis se | gment. | | |
| Tick Tidewater Dr See -264 for directional traffic | volume e: 0% | estima N | ates for th | nis se | gment. | | |
| ALT US 460 St Pauls Blvd City of Norfolk (Maint: 64) 0.26 See I-264 for directional traffic Norfolk (Maint: 64) 0.26 See I-264 for directional traffic Norfolk (Maint: 64) 0.26 See I-264 for directional traffic Norfolk | 0% | N | 0.085 | | _ | 100000 | NI. |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 0% 1% 1% 4% Total Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 0% 0% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% | 0% | N | 0.085 | | _ | 100000 | NI |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 91000 N 93% 0% 1% 1% 4% | 0% | | | F | 0.508 | 100000 | NI |
| Tidewater Dr | | F | 0.001 | | | | 1 N |
| 337 Tidewater Dr City of Norfolk 0.81 24000 G 96% 0% 0% 1% 3% | | F | 0.001 | | | | |
| To: US 460 Brambleton Avenue; SR 168 From: US 460 Brambleton Avenue | | F | 0.001 | | | | |
| To: US 460 Brambleton Avenue; SR 168 Fron: US 460 Brambleton Avenue | | | 0.091 | F | 0.587 | 28000 | G |
| US 460 Brambleton Avenue | | | | | | | |
| (337) (460) Brambleton Ave City of Norfolk 0.10 34000 G 95% 1% 1% 1% 2% | | | | | | | |
| | 0% | F | 0.077 | F | 0.595 | 37000 | G |
| To Church St | | | | | | | |
| (337) (460) Brambleton Ave City of Norfolk 0.31 23000 G 95% 1% 1% 1% 2% | 0% | F | 0.079 | F | 0.573 | 25000 | G |
| To: ALT US 460 St Pauls Blvd | • , • | | | | | | - |
| From: US 460 Saint Pauls Blvd | | | | | | | |
| (337) Brambleton Ave City of Norfolk 0.20 25000 G 96% 0% 0% 1% 3% | 0% | F | 0.084 | F | 0.579 | 29000 | G |
| | | | | | | | |
| Say Boush St Boush St Say | 0% | N | 0.087 | F | 0.704 | 36000 | N |
| 337 Drambleton Ave City of Norton 0.07 31000 N 90% 0% 0% 1% 3% | 0 /6 | IN | 0.007 | ' | 0.704 | 30000 | IN |
| SR 337 Par Duke St | | | | | | | |
| (337) (58) Brambleton Ave City of Norfolk 0.83 31000 G 96% 0% 0% 1% 3% | 0% | F | 0.087 | F | 0.704 | 36000 | G |
| To Colley Ave | | | | | | | |
| (337) (58) Brambleton Ave City of Norfolk 0.26 30000 F 99% 0% 0% 0% 0% | 0% | F | 0.08 | F | 0.561 | NA | |
| To: US 58 | | | | | | | |
| From: US 58. | | | | | | | |
| (337) Brambleton Ave City of Norfolk 0.22 30000 N 99% 0% 0% 0% 0% | 0% | Ν | 0.08 | F | 0.561 | NA | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 30000 N | | | NA | | | NA | |
| Tox Hampton Blvd | | | | | | | |
| From: US 58 Brambleton Ave | | | | | | | |
| (337) Hampton Blvd City of Norfolk 0.90 38000 F 96% 0% 0% 1% 3% | 0% | F | 0.079 | F | 0.639 | NA | |
| Tor 21st Street | | | | | | | |
| (337) Hampton Blvd City of Norfolk 0.22 33000 G 96% 0% 0% 1% 3% | 0% | F | 0.084 | F | 0.565 | 39000 | G |
| 33// Hampton Blvd | 0 /6 | • | 0.004 | ' | 0.303 | 33000 | а |
| Front SR 247, 26th St | | | | | | | |
| (337) Hampton Blvd City of Norfolk 0.71 26000 G 96% 0% 0% 1% 3% | 0% | F | 0.084 | F | 0.709 | 31000 | G |
| 49th St, Old Dominion University | | | | | | | |
| (337) Hampton Blvd City of Norfolk 2.07 32000 F 96% 0% 0% 1% 3% | 0% | С | 0.096 | В | 0.551 | 38000 | F |
| | 3,0 | • | 2,000 | _ | | | • |
| SR 165 Little Creek Rd | | _ | 0.070 | - | 0.000 | 00000 | |
| (337) Hampton Blvd City of Norfolk 0.18 29000 G 96% 0% 0% 1% 3% | 0% | F | 0.078 | F | 0.609 | 33000 | G |
| SR 406 Terminal Blvd | | | | | | | |
| (337) Hampton Blvd City of Norfolk 1.94 24000 G 96% 0% 0% 1% 3% | 0% | F | 0.093 | F | 0.52 | 28000 | G |
| To: Admiral Taussig Blvd | | | | | | | |

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

| | | | | | | | | Tru | ıck | | | K | | Dir | | |
|-----------------------------|---|-----------------------------------|------------------------------|-----------|-----------|----------|---------|-------------|-----------|----------|--------|------------|-------|--------|-------|----|
| Route | Jurisdictio | n Len | gth AADT | QA | 4Tire | Bus | 2Axle | e 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q۷ |
| | From: | | pton Blvd; Ma | _ | | 221 | | 101 | 0-1 | 2-1 | _ | | _ | | | |
| Admiral Taussig Blvd | City of Norfo | olk 0.9 | | G | 96% | 0% | 0% | 1% | 3% | 0% | F | 0.094 | F | 0.838 | 29000 | (|
| <u> </u> | 10. | | I-564 | | | | | | | | | | | | | |
| | From: | Initiati CA) | SR 337 Stat | | | | | | | | | 0.404 | F | | 0.400 | , |
| Ramp | City of Norfolk (M | laint: 64) 0.1 | 2 8400 I-464 NB | G | | | | | | | | 0.121 | г | | 8400 | (|
| | | | | | | | | | | | | | | | | |
| West Pomp | City of Norfolk (M | | -P(B)/TO WAT 08 NA | TERSIDE | DRIVE | | | | | | | NA | | | NA | |
| Ramp | City of Noriok (M | IS-00264-W010 | | TIDEW A | TED DDI | /E | | | | | | INA | | | INA | |
| | E.m. | | | | | | | | | | | | | | | |
| 337)(264) Ramp | City of Norfolk (M | IS-00264-E008A(laint: 64) 0.1 | | /008A(U | /TO BER | KLE | | | | | | NA | | | NA | |
| 337 264 Ramp | To: | 1SR-00337-P(L | | 004/11/7 | TO PT 464 | 1 \$ | | | | | | INA | | | INA | |
| | From: | IS-00264-W(B) | | | | | | | | | | | | | | |
| 337)(264) Ramp | City of Norfolk (M | laint: 64) 0.2 | 22 | | Se | ee I-264 | for dir | rectional t | raffic vo | olume es | stimat | es for thi | s seg | ment. | | |
| | Tα | IS-00264-E008A | | | TO BERK | (LE | | | | | | | | | | |
| | From: | | I-264 W | | | | | | | | | | | | | |
| Ramp From Tidewater D | or to I-264 W City of Norf | olk 0.1 | | _ | | | | | | | | NA | | | NA | |
| | From: | | Ramp to I-26 | | | | | | | | | | | | | |
| Tidewater Dr | City of Norf | olk 0.1 | | , , ,, | | | | | | | | NA | | | NA | |
| 381) | Tol | - | | 1.4 | | | | | | | | | | | | |
| Tidewater Dr | From: City of Norfo | olk 0.1 | East City Hall | I Ave | | | | | | | | NA | | | NA | |
| 1337 Hocward Di | To: | OIK O. | Charlotte S | St | | | | | | | | INA | | | INA | |
| ALT | Fron: | ALTIC | 460 Overpass; | | Duidoo | | | | | | | | | | | |
| 337) Waterside Dr/Boush St | City of Norf | | | | 95% | 1% | 2% | 1% | 0% | 0% | F | 0.101 | F | 0.610 | 22000 | (|
| 537 Watereday Bir Bedein et | Combined Traffic Estimates for 2 Parallel | | | | 95% | 1% | 2% | 1% | 0% | 0% | F | 0.101 | F | 0.606 | 23000 | (|
| | - I | rioddwdyd o'r triid riod | | | 0070 | 1 /0 | | 1 /0 | 0 70 | 0 70 | • | 0.101 | • | 0.000 | 20000 | ` |
| ALT | From: | | City Hall A | ve | | | | | | | | | | | | |
| Waterside Dr/Boush St | City of Norfe | olk 0.4 | 4 20000 | G | 95% | 1% | 2% | 1% | 0% | 0% | F | 0.101 | F | 0.610 | 21000 | (|
| | Combined Traffic Estimates for 2 Parallel | | | | 95% | 1% | 2% | 1% | 0% | 0% | F | 0.101 | F | 0.606 | 23000 | (|
| | To: | N | SR 337 Brambl | leton Ave | | | | | | | | | | | | |
| ALT | Fron: | | 1SR 337 Wate | rside Dr | | | | | | | | | | | | |
| Ramp | City of Norfolk (M | laint: 64) 0.3 | | | | | | | | | | 0.166 | F | | 15000 | (|
| <u> </u> | To: | | I-264 Eas | t | | | | | | | | | | | | |
| | Fronx | S | R 165 Kempsy | | | | | | | | | | | | | |
| Newtown Rd | City of Norf | olk 0.3 | 31 29000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.078 | F | 0.549 | 31000 | (|
| <u> </u> | To: | I-264 | Va Beach Nor | folk Exp | wy | | | | | | | | | | | |
| Newtown Rd | City of Norf | | | | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | F | 0.535 | 36000 | (|
| \smile | To | 1 | JS 58 Va Beac | h Blvd | | | | | | | | | | | | |
| <u> </u> | Fron: | | SR 168; Tidewa | ater Dr | | | | | | | | | | | · · | |
| Princess Anne Rd | City of Norf | | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.535 | 17000 | (|
| \sim | To: | | SR 166 Park | Ave | | | | | | | | | | | | |

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

| 5 . | | | | | 4 | _ | | Tru | ck | | | K | 211 | Dir | | _ |
|--|--|---------------------------------------|---------------------------|---------------------|-----------|-------|-----------------|--------|--------|--------|----|--------|-----|--------|-------|---|
| Route | Jurisdictio | n Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q |
| | Fron: | | I-264 | | | | | | | | | | | | | |
| Ballentine Blvd | City of Norfo | | 22000 | G | 93% | 1% | 2% | 2% | 2% | 0% | С | 0.081 | F | 0.564 | 24000 | |
| | To | | 5 58; 122-857 | | | | | | | | | | | | | |
| | From: | | 5 Ballentine | | | | | | | | | 0.000 | _ | | 5000 | |
| Ramp | City of Norfolk (M | | 5300 | F | | | | | | | | 0.092 | F | | 5600 | |
| | 10. | | I-264 East | | | | | | | | | | | | | |
| Dame. | From: | | 5 Ballentine | | | | | | | | | 0.1 | _ | | 0.400 | |
| 05 Ramp | City of Norfolk (M | | 7900 I-264 West | F | | | | | | | | 0.1 | F | | 8400 | |
| | E | | | | | | | | | | | | | | | |
| .06 International Blvd | City of Norfo | | 37 Hampton 23000 | Blvd A | 97% | 0% | 0% | 1% | 2% | 0% | С | 0.090 | Α | 0.582 | 25000 | |
| | ombined Traffic Estimates for 2 Parallel | | | F | 31 /6 | 0 /0 | 0 /6 | 1 /0 | 2/0 | 0 /6 | C | NA | ^ | 0.362 | 44000 | |
| C | onibined frame Estimates for 2 Faraner | | | Г | | | | | | | | INA | | | 44000 | |
| Tarresia at Dhad | To- From: | | Ruthven Rd | | 070/ | 00/ | | 40/ | 00/ | 00/ | N. | 0.000 | _ | 0.500 | 05000 | |
| Terminal Blvd | City of Norfolk (M | laint: 64) 0.28 | 23000 I-564 | N | 97% | 0% | 0% | 1% | 2% | 0% | N | 0.090 | Α | 0.582 | 25000 | |
| | | | | | | | | | | | | | | | | |
| ast | City of Norfolk (M | Ramp from SR 406 laint: 64) 0.06 | Eastbound t | o I-564 F | Eastbound | i | | | | | | 0.105 | F | | 6700 | |
| 06 Ramp | City of Noriok (W | | | | Granby St | | \neg | | | | | 0.105 | Г | | 6700 | |
| | From | | | 03 400 | Cranby 5 | • | _ | | | | | | | | | |
| 06 Ramp | City of Norfolk (M | | I-564 North 18000 | F | | | | | | | | 0.119 | F | | 19000 | |
| | ombined Traffic Estimates for 2 Parallel | · · · · · · · · · · · · · · · · · · · | 40000 | F | | | | | | | | NA | • | | 44000 | |
| · · | To: | | W, Termina | | | | | | | | | | | | 11000 | |
| | From: | SR 16 | 8 Campostel | la Rd | | | | | | | | | | | | |
| _{.07})Indian River Rd | City of Norf | | 17000 | G | 95% | 0% | 1% | 2% | 2% | 0% | С | 0.099 | F | 0.57 | 18000 | |
| <u>., </u> | To: | | CL Chesapea | ke | | | | | | | | | | | | |
| | From: | NC | L Chesapeal | ke | | | | | | | | | | | | |
| 160 (166) Wilson Rd | City of Norfo | | 7300 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.542 | 7800 | |
| | To: | Ca | mpostella Av | ve | | | | | | | | | | | | |
| ~~~~ | From: | | Wilson Rd | | 050/ | 40/ | 40/ | 40/ | 00/ | 00/ | _ | 0.440 | _ | 0.700 | F7000 | |
| 160 166 168 Campostella R | d City of Norfo | olk 0.73 | 52000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.113 | F | 0.783 | 57000 | |
| ~~~ | To: From: | | Kimball Terr | | | | | | | | | | | | | |
| 60 (166) (168) Brambleton Av | e City of Norfe | olk 0.30 | 47000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | F | 0.614 | NA | |
| * | To: From: | | Park Ave | | | | | | | | | | | | | |
| 60 (168) Brambleton Ave | City of Norfe | olk 0.40 | 39000 | F | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.082 | F | 0.558 | NA | |
| \sim | _To: | т | Tidewater Dr | | | | \neg \vdash | | | | | | | | | |
| 60 (337) Brambleton Ave | City of Norfo | | 34000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.077 | F | 0.595 | 37000 | |
| | Tool | | Church St | | | | | | | | | | | | | |
| 60 (337) Brambleton Ave | From: City of Norfo | olk 0.31 | 23000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.079 | F | 0.573 | 25000 | |
| 00 001 = 1 | To: | | S 460 St Pau | | /- | . , , | | . , • | _,~ | - / • | , | 2.2.0 | - | | | |
| ALT | From: | | 460, Bramble | | e | | | | | | | | | | | |
| St Pauls Blvd | City of Norfe | olk 0.24 | 21000 | G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.077 | F | 0.542 | 23000 | |
| ~~~ | To | ALT US 46 | 60 Par; Mont | icello A | ve | | | | | | | | | | | |

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

| | | | | | | | Tru | ıck | | | K | | Dir | | |
|------------------|-----------------------------|---------------------------------------|--------------------|-------|------|----------|--------|-----|-----|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| ~~~ | From: | ALT US 460 Par; Mo | | | | | | | | | | | | | |
| St Pauls Blvd | City of Norfolk | 0.07 24000 | G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.078 | F | 0.504 | 26000 | G |
| Marria alla Assa | To From: | US 58 Virginia Be | | 000/ | 00/ | 10/ | 00/ | 40/ | 00/ | | 0.077 | _ | 0.505 | 00000 | |
| Monticello Ave | City of Norfolk | 0.66 21000 | G | 96% | 2% | 1% | 0% | 1% | 0% | С | 0.077 | F | 0.505 | 23000 | G |
| Mantiaglia Ava | Too From | 21st St | | 000/ | 00/ | 10/ | 00/ | 10/ | 00/ | | 0.004 | F | 0.505 | 10000 | |
| Monticello Ave | City of Norfolk | 0.49 18000 | G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.094 | Г | 0.565 | 19000 | G |
| Cranby Ct | City of Norfalls | O.81 Church St | | 96% | 2% | 10/ | 00/ | 10/ | 00/ | F | 0.005 | F | 0.500 | 26000 | G |
| Granby St | City of Norfolk | | G | 90% | 270 | 1% | 0% | 1% | 0% | Г | 0.085 | Г | 0.592 | 26000 | G |
| Granby St | City of Norfolk | Llewellyn A 0.45 35000 | ve G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.093 | F | 0.521 | 37000 | G |
| Granby St | City of Norioik | | | 90% | 270 | 1% | 0% | 170 | 0% | Г | 0.093 | Г | 0.521 | 37000 | G |
| Granby St | City of Norfolk | Willow Wood | l Dr G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.084 | F | 0.559 | 37000 | G |
| Granby St | City of Norioik | 1.30 34000 | G | 90% | 270 | 1% | 0% | 170 | 0% | Г | 0.064 | Г | 0.559 | 37000 | G |
| Granby St | City of Norfolk | 0.37 27000 | G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.086 | F | 0.502 | 29000 | G |
| Granby St | City of Norioik | | | 90% | 270 | 1 70 | U 70 | 170 | 0% | Г | 0.000 | Г | 0.502 | 29000 | G |
| Cranby Ct | City of Norfolk | SR 165 Little Cr 0.44 24000 | eek Rd G | 96% | 2% | 10/ | 00/ | 10/ | 00/ | F | 0.085 | F | 0.500 | 26000 | G |
| Granby St | City of Norioik | | | 90% | 270 | 1% | 0% | 1% | 0% | Г | 0.065 | Г | 0.563 | 26000 | G |
| Crophy Ct | City of Norfolk | I-64; I-564 | G G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.1 | F | 0.665 | 26000 | G |
| Granby St | City of Norioik | 0.69 24000 | | 90% | 170 | 1% | 0% | 0% | 0% | C | 0.1 | Г | 0.000 | 26000 | G |
| Cronby St | City of Norfolk | I-64 East 0.30 21000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.665 | 22000 | G |
| Granby St | City of Norioik | | | 90% | 170 | 1% | 0% | 0% | 0% | Г | 0.1 | Г | 0.000 | 22000 | G |
| Crophy Ct | City of Norfolk | Bay View B 0.89 13000 | | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.113 | F | 0.706 | 14000 | G |
| Granby St | City of Norioik | | G | 90% | 170 | 1% | 0% | 0% | 0% | C | 0.113 | Г | 0.706 | 14000 | G |
| Cronby St | City of Norfolk | SR 168 Tidewa 0.71 11000 | ter Dr G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.608 | 12000 | G |
| Granby St | City of Norioik | US 60 Ocean Vic | | 90% | I 70 | 170 | U 70 | 076 | 0% | Г | 0.096 | Г | 0.000 | 12000 | G |
| | From | US 460 Grant | | | | | | | | | | | | | |
| 460 Ramp | City of Norfolk (Maint: 64) | 0.07 4100 | G G | | | | | | | | 0.085 | F | | 4300 | G |
| | To: | I-64 West | | | | | | | | | | | | | |
| East | From: | US 460 E, Brambl | eton Ave | | | | | | | | | | | | |
| A60 Ramp | City of Norfolk (Maint: 64) | 0.14 5300 | F | | | | | | | | 0.114 | F | | 5700 | F |
| | To: | I-264 East | | | | | | | | | | | | | |
| East | From: | US 460 E, Grar | nby St | | | | | | | | 0.007 | _ | | E400 | F |
| A60 Ramp | City of Norfolk (Maint: 64) | 0.13 4800 I-564 Nort | | | | | | | | | 0.237 | F | | 5100 | F |
| Most | Front | US 460 W, Brambl | | | | <u> </u> | | | | | | | | | |
| West 460 Ramp | City of Norfolk (Maint: 64) | 0.19 11000 | F | | | | | | | | 0.095 | F | | 12000 | F |
| 100) | To To | I-264 East | | | | | | | | | 2.300 | - | | | • |

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

| Route | Ju | risdiction | Length | AADT | QA | 4Tire | Bus | | Trı 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | C |
|----------------------|----------------------------------|----------------------|---------------|--------------|-----------|----------|---------|----------|---------------|-----------|---------|-------|-------------|-------|---------------|--------|---|
| LT | | From: | V | VCL Norfoll | k | | | ZAXIE | J+Axie | IIIaii | ZIIali | | i actor | | i actor | | — |
| Elizabeth River [| Downtown Tunnel City of No | orfolk (Maint: 64) | 0.55 | | | Se | e I-264 | for dire | ctional t | raffic vo | olume e | stima | tes for thi | s seg | ment. | | |
| | Combined Traffic Estimates for 2 | Parallel Roadways or | this Route: | 67000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.090 | | 0.502 | 71000 | |
| | | To | | I-464 | | | | | | | | | | | | | |
| | | From: | | 1-404 | | | | <u> </u> | | | | | | | | | |
| 337 Berkley Br | | orfolk (Maint: 64) | 0.41 | | _ | | | | | | | stima | tes for thi | • | | | |
| | Combined Traffic Estimates for 2 | Parallel Roadways or | this Route: | 93000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | Α | 0.667 | 100000 | |
| T | | To: From: | SR 3 | 337 Main St | reet | | | | | | | | | | | | _ |
| 0 (264) (337) | City of No | orfolk (Maint: 64) | 0.65 | | | Se | e I-264 | for dire | ctional t | raffic vo | olume e | stima | tes for thi | s seg | ment. | | |
| 0)(204)(001) | Combined Traffic Estimates for 2 | Parallel Roadways or | this Route: | 92000 | G | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.085 | F | 0.508 | 99000 | |
| | | To | | I-264 | | | | | | | | | | | | | |
| Ţ | | From: | | | | | | | | | | | | | | | |
| 337) | City of No | orfolk (Maint: 64) | 0.22 | 29000 | N | 98% | 1% | 1% | 0% | 0% | 0% | N | 0.084 | F | 0.782 | NA | |
| | | To: From | SR 33 | 7 Tidewater | Drive | | | | | | | | | | | | _ |
| <u>)</u> | City of No | orfolk (Maint: 64) | 0.24 | 29000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.782 | NA | |
| | Combined Traffic Estimates for 3 | , | | | G | | | | | | | | NA | | | NA | |
| | | To: | | t Pauls Blvo | | | | | | | | | | | | | |
| Τ | | From: | | Fenchurch S | | | | | | | | | | | | | |
| St Pauls Blvd | City of No | orfolk (Maint: 64) | 0.45 | 34000 | F | | | | | | | | 0.081 | F | 0.596 | NA | |
| | | To: From: | US 46 | 0 Brambleto | n Ave | | | | | | | | | | | | _ |
| 0)(460)St Pauls Blvd | City | of Norfolk | 0.24 | 21000 | G | 96% | 2% | 1% | 0% | 1% | 0% | F | 0.077 | F | 0.542 | 23000 | |
| 9(400) | | To: | ALT US 46 | 60 Par; Mon | ticello A | Ave | | | | | | | | | | | |
| Γ | | From: | A1US-00460(B) | TO CITY I | HALL A | VENUE | | | | | | | | | | | _ |
| 0 Ramp | City of No | orfolk (Maint: 64) | 0.17 | NA | | | | | | | | | NA | | | NA | |
| | | To: IS-0026 | 64-W010B(B)/F | ROM RTE | 264 EA | ST VIA A | LT 4 | | | | | | | | | | |
| Г | | From: | V | VCL Norfoll | k | | | | | | | | | | | | _ |
| Elizabeth River [| | orfolk (Maint: 64) | 0.56 | | | Se | e I-264 | for dire | ctional t | raffic vo | olume e | stima | tes for thi | s seg | ment. | | |
| | Combined Traffic Estimates for 2 | Parallel Roadways or | this Route: | 67000 | F | 93% | 0% | 1% | 1% | 4% | 0% | F | 0.09 | F | 0.542 | 71000 | |
| | | To: | I- | 464, SR 33 | 7 | | | | | | | | | | | | _ |
| th | | From: | | SCL Norfolk | | | | | | | _ | | | | | | _ |
| 4) | · · | orfolk (Maint: 64) | 0.41 | 27000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.116 | F | | 31000 | |
| | Combined Traffic Estimates for 2 | Parallel Roadways or | this Route: | 53000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.085 | F | 0.64 | 62000 | |
| h | | To: From: | | Main Street | | | | | | | | | | | | | _ |
| th 4) | City of No | orfolk (Maint: 64) | 0.60 | 25000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.114 | F | | 29000 | |
| ") | Combined Traffic Estimates for 2 | , | | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.080 | F. | 0.779 | 59000 | |
| | Tamba Tamba Edinated for E | To: | | | | 0070 | | | . /0 | _,0 | 0 / 0 | • | 0.000 | • | | 22000 | |
| th | | From: | | SR 337 | | | | | | | | | | | | | |
| 4) (337) | City of No | orfolk (Maint: 64) | 0.16 | 25000 | N | 95% | 0% | 1% | 1% | 2% | 0% | Ν | 0.114 | F | | 29000 | |
| | Combined Traffic Estimates for 2 | Parallel Roadways or | this Route: | 52000 | N | 95% | 0% | 1% | 1% | 2% | 0% | Ν | 0.080 | F | 0.779 | 59000 | |
| | | To: | | I-264 | | • | | | | | | | | | | | |

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

| | | | | | | | | Tru | ıck | | | K | | Dir | | |
|----------------------------|---|----------------------|----------------|----------------|---------|------|----------------|--------|------|------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | - | | QC | Factor | QK | Factor | AAWDT | QW |
| North | Fron: | | I-464 North | | | | | | | | | | | | | |
| 464 Ramp | City of Norfolk (Maint: 6 | • | 1900 | G | 94% | 0% | 1% | 2% | 3% | 0% | F | 0.187 | F | | 2100 | G |
| $\overline{}$ | To: | | South Main S | St | | | | | | | | | | | | |
| North | From: | | I-464 North | | | | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: 6 | 0.06 | 6000 | G | | | | | | | | 0.127 | F | | 6400 | G |
| \smile | Tα | Ram | p Split to Sta | | | | | | | | | | | | | |
| North | From: | | Ramp Split | | | | | | | | | | _ | | | _ |
| A64 Ramp | City of Norfolk (Maint: 6 | (4) 0.07 | 1100 | G | | | | | | | | 0.248 | F | | 1100 | G |
| \smile | Τα | | State St | | | | | | | | | | | | | |
| North | From: | | Ramp Split | | | | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: 6 | 0.04 | 5100 | G | | | | | | | | 0.11 | F | | 5100 | G |
| | To: | Ra | mp from SR | 337 | | | | | | | | | | | | |
| North | From | I-464-N006B IN | SPECTION S | STATIC | ON ROAD |) | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: 6 | | NA | | | | | | | | | NA | | | NA | |
| 101) | To: | • | TATE STRE | ET | | | | | | | | | | | | |
| South | From | | SCL Norfolk | r | | | | | | | | | | | | |
| 464) | City of Norfolk (Maint: 6 | | 26000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.123 | F | | 31000 | G |
| 464) | Combined Traffic Estimates for 2 Parallel Roady | • | | | | 0% | | 1% | | | F | 0.096 | F | 0.646 | 62000 | 9 |
| | Combined Trailic Estimates for 2 Parallel Roady | vays on this Houte. | 53000 | G | 95% | 0% | 1% | 170 | 2% | 0% | Г | 0.096 | Г | 0.046 | 62000 | (|
| outh | To: From: | | Main Street | | | | | | | | | | | | | |
| 464) | City of Norfolk (Maint: 6 | (4) 0.87 | 27000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.105 | F | | 30000 | G |
| 404) | Combined Traffic Estimates for 2 Parallel Roady | , | | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.080 | F | 0.779 | 59000 | 9 |
| | To: | vays on this rioute. | I-264 | <u> </u> | 33 /6 | 0 /0 | 170 | 1 /0 | 2 /0 | 0 /0 | | 0.000 | | 0.773 | 33000 | _ |
| | | | | | | | | | | | | | | | | |
| North Daniel | Other of Newfolls (Mariata C | | 64-Westbour | nd F | | | | | | | | 0.400 | F | | 04000 | - |
| Ramp | City of Norfolk (Maint: 6 | (4) 0.29 | 29000 | F | | | | | | | | 0.130 | F | | 31000 | F |
| Vorth | To: From | Ramps from | n US 460 and | d I-564 | Rev | | | | | | | | | | | |
| Ramp | City of Norfolk (Maint: 6 | (4) 0.16 | 34000 | F | | | | | | | | 0.129 | F | 0.759 | 36000 | F |
| 004/1141119 | To: | , | from I-64 Eas | _ | 1 | | | | | | | 0.120 | • | 0.700 | 00000 | |
| lorth | From: | | US 460 Gran | | | | | | | | | | | | | |
| 564) | City of Norfolk (Maint: 6 | (4) 0.51 | 37000 | F | 98% | 0% | 0% | 2% | 0% | 0% | F | 0.159 | F | | 44000 | F |
| ,01) | Combined Traffic Estimates for 2 Parallel Roady | , | 65000 | F | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.101 | F | 0.902 | 78000 | F |
| | To: | | ernational Ter | - | | 0 70 | | 1 70 | 070 | 070 | • | 0.101 | • | 0.002 | 70000 | • |
| North | From: | | ernational Te | | | | | | | | | | | | | |
| 564) | City of Norfolk (Maint: 6 | (4) 1.81 | 23000 | F | 98% | 0% | 0% | 2% | 0% | 0% | С | 0.196 | F | | 30000 | F |
| | Combined Traffic Estimates for 2 Parallel Roady | | 45000 | F | 98% | 0% | 0% | 1% | 0% | 0% | С | 0.108 | F | 0.938 | 59000 | F |
| | Τα | | Admiral Taus | | | | | | | | - | | | | | • |
| Pov | From | | I-64 Rev | | | | - i | | | | | | | | | |
| Rev 564 Reversible Ramp | City of Norfolk (Maint: 6 | (4) 0.31 | NA | | | | | | | | | NA | | | NA | |
| 564 Treversible Framp | To: | Ramps to I-5 | | From I 5 | 64 SP | | | | | | | INA | | | INA | |
| | | Kamps to 1-3 | | 10111 1-3 | OH OD | | I | | | | | | | | | |
| Rev | From: | | I-564 Rev | | | | | | | | | | _ | | 4655 | _ |
| Ramp | City of Norfolk (Maint: 6 | · · | 4800 | G | | | | | | | | 0.292 | F | | 4800 | G |
| \smile | To: | I-5 | 64 Northbou | und | | | | | | | | | | | | |

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

| Route | Jurisdiction | - 9- | | QA | 4Tire | Bus | | Tru 3+Axle | - | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---------------|---|--|----------------------------|----------|-----------|------|----|---------------|----|----|----|-------------|----|---------------|-------|----|
| South | From: | | 64 Eastbour | | | | | | | | | 0.440 | _ | | 05000 | 0 |
| S64 Ramp | City of Norfolk (Ma | | 25000 | G | | | | | | | | 0.140 | F | | 25000 | G |
| 0 | 10: From: | | R 165 Little US 460 Gra | | Rd | | | | | | | | | | | |
| South 564 | City of Norfolk (Ma | | 28000 | F | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.145 | F | | 34000 | E |
| 564 | • | , | | | | | | | | | F | - | F | 0.000 | | F |
| | Combined Traffic Estimates for 2 Parallel F | • | | F | 98% | 0% | 0% | 1% | 0% | 0% | Г | 0.101 | г | 0.902 | 78000 | Г |
| Cauth | Fron: | SR 406 Inte | 06 Terminial | | Dlod | | - | | | | | | | | | |
| South 564 | City of Norfolk (Ma | | 22000 | F | 98% | 0% | 0% | 0% | 1% | 0% | C | 0.159 | F | | 29000 | E |
| 564 | · | , | | - | | 0% | | | | | 0 | | • | 0.005 | | ' |
| | Combined Traffic Estimates for 2 Parallel F | | | · 71 | 98% | 0% | 0% | 1% | 0% | 0% | С | 0.13 | В | 0.865 | 59000 | Г |
| | 10. | SR 337 I | Admiral Tau | ssig Blv | d | | | | | | | | | | | |
| South | From: | | I-564 South | | | | | | | | | | | | | |
| (564) Ramp | City of Norfolk (Ma | aint: 64) 0.16 | 2300 | F | | | | | | | | 0.149 | F | | 2400 | F |
| $\overline{}$ | Τα | SR 165, | East Little C | Creek R | d | | | | | | | | | | | |
| South | Front | I-5 | 64 Southbou | ınd | | | | | | | | | | | | - |
| (564) Ramp | City of Norfolk (Ma | | 5700 | F | | | | | | | | 0.134 | F | | 6000 | F |
| | T | <u>, </u> | | | | | | | | | | | | | | |
| South | From | SR | 406 East Ra | ımp | | | | | | | | | | | | |
| (564) Ramp | City of Norfolk (Ma | aint: 64) 0.12 | 12000 | F | | | | | | | | 0.109 | F | | 13000 | F |
| | To: | I-564 Sou | th Ramp to | I-64 We | est | | | | | | | | | | | |
| South | Fronx | Ramp from I-564 Sou | thbound and | SR 406 | Terminl I | 3lvd | | | | | | | | | | |
| (564) Ramp | City of Norfolk (Ma | aint: 64) 0.25 | 5300 | F | | | | | | | | 0.155 | F | | 5600 | F |
| \bigcirc | Τα | US | 460 Granby | / St | | | | | | | | | | | | |
| South | From: | I-564 South | & SR 406 F | 2amn M | erge | | | | | | | | | | | |
| (564) Ramp | City of Norfolk (Ma | | 6800 | F | 50 | | | | | | | 0.104 | F | | 7200 | F |
| 304) 1 141111 | Tax | , , , , , , , , , , , , , , , , , , , | 64 Westbour | - | | | 1 | | | | | 3.101 | • | | , 200 | • |
| | From: | | | | | | | | | | | | | | | |
| South | | | 64 Southbou | | | | | | | | | 0.004 | _ | | 7000 | 0 |
| 7564 Ramp | City of Norfolk (Ma | aint: 64) 0.08 | 7800 | G | | | | | | | | 0.294 | F | | 7800 | G |
| \sim | To: | | I-564 Rev | | | | | | | | | | | | | |

| Length | AADT | QA | 4Tire | Bus | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--|--|--|---------------------------------|-------------------------------|---|--|----------------------|--------|---|--|---|-----------------------------|--|--------------------------------------|
| | | | | | | | Litan | | 1 40101 | | 1 40101 | | | |
| 0.25 | | <u></u> | Ω00/ | 10/ | | | Nº/ | | 0.105 | _ | 0.591 | 4700 | G | 2019 |
| 0.23 | 4400 To | | 90 /6 | 1 /0 | | | 0 /6 | | 0.103 | ' | 0.561 | 4700 | G | 2019 |
| | From | : | | | | | | | 1 | | | | | |
| 0.29 | 2600 | G | 97% | 0% | 2% | 0% 0% | 0% | С | 0.101 | F | 0.547 | 2700 | G | 2019 |
| | То | : | | | US 13 l | Military Hwy | | | | | | | | |
| | From | | | | Ct | ırlew Dr | | | | | | | | |
| 0.47 | 5200 | G | 99% | 0% | 0% | 0% 0% | 0% | F | 0.13 | F | 0.808 | 5600 | G | 2019 |
| | То | | | | | | | | | | | | | |
| 1.00 | | <u> </u> | 070/ | 10/ | | | 00/ | | 0.005 | _ | 0.500 | 9000 | _ | 2019 |
| 1.90 | 7700 To | <u> </u> | 9170 | I 70 | | | 0% | | 0.065 | Г | 0.565 | 0200 | G | 2019 |
| | From | | | | | | | | | | | | | |
| 0.06 | 1600 | G | | | L | ruke St | | | 0.121 | F | 0.574 | 1600 | G | 2019 |
| | То | : | | | Alt SR | 337 Boush St | | | | | | | | |
| | From | | | | Taz | zewell St | | | | | | | | |
| 0.29 | 1600 | G | 95% | 1% | 2% | 1% 0% | 0% | С | 0.098 | F | 0.503 | 1700 | G | 2019 |
| d Traffic: | 41000 | G | 95% | 1% | 2% | 1% 0% | 0% | F | NA | | | 44000 | G | |
| | To | | | | | | | | | | | | | |
| 0.40 | Prom | بيا | 000/ | | | | | | NIA | _ | | 040 | _ | 0010 |
| 0.40 | ODU To | | 92% | 2% | | | υ% | Ü | INA | | | 940 | G | 2019 |
| | From | | | I 464 N | | | 227 | | | | | | | |
| 0.07 | 3700 | G | | 1-404-IN | 000A 31F | ATE ST @ ROUTE | 2337 | | 0.127 | F | | 3700 | G | 2019 |
| | То | : | | I-46 | 64-N006B | FROM STATE ST | , | | | | | | | |
| | From | : | | | City | Hall Ave | | | | | | | | |
| 0.47 | 2700 | G | 98% | 1% | 1% | 0% 0% | 0% | С | 0.110 | F | 0.558 | 2900 | G | 2019 |
| | To From | | | | SR 337 B | rambleton Ave | | | | | | | | |
| _ | | | 000/ | 10/ | 10/ | 0% 0% | 0% | F | 0.105 | F | 0.581 | 4700 | G | 2019 |
| 0.25 | 4400 | G | 98% | 1% | 1% | 0 /0 0 /0 | | | | | | | ч | _0.0 |
| 0.25 | 4400 To | G | 98% | 1% | | St Pauls Blvd | | | | | | | | 2010 |
| | To | | 98% | 1% | US 460 | | | | | | | | | |
| 0.25 | From | : | 98% | 1% | US 460 Alt US | St Pauls Blvd 460 Overpass | | | NA | | | NA | | |
| | From NA | : | 98% | 1% | US 460 Alt US | St Pauls Blvd 460 Overpass rom I-64 WB | | | NA | | | | <u>а</u> | 2010 |
| 0.13 | From NA To | | | | Alt US Ramp F | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave | | C | | F | | NA | | |
| | From NA | G | 98% | 1% | US 460 Alt US 4 Ramp F B 0% | St Pauls Blvd 460 Overpass rom I-64 WB | 0% | С | NA | F | | | G | |
| 0.13 | From From 5300 | G | | | US 460 Alt US 4 Ramp F B 0% I- | St Pauls Blvd 460 Overpass from I-64 WB ay Ave 0% 0% | | С | | F | | NA | | 2019 |
| 0.13 | From NA To From 5300 | G | | | US 460 Alt US 4 Ramp F B 0% I- | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East | | C | | F | 0.518 | NA | | 2019 |
| 0.13 | From NA To From 5300 To From 5000 | G | 98% | 1% | US 460 Alt US 4 Ramp F B 0% I- Pow 2% SR 337 | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd | 0% | | 0.172 | | | NA 5600 | G | 2019 |
| 0.13 0.14 0.56 | From NA To From 5300 To From 5000 | G | 98% | 1% | US 460 Alt US Ramp F B 0% I- Pow 2% SR 337 I Ham | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd upton Blvd | 0% | С | 0.172 | F | 0.518 | NA 5600 5300 | G G | 2019 |
| 0.13 | From NA To From 5300 To From 5000 | G | 98% | 1% | US 460 Alt US Ramp F B 0% I- Pow 2% SR 3371 Ham 2% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd | 0% | | 0.172 | | | NA 5600 | G | 2019 |
| 0.13 0.14 0.56 | From NA To From 5300 To From 53000 To From 3300 | G | 98% | 1% | US 460 Alt US Ramp F B 0% I- Pow 2% SR 337 I Ham 2% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd 0% 0% 0% 0% | 0% | С | 0.172 | F | 0.518 | NA 5600 5300 | G G | 2019 |
| 0.13 0.14 0.56 | From 5300 To From 3300 To | G | 98% | 1% | US 460 Alt US Ramp F B 0% I- Pow 2% SR 337 I Ham 2% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd upton Blvd 0% 0% | 0% | С | 0.172 | F | 0.518 | NA 5600 5300 | G G | 2019 |
| 0.13 0.14 0.56 0.42 | From 5300 To From 3300 To From From 5 | G G G | 98% 97% 97% | 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 Ham 2% Co Pow 1% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd pton Blvd old D% | 0% | C F | 0.172 0.076 0.086 | F | 0.518 0.535 | NA 5600 5300 3500 | G G G | 2019 |
| 0.13 0.14 0.56 0.42 | From 5300 To From 3300 To From From 5 | G G G | 98% 97% 97% | 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 Ham 2% Co Pow 1% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd upton Blvd 0% 0% dlley Ave hatan Ave | 0% | C F | 0.172 0.076 0.086 | F | 0.518 0.535 | NA 5600 5300 3500 | G G G | 2019 2019 2019 |
| 0.13 0.14 0.56 0.42 | From NA To From 5300 To From 3300 To From 1800 | G G G | 98% 97% 97% | 1% 1% 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 Ham 2% Co Pow 1% SR 337 1% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd pton Blvd 0% 0% lley Ave hatan Ave 0% 0% Hatan Ave 0% 0% Hampton Blvd | 0% | C F | 0.172 0.076 0.086 0.103 | F F | 0.518 0.535 0.573 | NA 5600 5300 1900 | G G G | 2019 2019 2019 |
| 0.13 0.14 0.56 0.42 0.48 | From NA To From 5300 To From 1800 To From 18 | G G G G | 98% 97% 97% 98% | 1% 1% 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 I Ham 2% Co Pow 1% SR 337 I 1% Jameste | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd pton Blvd 0% 0% hatan Ave 0% 0% Hampton Blvd 0% 0% complete the comple | 0% 0% 0% | C F C | 0.172 0.076 0.086 0.103 | F F | 0.518 0.535 0.573 0.5 | NA 5600 5300 1900 2300 | G G G | 2019 2019 2019 2019 |
| 0.13 0.14 0.56 0.42 | From NA To From 5300 To From 1800 To From 18 | G G G | 98% 97% 97% | 1% 1% 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 Ham 2% Co Pow 1% SR 337 1% Jameste Pow 2% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd pton Blvd 0% 0% Hampton Blvd 0% 0% Hampton Blvd 0% 0% Hampton Blvd 0% 0% Hampton Blvd 0% 0% Own Crescent hatan Ave 0% 0% | 0% | C F | 0.172 0.076 0.086 0.103 | F F | 0.518 0.535 0.573 | NA 5600 5300 1900 | G G G | 2019 2019 2019 2019 |
| 0.13 0.14 0.56 0.42 0.48 | From 1800 From 2100 From 5300 To From 1800 To From 1800 To From 11000 To From 11000 | G G G G | 98% 97% 97% 98% | 1% 1% 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 Ham 2% Co Pow 1% SR 337 1% Jameste Pow 2% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd pton Blvd 0% 0% hatan Ave 0% 0% Hampton Blvd 0% 0% complete the comple | 0% 0% 0% | C F C | 0.172 0.076 0.086 0.103 | F F F | 0.518 0.535 0.573 0.5 | NA 5600 5300 1900 2300 | G G G | 2019 2019 2019 2019 |
| 0.13 0.14 0.56 0.42 0.48 0.98 | From 11000 To From 1700 From 5300 To From 1800 From 1800 From 1700 From 1700 From 1700 From 1700 | G G G G G | 98% 97% 97% 98% 98% | 1% 1% 1% 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 I Ham 2% Co Pow 1% SR 337 I 1% Jamesto Pow 2% Co US 58 B | St Pauls Blvd 460 Overpass from I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd ppton Blvd 0% 0% llley Ave hatan Ave 0% 0% Hampton Blvd 0% 0% Hampton Blvd 0% 0% llley Ave hatan Ave 0% 0% own Crescent hatan Ave 0% 0% | 0% 0% 0% 0% | C C C | 0.172 0.076 0.086 0.103 0.122 | F F F | 0.518 0.535 0.573 0.5 | NA 5600 5300 3500 1900 2300 | G G G G | 2019 2019 2019 2019 2019 |
| 0.13 0.14 0.56 0.42 0.48 | From 1800 From 2100 From 5300 To From 1800 To From 1800 To From 11000 To From 11000 | G G G G | 98% 97% 97% 98% | 1% 1% 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 Ham 2% Co Pow 1% SR 337 1% Jamesto Pow 2% Co US 58 B 0% | St Pauls Blvd 460 Overpass rom I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd 0% 0% O% O% | 0% 0% 0% | C F C | 0.172 0.076 0.086 0.103 | F F F | 0.518 0.535 0.573 0.5 | NA 5600 5300 1900 2300 | G G G | 2019 2019 2019 2019 2019 |
| 0.13 0.14 0.56 0.42 0.48 0.98 | From 11000 To From 1700 From 5300 To From 1800 From 1800 From 1700 From 1700 From 1700 From 1700 | G G G G G | 98% 97% 97% 98% 98% | 1% 1% 1% 1% | US 460 Alt US Ramp F B 0% I Pow 2% SR 337 Ham 2% Co Pow 1% SR 337 1% Jamesto Pow 2% Co US 58 B 0% | St Pauls Blvd 460 Overpass from I-64 WB ay Ave 0% 0% 64 East hatan Ave 0% 0% Hampton Blvd ppton Blvd 0% 0% llley Ave hatan Ave 0% 0% Hampton Blvd 0% 0% Hampton Blvd 0% 0% llley Ave hatan Ave 0% 0% own Crescent hatan Ave 0% 0% | 0% 0% 0% 0% | C C C | 0.172 0.076 0.086 0.103 0.122 | F F F | 0.518 0.535 0.573 0.5 | NA 5600 5300 3500 1900 2300 | G G G G | 2019 2019 2019 2019 |
| | 0.25 0.29 0.47 1.96 0.06 0.29 d Traffic: 0.40 0.47 | 0.29 2600 To 0.47 5200 To 1.96 7700 To 0.06 1600 To 0.29 1600 d Traffic: 41000 To 0.40 860 To 0.40 8700 To 0.47 2700 To | 0.25 4400 G Tro From | 0.25 4400 G 98% Try From: | 0.25 4400 G 98% 1% To From: 0.29 2600 G 97% 0% To T | Company Comp | Carre | 1.00 | Care | Company Comp | Care Care | Carrell | Carrelloon Car | Carrell |

| Colley Ave 0.37 12000 G 99% 0% 0% 0% 0% 0% 0% 0 | | | | | | | City | of Norto | IK | | | | | | | | |
|--|--------------------------------|--------|-------------|----------|-------|-------|--------|-----------|----------|-------|----------|-------------|----|-----------|-------|----|------|
| Promises Anne Bot Prom | Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | | QK | | AAWDT | QW | Year |
| Colley Ave 0.37 12000 | City of Norfolk | | | | | | | | | | | | | | | | |
| Colley Ave 0.30 14000 G 99% 0% 0% 0% 0% 0% 0% 0 | | | From | | | | | | | | | | | | | | |
| Colley Ave 0.30 14000 G 99% 0% 0% 0% 0% 0% 0% 0 | (8563) Colley Ave | 0.37 | 12000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.084 | F | 0.504 | 13000 | G | 2019 |
| Colley Ave 0.30 14000 G 99% 0% 0% 0% 0% 0% 0% 0 | | | To | _ | | | 21 | st Street | | | | <u> </u> | | | | | |
| 27th Strict | (8563) Colley Ave | 0.30 | 14000 | G | 99% | 0% | | | 0% | 0% | F | 0.098 | F | 0.526 | 15000 | G | 2019 |
| Colley Ave 1.04 13000 G 99% 0% 0% 0% 0% 0% 0% 0 | (0305) | | To | : | | | | | | | | | | | | | |
| Secondary Seco | | | From | : | | | | | | | | | | | | | |
| Secondary Seco | (8563) Colley Ave | 1.04 | 13000 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.09 | F | 0.531 | 14000 | G | 2019 |
| All | \bigcirc | | To | | | | 52 | -1 Ctt | | | | _ | | | | | |
| SR 337 Hambton Blvd | Lamostown Croscopt | 0.74 | | | ΩΩ9/ | Λ9/ | | | Λο/ | Λ9/ | | 0.001 | _ | 0.566 | 9400 | G | 2010 |
| Powhatan Ave 0.75 1500 G 97% 2% 1% 0% 0% 0% 0 0 093 F 0.541 1600 G 2019 | (8563) Gamestown Grescent | 0.7 4 | 7 000 To | | JJ /0 | 0 70 | | | | 0 /0 | | 0.001 | | 0.500 | 0400 | G | 2013 |
| Powhatan Ave 0.75 1500 G 97% 2% 1% 0% 0% 0% C 0.093 F 0.541 1600 G 2019 | | | | | | | | | bivu | | | | | | | | |
| Bolling Ave Seed Powhatan Ave 0.81 6600 G 99% 0% 1% 0% 0% 0% F 0.075 F 0.547 7100 G 2019 | | | | : | | | | | | | | | _ | | | _ | |
| Powhatan Ave 0.81 6600 G 99% 0% 1% 0% 0% 0% 0% F 0.075 F 0.547 7100 G 2019 | ₍₈₅₆₄₎ Powhatan Ave | 0.75 | 1500 | G | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.093 | F | 0.541 | 1600 | G | 2019 |
| Powhatan Ave 0.81 6600 G 99% 0% 1% 0% 0% 0% 0% F 0.075 F 0.547 7100 G 2019 | \bigcirc | | To To | - | | | Bol | ling Ave | | | | | | | | | |
| Saish St | Powhatan Ave | 0.81 | | G | 99% | 0% | | | 0% | 0% | F | 0.075 | F | 0.547 | 7100 | G | 2019 |
| Color Colo | 0304) | | To | | | | | | | | | | | | | | |
| Second S | | | From | : | | | | | : | | | | | | | | |
| SR 337 Hampton Blvd SR 338 Hs St SR 33 | 8564) 38th St | 0.57 | 5600 | G | 99% | 0% | | | | 0% | F | 0.081 | F | 0.576 | 5900 | G | 2019 |
| See Sec | | | - | | | | | | | | | | | | | | |
| Secondary Seco | Ooth Ct | 0.44 | | | 000/ | 00/ | | | | 00/ | | 0.000 | г | 0.500 | 6400 | ^ | 2010 |
| Seed 38th St 0.53 8500 G 99% 0% 1% 0% 0% 0% 0% 0% 0 | (8564) 38111 St | 0.41 | 6000 | G | 99% | υ% | 1% | υ% | υ% | υ% | ۲ | 0.086 | ۲ | 0.529 | 6400 | G | 2019 |
| See | <u> </u> | | From | | | | Co | lley Ave | | | | | | | | | |
| Seed 38th St 0.17 4200 G 99% 0% 1% 0% 0% 0% F 0.087 F 0.739 4500 G 2019 | (8564) 38th St | 0.53 | 8500 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.089 | F | 0.541 | 9100 | G | 2019 |
| Secondary Seco | | | To | | | | Y 1 | 11 A | | | | | | | | | |
| See Colonial Ave 1.08 6100 G 96% 1% 1% 1% 0% 0% C 0.113 F 0.537 2000 G 2019 | 20th Ct | 0.17 | 4200 | | 000/ | 00/ | | | | 00/ | | 0.007 | _ | 0.720 | 4500 | | 2010 |
| See La Vallette Ave 1900 G 99% 19% 19% 0% 0% 0% C 0.113 F 0.537 2000 G 2019 | 8564) 36(1) 5(| 0.17 | 4200 To | | 99% | 0% | | | | 0% | Г | 0.067 | Г | 0.739 | 4500 | G | 2019 |
| Columbus Ave Colu | | | From | | | | | | St | | | | | | | | |
| Columbus Ave Colu | La Vallette Ave | 0.48 | 1000 | | 96% | 10/_ | | | Nº/- | Nº/- | C | 0.113 | F | 0.537 | 2000 | G | 2010 |
| See Colonial Ave 1.08 6100 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.544 6500 G 2019 | 8564) La Vallette Ave | 0.40 | To | | 30 /6 | 1 /0 | | | | 0 /6 | | 0.113 | • | 0.557 | 2000 | ч | 2013 |
| See Colonial Ave 1.08 6100 G 99% 0% 1% 0% 0% 0% 0% F 0.093 F 0.544 6500 G 2019 | | | | | | | | | ; | | | | | | | | |
| See Sec | | | | | | | | - | | | | | _ | | | _ | |
| See Colonial Ave 1.07 2200 G 99% 0% 1% 0% 0% 0% F 0.109 F 0.702 2400 G 2019 | ₍₈₅₆₅₎ Colonial Ave | 1.08 | 6100 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.544 | 6500 | G | 2019 |
| See Colonial Ave 1.07 2200 G 99% 0% 1% 0% 0% 0% F 0.109 F 0.702 2400 G 2019 | \bigcirc | | To | | | | 2 | 27th St | | | | | | | | | |
| New Hampshire Ave New Hampshire Ave Gashold Ave Ga | Colonial Ave | 1.07 | 2200 From | G | 99% | 0% | | | 0% | 0% | F | 0.109 | F | 0.702 | 2400 | G | 2019 |
| See New Hampshire Ave 0.24 110 G 95% 1% 4% 0% 0% 0% 0% C 0.121 F 0.667 120 G 2019 | (6363) | | To | <u> </u> | | | | | | | | | - | • • • • • | | - | |
| See New Hampshire Ave 0.24 110 G 95% 1% 4% 0% 0% 0% 0% C 0.121 F 0.667 120 G 2019 | | | From | : | | | | | 110 | | | | | | | | |
| Colonial Ave Colley Ave C | New Hampshire Ave | 0.24 | 110 | G | 95% | 1% | | | 0% | 0% | С | 0.121 | F | 0.667 | 120 | G | 2019 |
| See | 1 | | | : | | | | | | | | | | | | | |
| See Sec | | | From | : | | | | | | | | | | | | | |
| Mayflower Ave 0.22 1200 G 99% 0% 0% 0% 0% 0% 0% 0 | Atot St | 0.05 | | | 000/ | 00/ | | | 00/ | 00/ | | 0.107 | г | 0.610 | 000 | 6 | 2010 |
| See Mayflower Ave 0.22 1200 G 99% 0% 0% 0% 0% 0% 0% 0 | (8566) 4151 31 | 0.05 | 820 | | 33% | U% | | | | U% | Г | 0.107 | Г | 0.019 | 000 | G | 2019 |
| See Mayflower Ave 0.22 1200 G 99% 0% 0% 0% 0% 0% 0% 0 | | | From | | | | | | 1 | | | | | | | | |
| Delaware Ave | Mayflower Ave | ით | | | 900/ | Nº/ | | | 00/ | 00/ | | 0.107 | F | 0.610 | 1200 | G | 2010 |
| Mayflower Rd Mayflower Reference Refe | (8566) IVIAYIIUWEI AVE | 0.22 | 1∠UU Ta | | JJ /0 | U /0 | | | | U /0 | U | 0.107 | 1. | 0.018 | 1300 | G | 2013 |
| See Delaware Ave 0.55 4300 G 99% 0% 1% 0% 0% 0% 0% F 0.084 F 0.543 4600 G 2019 | | | From | : | | | | | | | | | | | | | |
| Secondary Record Secondary St | Osco Delaware Ave | 0.55 | | | 90% | Nº/- | | | | N%- | F | 0.084 | F | 0.543 | 4600 | G | 2010 |
| 8566 Delaware Ave 0.12 7200 G 99% 0% 1% 0% 0% 0% C 0.109 F 0.727 7700 G 2019 State State | BOIGWAIG AVE | 0.55 | 7300 | <u> </u> | JJ /0 | U /0 | 1 /0 | U /0 | U /0 | U /0 | <u>'</u> | 0.004 | ' | 0.545 | +000 | u | 2013 |
| Secondary St | | | | | | | | | | | | | | | | | |
| Brambleton Ave Bram | (8566) Delaware Ave | 0.12 | 7200 | G | 99% | 0% | | | | 0% | С | 0.109 | F | 0.727 | 7700 | G | 2019 |
| Boush St 0.21 10000 G 99% 0% 1% 0% 0% 0% F 0.091 F 0.650 11000 G 2019 Statistical Prince Va Beach Blvd | $\overline{}$ | | To | c | | | US 46 | 0 Granby | St | | | | | | | | |
| 8567 Boush St 0.21 10000 G 99% 0% 1% 0% 0% 0% F 0.091 F 0.650 11000 G 2019 Solid Boush St | | | From | | | | Bram | bleton Av | e | | | | | | | | |
| Na Beach Blvd Na Beach Blv | 8567 Boush St | 0.21 | 10000 | G | 99% | 0% | | | | 0% | F | 0.091 | F | 0.650 | 11000 | G | 2019 |
| 8567 Llewellyn Ave 0.30 7900 G 99% 0% 0% 0% 0% 0% F 0.101 F 0.574 8400 G 2019 State Column Column | 0307 | | | | / • | - / • | | | | - / • | - | | • | 2.200 | | | _5.5 |
| Princess Anne Rd Princess An | <u> </u> | | From | <u> </u> | | | | | | | | | | | | _ | |
| 8567 Llewellyn Ave 0.50 8600 G 99% 0% 0% 0% 0% 0% F 0.103 F 0.503 9200 G 2019 To Take 1 | (8567) Llewellyn Ave | 0.30 | 7900 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.101 | F | 0.574 | 8400 | G | 2019 |
| 8567 Llewellyn Ave 0.50 8600 G 99% 0% 0% 0% 0% 0% F 0.103 F 0.503 9200 G 2019 To Take 1 | $\overline{}$ | | To | | | | Prince | ss Anne R | Rd | | | — | | | | | |
| Tight 21st Street | (8567) Llewellyn Ave | 0.50 | 8600 | G | 99% | 0% | | | | 0% | F | 0.103 | F | 0.503 | 9200 | G | 2019 |
| 8567) Llewellyn Ave 0.72 6500 G 99% 0% 0% 0% 0% F 0.094 F 0.505 6900 G 2019 | | 0.00 | | | 20 /0 | 5 /0 | | | 3,0 | 3 / 3 | • | | • | 3.000 | 3230 | ~ | _0.0 |
| | <u> </u> | | From | <u> </u> | | | | | a | • | | | | | 25 | | |
| Te: 35th Street | (8567) Llewellyn Ave | 0.72 | 6500 | G | 99% | 0% | | | 0% | 0% | F | 0.094 | F | 0.505 | 6900 | G | 2019 |
| | $\overline{}$ | | To | | | | 351 | th Street | | | | | | | | | |

| | | | | | | , - | I NOLIOL | • | | | | | | | | |
|---------------------------------|--------|--------------|----------|-------|------|-----------------------|------------------|-----------|-------------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | | | | | | | | | | | | | | | |
| 8567) Llewellyn Ave | 0.14 | 7400 | G | 99% | 0% | 35tl | h Street 0% | 0% | 0% | С | 0.099 | F | 0.581 | 7900 | G | 2019 |
| 8567 Liewellyn Ave | 0.14 | 7 400 | <u> </u> | JJ 70 | 0 70 | | h Street | 0 70 | 0 70 | | 0.000 | • | 0.501 | 7300 | a | 2013 |
| | | From | | | | 38 | 8th St | | | | | | | | | |
| ₈₅₆₇) Llewellyn Ave | 0.20 | 11000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | F | 0.545 | 12000 | G | 2019 |
| <u> </u> | | To From | | | | Delav | ware Ave | | | | | | | | | |
| 8567) Llewellyn Ave | 0.28 | 8000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.083 | F | | 8500 | G | 2019 |
| $\overline{}$ | | To | : | | | US 460 | Granby S | St | | | | | | | | |
| O -: -: | | From | | | | | ley Ave | | | | <u> </u> | _ | | | | |
| 8568 Olney Rd | 0.50 | 9000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.679 | 9600 | G | 2019 |
| <u> </u> | | From | | | | 8 Virginia I | | | | | | | | | | |
| 8568 Olney Rd | 0.31 | 1900 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.099 | F | 0.71 | 2000 | G | 2019 |
| | | 10 | | | | | icello Ave | | | | | | | | | |
| Overhui Ct | 0.00 | From | <u> </u> | 000/ | 10/ | | 85 Main S | | 00/ | | 0.000 | _ | 0.515 | F100 | _ | 0010 |
| 6569 Granby St | 0.36 | 4800 To | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.089 | F | 0.515 | 5100 | G | 2019 |
| | | From | L | | | US 58 Bramb | oleton Ave | | | _ | | | | | | |
| 8569) Granby St | 1.27 | 8000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.570 | 8500 | G | 2019 |
| $\overline{}$ | | To | | | | Ch | urch St | | | | | | | | | |
| <u> </u> | | From | | | | Rale | eigh Ave | | | | | | | | | |
| 8572 Claremont Ave | 0.51 | 960 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.117 | F | | 1000 | G | 2019 |
| | | To From | | | | SR 337 H | Iampton B | lvd | | | | | | | | |
| 8572) 21st St | 0.29 | 6400 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.091 | F | 0.570 | 6900 | G | 2019 |
| \bigcirc | | To | | | | Col | ley Ave | | | | \neg — | | | | | |
| 8572) 21st St | 0.48 | 12000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | F | 0.541 | 13000 | G | 2019 |
| | | To | | | | Llev | vellyn St | | | | | | | | | |
| 8572) 21st St | 0.25 | 8700 From | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.082 | F | 0.515 | 9300 | G | 2019 |
| | | Te | | | | Monti | icello Ave | | | | | | | | | |
| | | From | | | | US 58 Va | a Beach B | lvd | | | | | | | | |
| 8573) Ballentine Blvd | 0.50 | 12000 | G | 95% | 1% | 2% | 2% | 1% | 0% | С | 0.075 | F | 0.587 | 13000 | G | 2019 |
| \bigcirc | | To | | | | SR 166 Pri | ncess Ann | e Rd | | | | | | | | |
| 8573) Ballentine Blvd | 0.54 | 9500 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 0.084 | F | 0.524 | 10000 | G | 2019 |
| \bigcirc | | To | : | | | | Terrace | | | | | | | | | |
| 8573) Ballentine Blvd | 0.49 | From | L | 95% | 1% | 122-883 2 % | 34 Tait Te 2% | 1% | 0% | F | 0.085 | F | 0.525 | 9000 | G | 2019 |
| 8573 Ballentine Blvd | 0.49 | 8400 To | | 95% | | 276 22-8613 C | | | 0% | Г | 0.065 | Г | 0.525 | 9000 | G | 2019 |
| | | From | | | 1 | | | | | | 1 | | | | | |
| 8574) Willow Wood Dr | 1.10 | 10000 | G | 98% | 1% | 1% | Granby S | 0% | 0% | С | 0.097 | F | 0.595 | 11000 | G | 2019 |
| 8574) Willow Wood Dr | 1.10 | To | <u> </u> | 0070 | 1 /0 | | Fidewater | | 0 70 | | 0.007 | • | 0.000 | 11000 | ŭ | 2010 |
| | | From | : | | | ALT SR 33 | | | | | i | | | | | |
| 8575) St Pauls Blvd | 0.31 | 10000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.129 | F | 0.578 | 11000 | G | 2019 |
| 0373) | | To | | | | | | | | | | | | | | |
| 8575) Fenchurch St | 0.41 | 6800 From | G | 98% | 1% | 1% | 60; Marke 0% | 0% | 0% | F | 0.084 | F | 0.624 | 7200 | G | 2019 |
| Penchurch St | 0.11 | - T- | | | | | | | 0 70 | | —i | · | 0.02 1 | , 200 | ŭ | 2010 |
| 8575) Church St | 0.23 | 17000 | G | 97% | 1% | US 460 B1 | rambleton 1% | Ave 1% | 0% | F | 0.081 | F | 0.543 | 18000 | G | 2019 |
| 8575 Church St | 0.20 | 17000 | | J1 /0 | | | | | 0 /0 | ' | 0.001 | ' | 0.540 | 10000 | u | 2013 |
| Church St | 0.10 | From | | 070/ | | JS 58 Virgi | | | n o/ | | 0.005 | | 0.501 | 20000 | C | 2010 |
| Store St | 0.13 | 19000 | | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.085 | F | 0.591 | 20000 | G | 2019 |
| Oh., 1 2: | 221 | From | <u> </u> | 0701 | 40' | | ss Anne Ro | | 601 | | | | 0.500 | 05000 | | 0015 |
| 8575 Church St | 0.84 | 23000 | G | 97% | 1% | 1% | 1% | 1% | 0% | С | 0.084 | F | 0.528 | 25000 | G | 2019 |
| | | From | | | | 247 Lafayet | | | | | Ţ— | | | | | |
| 8575 Church St | 0.05 | 14000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | 0.538 | 15000 | G | 2019 |
| <u> </u> | | To From | | | | 2 | 7th St | | | | | | | | | |
| 8575) Church St | 0.21 | 12000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | 0.565 | 12000 | G | 2019 |
| $\overline{}$ | | To | | | US 4 | 160 Granby | St; Monti | cello Av | e | | | | | | | |

| | | | | | | City of Norio | ·IIX | | | | | | | | |
|--------------------------------|-------------|------------|----------|---------|----------|-------------------------|------------|---------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Norfolk | | From | • | | | | | | | | | | | | |
| Princess Anne Rd | 0.62 | 1300 | G | 97% | 1% | Dead End 1% 0% | 0% | 0% | С | 0.132 | F | 0.577 | 1400 | G | 2019 |
| Princess Anne Rd | 0.02 | 1300 | | 31 /0 | 1 /0 | | | 0 /6 | | 0.132 | • | 0.577 | 1400 | G | 2019 |
| Princess Anno Pd | 0.08 | 5400 | G | 97% | 1% | SR 337 Hampton 1% 0% | Blvd 0% | 0% | F | 0.075 | F | 0.519 | 5700 | G | 2019 |
| Princess Anne Rd | 0.06 | 3400 | | 9770 | 1 70 | | 076 | 076 | Г | 0.075 | Г | 0.519 | 3700 | G | 2019 |
| Oringage Anna Dd | 0.22 | From | <u> </u> | 070/ | 10/ | Colley Ave | 00/ | 00/ | | 0.004 | | 0.651 | 0500 | | 2019 |
| Princess Anne Rd | 0.32 | 8000 | G | 97% | 1% | 1% 0% Colonial Ave | 0% | 0% | F | 0.084 | F | 0.651 | 8500 | G | 2019 |
| | | From | | | | 122-8565 Colonial | | | | | | | | | |
| Princess Anne Rd | 0.18 | 11000 | G | 97% | 1% | 1% 0% | 0% | 0% | F | 0.082 | F | 0.569 | 12000 | G | 2019 |
| | | To From | | | | Llewellyn Av | е | | | \Box | | | | | |
| Princess Anne Rd | 0.28 | 10000 | G | 97% | 1% | 1% 0% | 0% | 0% | F | 0.080 | F | 0.549 | 11000 | G | 2019 |
| <u> </u> | | To | | | | Monticello Av | e | | | — — | | | | | |
| Princess Anne Rd | 0.49 | 8600 From | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.086 | F | 0.565 | 9200 | G | 2019 |
| | | Τα | | | | Church St | | | | | | | | | |
| Princess Anne Rd | 0.29 | 15000 | G | 97% | 1% | 1% 0% | 0% | 0% | F | 0.079 | F | 0.502 | 15000 | G | 2019 |
| | | To | | | . , , | Tidewater Dr | | | | | | | | | |
| | | From | | | | Monticello Av | | | | Ī | | | | | |
| Charlotte St | 0.17 | 3200 | G | 97% | 0% | 1% 0% | 0% | 0% | F | 0.115 | F | 0.719 | 3400 | G | 2019 |
| | | To | | | | US 460 Bus Woo | d St | | | | | | | | |
| | | From | | | | Bus US 460 | | | | | | | | | |
| Wood St | 0.13 | 1100 | F | 88% | 6% | 5% 1% | 0% | 0% | С | 0.113 | F | 0.725 | 1200 | F | 2019 |
| | | To From | | | | Fenchurch St | | | | | | | | | |
| Charlotte St | 0.32 | 2000 | G | 97% | 0% | 1% 0% | 0% | 0% | С | 0.082 | F | 0.571 | 2100 | G | 2019 |
| <u> </u> | | To | | | | Tidewater Dr | | | | | | | | | |
| | | From | | | | Chesapeake Bl | vd | | | | | | | | |
| Fishermans Rd | 0.44 | 4600 | G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.096 | F | 0.626 | 5000 | G | 2019 |
| <u> </u> | | To | | | | Sturgis Rd | | | | | | | | | |
| Sturgis Rd | 0.11 | 640 | G | 97% | 1% | Fishermans Ro | d 0% | 0% | С | 0.136 | F | 0.511 | 680 | G | 2019 |
| Sturgis Rd | 0.11 | 040 | | 31 /6 | 1 /0 | 2/0 1/0 | 0 /6 | 0 /6 | | 0.130 | • | 0.511 | 000 | G | 2018 |
| | | To From | | 2021 | | Bay View Blv | | | | | | | 1000 | | 0010 |
| Sturgis St | 0.64 | 1300 | G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.098 | F | 0.603 | 1300 | G | 2019 |
| <u> </u> | | 10 | | | | Ocean View A | ve | | | | | | | | |
| <u> </u> | | From | | | | Alt SR 337 Bouc | h St | | | <u> </u> | | | | _ | |
| G ₅₈₂ City Hall Ave | 0.14 | 6600 | G | | | | | | | NA | | | 7200 | G | 2019 |
| <u> </u> | | To From | | | | Monticello Av | e | | | | | | | | |
| Gity Hall Ave | 0.45 | 9100 | G | | | | | | | 0.109 | F | 0.662 | 9700 | G | 2019 |
| Combine | ed Traffic: | 38000 | G | | | | | | | NA | | | NA | | |
| | | To | | | | Alt US 460 | | | | | | | | | |
| Gity Hall Ave | 0.18 | 26000 | G | | | | | | | 0.105 | F | 0.811 | 27000 | G | 2019 |
| | | Τα | | 122-858 | 82-E0011 | B MARKET STREE | ET CONN | UNDERF | PA | | | | | | |
| East | | From | | | 122- | 08582(B)/TO RTE | 264 WES | Г | | | | | | | |
| Ramp | 0.10 | NA | L. | | | | | | | NA | | | NA | | |
| | | To | | A1US- | 00460-P | (L)/IS-00264-W(B) | FROM S | T PAULS | В | | | | | | |
| East | | From | | 122-8 | 8582 MA | RKET STREET CO | ONN UNI | DERPASS | | | | | | | |
| 3582) Ramp | 0.45 | NA | | | | | | | | NA | | | NA | | |
| | | To | | | I-264-I | E FROM CITY HAI | LL AVEN | UE | | | | | | | |
| | | From | | | | Boush St | | | | | | | | | |
| Main St | 0.25 | 7600 | G | 97% | 0% | 1% 1% | 0% | 0% | F | 0.122 | F | 0.574 | 8100 | G | 2019 |
| \mathcal{O} | | To | | | | Bank St | | | | | | | | | |
| | - · - | From | | 0=-: | | Main St | | | | | _ | | 0=6= | _ | |
| Bank St | 0.16 | 2500 | G | 97% | 0% | 1% 1% | 0% | 0% | F | 0.129 | F | 0.82 | 2700 | G | 2019 |
| | | То | | | | A1US 460-P City H | all Ave | | | | | | | | |
| | | From | ليا | | | Boush St | | | | | _ | | | | |
| 8586) Plume St | 0.42 | 2800 | G | 97% | 0% | 1% 1% | 0% | 0% | F | 0.12 | F | 0.522 | 3000 | G | 2019 |
| \sim | | To | 1 | | | St Pauls Blvd | | | | ı | | | | | |

| | | | | | | | , - | t Nortoll | ` | | | | | | | | |
|---------------------------------------|--------------------|-----------------------------|---------------------------------------|----------|-------|-------|---|---|---------------|------|----------|---------------|----|---------------|--------------|--------|------|
| Route | e | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Nor | folk | | | | | | | | | | | | | | | | |
| \bigcirc | | 0.77 | From | | 070/ | 00/ | | rk Ave | 00/ | 00/ | | | _ | 0.540 | 5 400 | _ | 0010 |
| Corpi | rew Ave | 0.77 | 5100 | F | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.085 | F | 0.548 | 5400 | F | 2019 |
| | | | 10 | | | | | imac Ave | | | | | | | | | |
| <u> </u> | | | From: | | | | | 37 State St | | | | . | _ | | | _ | |
| (₈₅₉₀₎ India | n River Rd | 0.23 | 950 | G | 94% | 1% | 4% | 1% | 0% | 0% | С | 0.165 | F | 0.776 | 1000 | G | 2019 |
| $\overline{}$ | | | To: | | | | Mai | in Street | | | | \neg — | | | | | |
| ₈₅₉₀ India | n River Rd | 0.66 | 2100 | G | 97% | 0% | 1% | 1% | 0% | 0% | С | 0.123 | F | 0.542 | 2200 | G | 2019 |
| | | | To: | | | | M | arsh St | | | | | | | | | |
| <u> </u> | | | From: | | | | | kley Ave | | | | | | | | | |
| ₃₅₉₀) India | n River Rd | 0.53 | 14000 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.106 | F | 0.510 | 15000 | G | 2019 |
| | | | To: | | | | US 460 | Wilson R | d | | | | | | | | |
| | | | From: | | | | SR 33 | 37 Main S | | | | | | | | | |
| 8591) Liber | ty St | 0.57 | 5000 | G | 93% | 1% | 1% | 4% | 1% | 0% | F | 0.095 | F | 0.515 | 5300 | G | 2019 |
| | | | To: | | | | WCL (| Chesapeak | e | | | | | | | | |
| | | | From: | | | | S | tate St | | | | | | | | | |
| Berkl | ley Ave | 0.11 | 13000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.088 | F | 0.552 | 14000 | G | 2019 |
| | • | | To: | | | | | r : 0: | | | | _ | | | | | |
| - Rorkl | ley Ave | 0.21 | From: | G | 96% | 0% | 2% | Iain St 1% | 1% | 0% | F | 0.101 | F | 0.547 | 14000 | G | 2019 |
| Berkl | icy Ave | U.Z I | 13000 | <u>u</u> | JU /0 | U /0 | | | 1 /0 | U /0 | <u>'</u> | 0.101 | 1. | 0.547 | 14000 | a | 2019 |
| $\overline{}$ | | _ | To: From: | | | | | quier St | | | | | | | | | |
| ₈₅₉₂) Berkl | ley Ave Ext | 0.80 | 3800 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 0.091 | F | 0.534 | 4100 | G | 2019 |
| $\overline{}$ | | | To | | | | US 460 | Wilson R | d | | | \neg — | | | | | |
| 8592) Berkl | ley Ave Ext | 0.45 | 3800 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.085 | F | 0.538 | 4100 | G | 2019 |
| 0002) | , | | т | | | | | | | | | _ | | | | | |
| Pork | lov Avo Evt | 0.27 | From: | - | OE9/ | 10/ | | ostella Rd | | 00/ | С | 0.094 | | 0.560 | 2700 | G | 2010 |
| Berkl | ley Ave Ext | 0.27 | 3400 | G | 95% | 1% | 2% | 1% | 1% | 0% | | 0.094 | F | 0.569 | 3700 | G | 2019 |
| | | | *** | | | | | Chesapeak | | | | | | | | | |
| <u> </u> | | | From: | | | 1SR | 337-P; 122 | 2-8592 Bei | kley Ave | 2 | | . | _ | | | _ | |
| 8592) Ramı | р | 0.09 | 2100 | G | | | | | | | | <u>0.</u> 176 | F | | 2200 | G | 2019 |
| $\overline{}$ | | | To: | | | | I-46 | 64 South | | | | | | | | | |
| _ | | | From: | | | | | ostella Rd | | | | | | | | | |
| ₈₅₉₃ Sprin | ngfield Ave | 0.52 | 180 | G | 96% | 1% | 2% | 1% | 0% | 0% | С | 0.131 | F | 0.625 | 200 | G | 2019 |
| | | | To: | | | | Syca | amore St | | | | | | | | | |
| | | | From: | | | | Milit | tary Hwy | | | | | | | | | |
| Sprin | ng Meadow Blvd | 0.55 | 860 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.094 | F | 0.598 | 920 | G | 2019 |
| | | | To: | | | | H | unt Rd | | | | | | | | | |
| | | | From: | | | | Lih | perty St | | | | | | | | | |
| 8595) S Ma | ain St | 0.27 | 1700 | G | 96% | 1% | 2% | 1% | 0% | 0% | С | 0.113 | F | 0.841 | 1800 | G | 2019 |
| 0000 | | | To: | | | | | n River Rd | | | | | | | | | |
| | | | From: | | | | | eside Rd | | | | i | | | | | |
| Villan | ge Ave/Sewells Po | nint 1 R 0 17 | 4100 | G | 89% | 2% | 2% | 2% | 5% | 0% | С | 0.094 | F | 0.578 | 4300 | G | 2019 |
| Villag | go /wc/ocwella i c | JIII(1.10// | To: | _ | 0070 | 270 | | ss Anne Ro | | 0 70 | | 0.004 | • | 0.070 | 4000 | u | 2010 |
| | | | F | | | | | | | | | 1 | | | | | |
| Nauth | n Shore Rd | 0.57 | From: | _ | 97% | 1% | Clon 2% | curry Rd | 0% | 00/ | С | 0.100 | F | 0.716 | 710 | C | 2010 |
| North | i Silvie Nu | 0.57 | 660 | G | J170 | I 7/o | 2 70 | 1% | U 7/0 | 0% | <u> </u> | 0.109 | ۲ | 0.710 | 710 | G | 2019 |
| $\overline{}$ | | | To: From: | | | | | pton Blvd | | | | ┚─ | | | | | |
| | n Shore Rd | 0.73 | 1300 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.099 | F | 0.669 | 1400 | G | 2019 |
| ₈₆₀₉) North | | | To: From: | | | | | iven St | | | | | | | | | |
| North | | | | 1 | | 1% | | Shore Rd | 10/ | 00/ | | 0.004 | _ | 0.500 | 1500 | 0 | 0010 |
| | n C+ | 0.00 | | _ | 070/ | | 1% | 1% | 1% | 0% | С | 0.084 | F | 0.592 | 1500 | G | 2019 |
| | n St | 0.60 | 1400 | G | 97% | | | | RIVA | | | 1 | | | | | |
| | n St | 0.60 | 1400 To: | G | 97% | | nternationa | l Termina | Divu | | | | | | | | |
| B609) Diver | | | 1400 To: | | | I | SR 337 H | Hampton B | lvd | | | | | | | | |
| Diver | n St | 0.60 | 1400 To: | G | 97% | | SR 337 H 1% | Hampton B | lvd 0% | 0% | F | 0.101 | F | 0.528 | 340 | G | 2019 |
| B609 Diver | | | 1400 To: | | | I | SR 337 H 1% | Hampton B | lvd 0% | 0% | F | 0.101 | F | 0.528 | 340 | G | 2019 |
| Diver | | | 1400 To: | | | I | SR 337 H 1% Beech | Hampton B | lvd 0% | 0% | F | 0.101 | F | 0.528 | 340 | G | 2019 |
| 9609 Diver | | | 1400 To: | | | I | SR 337 H 1% Beech | Hampton B 0% wood Ave | lvd 0% | 0% | F | 0.101 | F | 0.528 | 340 5000 | G G | |
| Diver | chwood Ave | 0.49 | 1400 To: From: 320 To: From: 4700 To: | G | 98% | 1% | SR 337 F 1% Beech Gra 1% | Hampton B 0% wood Ave anby St | lvd 0% | | | | | | | | |
| 8609 Diver 8610 Beec 8611 Kingl | chwood Ave | 0.49 | 1400 To From: 320 To 4700 To From: | G G | 98% | 1% | SR 337 H 1% Beech Gr: 1% New King | Hampton B 0% wood Ave anby St 1% port Ave sley Lane | lvd 0% | 0% | F | 0.09 | F | 0.636 | 5000 | G | 2019 |
| 8609 Diver 8610 Beec 8611 Kingl | chwood Ave | 0.49 | 1400 To: From: 320 To: From: 4700 To: | G | 98% | 1% | SR 337 F 1% Beech Gra 1% New King 1% | Hampton B 0% twood Ave anby St 1% rport Ave | lvd 0% | | | | | | | | 2019 |

| | | | | | | City | of Norfoll | K | | | | | | | | |
|-----------------------|--------|-------------|----|-------|---------|---------------|------------------------------|-----------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | • | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | From | | | | Prince | ss Anne Ro | d | | | ı | | | | | |
| Maltby Ave | 0.27 | 2900 | G | 93% | 1% | 1% | 2% | 3% | 0% | С | 0.099 | F | 0.512 | 3100 | G | 2019 |
| 8613 Maltby Ave | 0.15 | 3300 From | G | 95% | 1% | 1% | 1% | 1% | 0% | С | 0.098 | F | 0.518 | 3500 | G | 2019 |
| Maltby Ave | 0.20 | 800 From | G | 97% | 1% | 1% | 0% ugby St | 0% | 0% | С | 0.103 | F | 0.652 | 850 | G | 2019 |
| 8613) Maltby Ave | 0.12 | From | G | 95% | 1% | Rug 4% | by Street 0% | 0% | 0% | С | 0.130 | F | 0.556 | 70 | G | 2019 |
| <u> </u> | | To | | | | | ead End t Terrace | | | | | | | | | |
| Chesapeake Blvd | 0.62 | 1100 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.095 | F | 0.52 | 1200 | G | 2019 |
| 8613) Chesapeake Blvd | 0.14 | 1400 From | G | 96% | 0% | 2% | 1% ntine Blvd | 1% | 0% | F | 0.08 | F | 0.542 | 1500 | G | 2019 |
| | | From | | | | | tary Hwy | | | | | | | | | |
| Norview Ave | 0.51 | 15000 | G | 99% | 0% | 0% Azalea | 0% Garden R | 0% d | 0% | С | 0.079 | F | 0.603 | 16000 | G | 2019 |
| Norview Ave | 0.21 | 14000 To | G | 99% | 0% N | 0% | 0% ernational | 0% | 0% | F | 0.076 | F | 0.556 | 15000 | G | 2019 |
| | | From | | | | Gı | anby St | | | | | | | | | |
| Bay View Blvd | 0.61 | 7500 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | F | 0.53 | 8100 | G | 2019 |
| Bay View Blvd | 0.52 | 11000 From | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.088 | F | 0.626 | 12000 | G | 2019 |
| Bay View Blvd | 1.10 | 6100 To | G | 99% | 0% | 1% | peake Blvo 0% View Ave | 0% | 0% | F | 0.089 | F | 0.58 | 6500 | G | 2019 |
| | | From | | | | | View Blvd | | | | | | | | | |
| Cape View Ave | 0.41 | 4200 To | G | 98% | 0% | 1% US 60 O | 0% cean View | 0% Ave | 0% | С | 0.098 | F | 0.616 | 4500 | G | 2019 |
| | | From | | | | Chesa | peake Blvo | 1 | | | | | | | | |
| 8619 Beach View St | 0.71 | 910 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.112 | F | 0.620 | 970 | G | 2019 |
| <u> </u> | | То | | | | Ocea | n View St | | | | | | | | | |
| Shepard Ave | 0.54 | 1200 | G | 97% | 0% | Tide 1% | 1% | 0% | 0% | С | 0.094 | F | 0.590 | 1300 | G | 2019 |
| <u> </u> | | To From | | | | | peake Blvo | | | | | | | | | |
| Shepard Ave | 0.49 | 1200 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.094 | F | 0.702 | 1300 | G | 2019 |
| | | From | | | | | View Ave opard Ave | | | | | | | | | |
| Cape View Ave | 0.19 | 290 | G | 99% | 1% | 1% | 0% | 0% | 0% | С | 0.123 | F | 0.73 | 310 | G | 2019 |
| 8620) Cape View Ave | 0.04 | 290 From | N | 99% | 1% | 1% | lwood St 0% | 0% | 0% | N | 0.123 | F | 0.73 | 310 | N | 2019 |
| | | From | | | | | End; Gap set Drive | | | | | | | | | |
| Cape View Ave | 0.46 | 620 | G | 98% | 0% | 1% | 0% View Blvd | 0% | 0% | F | 0.108 | F | 0.628 | 660 | G | 2019 |
| | | From | | | | | Creek Rd | | | | | | | | | |
| Old Ocean View Rd | 0.64 | 2500 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.114 | F | 0.625 | 2700 | G | 2019 |
| Old Ocean View Rd | 0.73 | 2400 From | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.109 | F | 0.62 | 2500 | G | 2019 |
| 0140 1/1 5: | 0.70 | From | | 0701 | 401 | | View Blvd | 061 | 001 | - | | | 0.010 | 010 | | 0010 |
| Old Ocean View Rd | 0.76 | 760 | G | 97% | 1% | 1% Tide | 0% ewater Dr | 0% | 0% | С | 0.104 | F | 0.619 | 810 | G | 2019 |
| | 0.00 | From | | 0001 | 001 | | 0 Granby S | | 00/ | _ | 0.4== | _ | | 4000 | _ | 0015 |
| 8623) Bay Ave | 0.33 | 1800 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.177 | F | | 1900 | G | 2019 |
| | | To | | | | | I-64 | | | | | | | | | |

| Readow Ave Rea | | | | | | | City of N | ortolk | | | | | | | | |
|--|-----------------------|---|------------|--|-------|-------|-----------------|------------|-----|----|----------|----|-------|--------|----|-------|
| Bay Ave | Route | Length | AADT | QA | 4Tire | Bus | | | | QC | | QK | | AAWDT | QW | Year |
| Bay Ave 0.30 13000 G 88% 1% 0% 0% 0% 0% C 0.11 F 0.799 14000 G 2019 | City of Norfolk | | | ı | | | | | | | | | | | | |
| First View St | O Davi Avia | 0.00 | | <u> </u> | 000/ | 10/ | | | 00/ | | | _ | 0.700 | 1 4000 | 0 | 0010 |
| First View St 0.36 | 8623) Day Ave | 0.30 | To | | 90% | 1 70 | | | 0% | U | 0.11 | Г | 0.799 | 14000 | G | 2019 |
| Boundard Ave Boun | | | From | | | | | | | | | | | | | |
| First View St 0.47 5800 G 98% 1% 0% 0% 0% 0% F 0.101 F 0.934 6200 G 2019 | 8623 First View St | 0.36 | 8400 | G | 98% | 1% | 0% 0 | % 0% | 0% | F | 0.109 | F | 0.74 | 9000 | G | 2019 |
| First View St 0.47 5800 G 98% 1% 0% 0% 0% 0% 0% F 0.11 F 0.934 6200 G 2019 | \cup | | To | | | | Beardon | Ave | | | | | | | | |
| Carry St | 8623 First View St | 0.47 | 5800 | G | 98% | 1% | | | 0% | F | 0.11 | F | 0.934 | 6200 | G | 2019 |
| First View St | | | To | | | | Charry | C+ | | | | | | | | |
| | First View St | 0.44 | 6300 From: | G | 98% | 1% | | | 0% | F | 0.101 | F | 0.743 | 6800 | G | 2019 |
| Maple Ave 0.35 750 G 97% 1% 2% 0% 0% 0% C 0.154 F 0.532 800 G 2019 | 0023 | • | To: | | | - , - | | | | | | | | | - | |
| Maple Ave 0.35 750 G 97% 1% 2% 0% 0% 0% C 0.154 F 0.532 800 G 2019 | | | From: | | | | | | | | | | | | | |
| Suburban Pkwy | Maple Ave | 0.35 | 750 | G | 97% | 1% | | | 0% | С | 0.154 | F | 0.532 | 800 | G | 2019 |
| Suburban Pkwy 0.87 1500 G 97% 1% 1% 0% 0% 0% 0% 0% 0 | | | | | | | Dead E | End | | | | | | | | |
| Suburban Pkwy | | | From: | | | | Granby | St | | | | | | | | |
| Thole St | 8625 Suburban Pkwy | 0.87 | 1500 | G | 97% | 1% | | | 0% | С | 0.131 | F | 0.548 | 1600 | G | 2019 |
| ### Thole St | | | To | | | | Thole | St | | | | | | | | |
| Thole St 0.39 9900 G 98% 1% 1% 0% 0% 0% F 0.086 F 0.536 11000 G 2019 | | | From: | | | | Granby | St | | | | | | | | |
| Parkdale Dr | (8626) Thole St | 0.39 | 9900 | G | 98% | 1% | - | | 0% | F | 0.086 | F | 0.536 | 11000 | G | 2019 |
| Thole St 0.72 9800 G 98% 1% 1% 0% 0% C 0.094 F 0.549 1000 G 2019 | $\overline{}$ | | To | | | | Parkdale | e Dr | | | <u> </u> | | | | | |
| SR 168 Tidewater Dr Laint Creek Rd O.49 2300 G 96% 1% 3% 0% 0% 0% 0% C 0.091 F 0.555 2400 G 2019 | R626 Thole St | 0.72 | 9800 | G | 98% | 1% | | | 0% | С | 0.094 | F | 0.549 | 10000 | G | 2019 |
| Meadow Creek Rd | | | To | | | | SR 168 Tide | water Dr | | | | | | | | |
| Meadow Creek Rd | | | From: | | | | Little Cree | ek Rd | | | | | | | | |
| Dead End Dead End | 8629) Meadow Creek Rd | 0.49 | 2300 | G | 96% | 1% | | | 0% | С | 0.091 | F | 0.555 | 2400 | G | 2019 |
| Heulte Dr | | | To | | | | Dead E | End | | | | | | | | |
| Shore Dr Shore Dr | | | From | | | | Azalea Gar | den Rd | | | | | | | | |
| Shore Dr 122-3 Sewels Point Road 122-3 | (8630) Heutte Dr | 1.20 | 2900 | G | 99% | 0% | 1% 0 | % 0% | 0% | С | 0.109 | F | 0.546 | 3100 | G | 2019 |
| Chesapeake Blvd Colored Rd Colored Rd | \bigcup | | To | | | | Shore 1 | Dr | | | | | | | | |
| Chesapeake Blvd Sedgefield Dr Sedg | | | From: | | | | 122-3 Sewells l | Point Road | | | | | | | | |
| Military Hwy Mili | (8631) Johnstons Rd | 0.21 | 5900 | G | 98% | 1% | 1% 0 | % 0% | 0% | С | 0.088 | F | 0.529 | 6300 | G | 2019 |
| Military Hwy Mili | <u> </u> | | To | | | | Chesapeak | e Blvd | | | \neg — | | | | | |
| Military Hwy Mili | 8631) Johnstons Rd | 0.58 | 11000 | G | 98% | 1% | | | 0% | F | 0.099 | F | 0.581 | 12000 | G | 2019 |
| Second Color Col | | | To | | | | Military | T I | | | | | | | | |
| Second S | Johnstons Bd | 0.93 | | G | 98% | 1% | | | 0% | С | 0.093 | F | 0.542 | 8200 | G | 2019 |
| Halprin Dr 1.05 3700 G 98% 1% 1% 0% 0% 0% F 0.124 F 0.733 3900 G 2019 | 8631) 001111010110110 | 0.00 | | <u> </u> | 0070 | 1 /0 | | | 070 | | | • | 0.012 | 0200 | G | 2010 |
| Second S | Holorin Dr | 1.05 | | <u> </u> | 000/ | 10/ | | | 00/ | | 0.124 | | 0.722 | 2000 | G | 2010 |
| Sth Bay St 0.16 350 G 98% 1% 1% 0% 0% 0% F 0.100 F 0.583 380 G 2019 | (8631) Haipiili Di | 1.05 | 3/00 | <u> </u> | 30% | 1 70 | 170 U | /o U% | 0% | Г | 0.124 | Г | 0.733 | 3900 | G | 2019 |
| Pleasant Ave | O 511 D 51 | | From: | ليا | | | | | | | | | 0.500 | | | 06:- |
| Sed Sed | (8631) 5th Bay St | 0.16 | | G | 98% | 1% | | | 0% | F | 0.100 | F | 0.583 | 380 | G | 2019 |
| Sedgefield Dr | | | | | | | | | | | | | | | | |
| Sedgefield Dr | | 2.22 | | ــــــــــــــــــــــــــــــــــــــ | 0001 | 001 | | | 201 | | | _ | 0.00: | 0.400 | _ | 00:10 |
| Norview Ave 0.79 5400 G 98% 0% 1% 0% 0% 0% C 0.105 F 0.648 5800 G 2019 | (8632) Norview Ave | 0.29 | 6000 | G | 98% | υ% | 1% 0 | % 0% | 0% | F | 0.102 | F | 0.661 | 6400 | G | 2019 |
| Chesapeake Blvd Heutte Dr Heutte Dr | <u> </u> | | From: | | | | | | | | | | | | | |
| Heutle Dr | (8632) Norview Ave | 0.79 | | G | 98% | 0% | | | 0% | С | 0.105 | F | 0.648 | 5800 | G | 2019 |
| Malters Dr 0.20 670 G 98% 0% 1% 0% 0% 0% C 0.105 F 0.907 710 G 2019 | <u> </u> | | To: | <u> </u> | | | Chesapeak | e Blvd | | | <u>l</u> | | | | | |
| Second Robin Hood Rd Second Rd Secon | <u> </u> | | | | | | | | | | | | | | _ | |
| 8633 Walters Dr 0.53 1100 G 98% 1% 1% 0% 0% 0% C 0.1 F 0.705 1200 G 2019 Creekwood Rd | (8633) Walters Dr | 0.20 | 670 | G | 98% | 0% | 1% 0 | % 0% | 0% | С | 0.105 | F | 0.907 | 710 | G | 2019 |
| Test Creekwood Rd | <u>~</u> | | To: | | | | Little Cree | ek Rd | | | | | | | | |
| Meadow Lake Dr 0.43 710 G 98% 1% 1% 0% 0% 0% C 0.096 F 0.578 750 G 2019 | (8633) Walters Dr | 0.53 | 1100 | G | 98% | 1% | | | 0% | С | 0.1 | F | 0.705 | 1200 | G | 2019 |
| 8634 Meadow Lake Dr 0.43 710 G 98% 1% 1% 0% 0% 0% C 0.096 F 0.578 750 G 2019 Robin Hood Rd 0.99 5500 G 96% 1% 2% 0% 1% 0% F 0.1 F 0.511 5900 G 2019 | $\overline{}$ | | To | | | | Creekwoo | od Rd | | | | | | | | |
| 8634 Meadow Lake Dr 0.43 710 G 98% 1% 1% 0% 0% 0% C 0.096 F 0.578 750 G 2019 Robin Hood Rd 0.99 5500 G 96% 1% 2% 0% 1% 0% F 0.1 F 0.511 5900 G 2019 | _ | | From | | | | Military 1 | Hwy | | | | | | | | |
| Chesapeake Blvd | (8634) Meadow Lake Dr | 0.43 | 710 | G | 98% | 1% | | | 0% | С | 0.096 | F | 0.578 | 750 | G | 2019 |
| (8636) Robin Hood Rd 0.99 5500 G 96% 1% 2% 0% 1% 0% F 0.1 F 0.511 5900 G 2019 | \bigcirc | | To | | | | Aldow | Dr | | | | | | | | |
| (8636) Robin Hood Rd 0.99 5500 G 96% 1% 2% 0% 1% 0% F 0.1 F 0.511 5900 G 2019 | _ | | From: | | | | Chesapeak | e Blvd | | | | | | | | |
| | (8636) Robin Hood Rd | 0.99 | 5500 | G | 96% | 1% | | | 0% | F | 0.1 | F | 0.511 | 5900 | G | 2019 |
| | $\overline{}$ | | To | | | | Sewells Po | oint Rd | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axl | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|--------------------------------------|---|--|-------|-------------|---|--|-----|----|---|-------------|--|--|------------------|---|
| City of Norfolk | | From | | | | G # D D | | | | - | | | | | |
| 8636) Robin Hood Rd | 0.36 | 4200 | G | 96% | 1% | Sewells Pt R | 1% | 0% | F | 0.102 | F | 0.643 | 4500 | G | 2019 |
| 8030) 1102 11000 110 | 0.00 | То | | | . , , | Azalea Garden | | | - | | • | 0.0.0 | | | |
| 8636) Robin Hood Rd | 0.40 | 7000 | G | 96% | 1% | 2% 0% | 1% | 0% | С | 0.099 | F | 0.609 | 7500 | G | 2019 |
| •••• | | To | | | | Ellsmere Av | | | | | | | | | |
| (8636) Robin Hood Rd | 0.33 | 8800 From | G | 96% | 1% | 2% 0% | 1% | 0% | F | 0.095 | F | 0.731 | 9400 | G | 2019 |
| | | To | | | S | R 165 North Milit | ary Hwy | | | | | | | | |
| | | From | | | | 122-8639 Kimball | Terrace | | | | | | | | |
| 8637) Ballentine Blvd | 0.23 | 4000 | G | 97% | 1% | 2% 0% | 0% | 0% | С | 0.119 | F | 0.609 | 4300 | G | 2019 |
| <u> </u> | | To | | | | ; SR 405 Ballentin 58 Virginia Beach | | p | | | | | | | |
| (8637) Merrimac Ave | 0.36 | 1300 | G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.098 | F | 0.617 | 1400 | G | 2019 |
| 0007) | | То | : | | | SR 166 Princess A | | | | | | | | | |
| | | From | : | | | Northampton E | lvd | | | | | | | | |
| 8638) Wesleyan Dr | 0.36 | 22000 | G | 96% | 1% | 2% 0% | 1% | 0% | F | 0.104 | F | 0.698 | 24000 | G | 2019 |
| $\overline{}$ | | То | | | | WCL Virginia E | each | | | | | | | | |
| $\overline{}$ | | From | | | | Brambleton A | | | | | | | | | |
| (8639) Kimball Terrace | 0.99 | 4000 | G | 96% | 1% | 2% 1% | 1% | 0% | F | 0.110 | F | 0.596 | 4200 | G | 2019 |
| <u> </u> | | From | | | | Ballentine Bl Chick St | vd | | | | | | | | |
| 8639) Westminister Ave | 0.50 | 2500 | G | 67% | 2% | 4% 23% | 3% | 0% | С | 0.082 | F | 0.537 | 2600 | G | 2019 |
| <u></u> | | То | | | | Stapleton Av | e | | | | | | | | |
| <u> </u> | 0.00 | From | Ļ_ | 000/ | F 0/ | Dead End | 401 | 00/ | | | _ | 0.0 | 400 | • | 0010 |
| Westminister Ave | 0.33 | 120 To | G | 86% | 5% | 7% 0% Ingleside Roa | 1% | 0% | С | 0.158 | F | 0.6 | 130 | G | 2019 |
| _ | | From | | | | Westminister A | | | | | | | | | |
| 8639) Ingleside Rd | 1.00 | 3300 | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.089 | F | 0.583 | 3500 | G | 2019 |
| $\overline{}$ | | To From | | | | Va Beach Bl | /d | | | _ | | | | | |
| 8639) Ingleside Rd | 0.65 | 16000 | G | 96% | 1% | 2% 1% | 1% | 0% | F | 0.084 | F | 0.512 | 17000 | G | 2019 |
| $\overline{}$ | | To | | | | Princess Anne | Rd | | | | | | | | |
| 8639) Ingleside Rd | 0.46 | 17000 | G | 96% | 1% | 2% 1% | 1% | 0% | С | 0.081 | F | 0.552 | 18000 | G | 2019 |
| $\overline{}$ | | To | | | | Tait Terrace | : | | | | | | | | |
| (8639) Cromwell Rd | 0.58 | 16000 | G | 96% | 1% | 2% 1% | 1% | 0% | F | 0.080 | F | 0.539 | 17000 | G | 2019 |
| | | | | | | | | | | | | | | | |
| | | | 1 | | | Chacanaaka B | lvd | | | | | | | | |
| 8639 Cromwell Rd | 0.85 | 12000 | G | 96% | 1% | Chesapeake B | | 0% | F | 0.08 | F | 0.518 | 13000 | G | 2019 |
| 639 Cromwell Rd | 0.85 | 12000 To | G | 96% | 1% | Chesapeake B 2% 1% Tidewater D | 1% | 0% | F | 0.08 | F | 0.518 | 13000 | G | 2019 |
| R639 Cromwell Rd | 0.85 | | G | 96% | 1% | 2% 1% | 1% r | 0% | F | 0.08 | F | 0.518 | 13000 | G | 2019 |
| A-alea Caudan Dd | 0.85 | То | G G | 96% | 1% | 2% 1% Tidewater D | 1% r | 0% | F | 0.08 | F F | 0.518 | 13000 | G G | |
| A-alea Caudan Dd | | To | : | 96% | 1% | 2% 1% Tidewater D Va Beach Bl | 1% r vd | 0% | F | | | | | | |
| Azalea Garden Rd | | To | : | 96% | 1% | 2% 1% Tidewater D | 1% r vd | 0% | F | | | | | | 2019 |
| Azalea Garden Rd | 0.79 | From 12000 | G | 96% | 1% | 2% 1% Tidewater D Va Beach Bl Princess Anne | 1% r vd | 0% | F | 0.094 | F | 0.55 | 13000 | G | 2019 |
| Azalea Garden Rd 8641) Azalea Garden Rd | 0.79 | 12000 To From 17000 | G | 96% | 1% | 2% 1% Tidewater D Va Beach Bl | 1% r vd | 0% | F | 0.094 | F | 0.55 | 13000 | G | 2019 |
| Azalea Garden Rd 8641) Azalea Garden Rd | 0.79 | From 12000 | G G | | | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R 2% 1% | 1% r vd Rd d 1% | | | 0.094 | F F | 0.55 0.523 | 13000 | G G | 2019 |
| Azalea Garden Rd 8641) Azalea Garden Rd 8641) Azalea Garden Rd | 0.79 0.31 0.64 | 12000 To From 17000 To From 8200 | G G G | | | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R | 1% r vd Rd d 1% | | | 0.094 0.094 0.104 | F F | 0.55 0.523 0.544 | 13000 18000 8700 | G G | 2019 |
| Azalea Garden Rd 8641) Azalea Garden Rd 8641) Azalea Garden Rd | 0.79 | 12000 To From 17000 | G G | | | 2% 1% Tidewater E Va Beach Blue Princess Anne Sewells Pt R 2% 1% Robin Hood I | 1% r rd d 1% Rd 1% | | | 0.094 | F F | 0.55 0.523 | 13000 | G G | 2019 |
| Azalea Garden Rd Read Azalea Garden Rd Read Azalea Garden Rd Read Azalea Garden Rd Read Azalea Garden Rd | 0.79 0.31 0.64 0.39 | 12000 17000 17000 17000 17000 To From 7500 To From 7500 | G G G | | | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R 2% 1% | 1% r rd d 1% Rd 1% | | | 0.094 0.094 0.104 0.095 | F F | 0.55 0.523 0.544 0.598 | 13000 18000 8700 8000 | G G G | 2019 2019 2019 2019 |
| Azalea Garden Rd 8641) Azalea Garden Rd 8641) Azalea Garden Rd 8641) Azalea Garden Rd | 0.79 0.31 0.64 | 12000 To From 17000 To From 8200 | G G G | | | 2% 1% Tidewater E Va Beach Blue Princess Anne Sewells Pt R 2% 1% Robin Hood I | 1% r r/d Rd d 1% Rd | | | 0.094 0.094 0.104 | F F F | 0.55 0.523 0.544 | 13000 18000 8700 | G G | 2019 2019 2019 2019 |
| Azalea Garden Rd 8641) Azalea Garden Rd 8641) Azalea Garden Rd 8641) Azalea Garden Rd | 0.79 0.31 0.64 0.39 | 12000 12000 17000 | G G G | | | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R 2% 1% Robin Hood I Elmhurst Av Military Hw | 1% r //d Rd 1% Rd 1% Rd | | | 0.094 0.094 0.104 0.095 | F F F | 0.55 0.523 0.544 0.598 | 13000 18000 8700 8000 | G G G | 2019 2019 2019 2019 |
| Azalea Garden Rd Beat Azalea Garden Rd | 0.79 0.31 0.64 0.39 | 12000 12000 17000 17000 17000 17000 17000 17000 17000 17000 17000 17000 17000 17000 17000 17000 | G G G | | | 2% 1% Tidewater E Va Beach Bl Princess Anne Sewells Pt R 2% 1% Robin Hood I | 1% r //d Rd 1% Rd 1% Rd | | | 0.094 0.094 0.104 0.095 | F F F | 0.55 0.523 0.544 0.598 | 13000 18000 8700 8000 | G G G | 2019 2019 2019 2019 2019 |
| Azalea Garden Rd Beat Azalea Garden Rd | 0.79 0.31 0.64 0.39 | To From 12000 17000 17000 To From 8200 7500 To From 7800 To From 12000 To T | G G G | 96% | 1% | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R 2% 1% Robin Hood I Elmhurst Av Military Hw US 58 Va Beach 3% 1% Harmony Re | 1% r r d d 1% Rd 1% Rd 1% Blvd 1% | 0% | F | 0.094 0.094 0.104 0.095 | F F F | 0.55 0.523 0.544 0.598 0.601 | 13000 18000 8700 8000 8300 | G G G G | 2019 2019 2019 2019 2019 |
| Azalea Garden Rd Barren Rd Azalea Garden Rd Barren Rd Azalea Garden Rd Barren Rd | 0.79 0.31 0.64 0.39 0.42 | To From 12000 To From 8200 To From 7500 To From 12000 To From 12000 To From 12000 | G G G G | 96% | 1% | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R 2% 1% Robin Hood I Elmhurst Av Military Hw US 58 Va Beach 3% 1% Harmony Re Raby Rd | 1% r r r r r d 1% Rd 1% Rd 1% Rd 1% Rd | 0% | F | 0.094 0.094 0.104 0.095 0.090 | F F F | 0.55 0.523 0.544 0.598 0.601 | 13000 18000 8700 8000 8300 | G G G G G | 2019 2019 2019 2019 2019 |
| Azalea Garden Rd Barren Rd Azalea Garden Rd Barren Rd Azalea Garden Rd Barren Rd | 0.79 0.31 0.64 0.39 | To From 12000 17000 17000 To From 8200 7500 To From 7800 To From 12000 To T | G G G | 96% | 1% | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R 2% 1% Robin Hood I Elmhurst Av Military Hw US 58 Va Beach 3% 1% Harmony Re | 1% r r d d 1% Rd 1% Rd 1% Blvd 1% | 0% | F | 0.094 0.094 0.104 0.095 | F F F | 0.55 0.523 0.544 0.598 0.601 | 13000 18000 8700 8000 8300 | G G G G | 2019 2019 2019 2019 2019 |
| Azalea Garden Rd Reference of the state of | 0.79 0.31 0.64 0.39 0.42 | To From 12000 To From 8200 To From 7500 To From 12000 To From 12000 To From 12000 | G G G G | 96% | 1% | 2% 1% Tidewater D Va Beach Bl Princess Anne Sewells Pt R 2% 1% Robin Hood I Elmhurst Av Military Hw US 58 Va Beach 3% 1% Harmony Re Raby Rd | 1% r r r r r r r r r r r r r r r r r r r | 0% | F | 0.094 0.094 0.104 0.095 0.090 | F F F | 0.55 0.523 0.544 0.598 0.601 | 13000 18000 8700 8000 8300 | G G G G G | 2019 2019 2019 2019 2019 2019 2019 2019 |

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|---------------------|--------|--------------------|----------|-------|-----|---------------|-----------------------|------------|----|----|-------------|----|----------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | _ | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Norfolk | | From | | | | ** | | | | | | | | | | |
| 8784 Curlew Dr | 1.61 | 2800 To | G | 95% | 1% | 2% | 1% | 1% | 0% | С | 0.1 | F | 0.544 | 3000 | G | 2019 |
| | | From | <u> </u> | | | | wtown Rd | | | | <u> </u> | | | | | |
| 8791) 35th St | 0.22 | 1200 | G | 98% | 1% | 1% | npton Blvd 0% | 0% | 0% | F | 0.123 | F | 0.65 | 1200 | G | 2019 |
| 8791) 35th St | 0.18 | 1400 | G | 98% | 1% | 1% | llam Ave 0% | 0% | 0% | F | 0.109 | F | 0.614 | 1500 | G | 2019 |
| 9791) 35th St | 0.47 | 3100 From | G | 98% | 1% | 1% | olley Ave | 0% | 0% | С | 0.086 | F | 0.567 | 3300 | G | 2019 |
| 9791) 35th St | 0.08 | 770 From | G | 98% | 1% | De | ebree Ave | 0% | 0% | F | 0.089 | F | 0.529 | 3500 | G | 2019 |
| 0731) | | To | | | | | wellyn Ave | | | | | | | | | |
| 35th St | 0.16 | 3000 From | G | 98% | 1% | 1% | 0% ranby St | 0% | 0% | F | 0.09 | F | 0.575 | 3200 | G | 2019 |
| | | From | | | | | ney Rd W | | | | | | | | | |
| Mowbray Arch | 0.66 | 410 To | G | 98% | 1% | 1% | 0% ney Rd E | 0% | 0% | F | 0.116 | F | 0.696 | 440 | G | 2019 |
| | | From | | | | Ball | entine Blvd | l | | | | | | | | |
| 8834 Tait Terrace | 0.09 | 2700 | G | 97% | 1% | 1% Ing | 1% gleside Rd | 0% | 0% | С | 0.096 | F | 0.504 | 2900 | G | 2019 |
| | | From | | | | 21 | St Street | | | | | | | | | |
| Ocean View Ave | 0.44 | 450 | G | 95% | 2% | 3% 28 | 0% Th Street | 0% | 0% | С | 0.110 | F | 0.74 | 480 | G | 2019 |
| Rugby St | 0.33 | From 850 | G | 98% | 1% | Tid | ewater Dr 0% | 0% | 0% | С | 0.107 | F | 0.564 | 910 | G | 2019 |
| | | To | | | | | altby Ave | | | | | | | | | |
| 8838 Poplar Hall Dr | 0.44 | From | | 222 | 221 | | 4 Glenrock | | | | | _ | | 2=22 | | 2212 |
| | 0.41 | 9100 To | G | 99% | 0% | 1% US 58 Y | 0% Va Beach E | 0% Blvd | 0% | С | 0.091 | F | 0.550 | 9700 | G | 2019 |
| | | From | | | | A1SR 33 | 7 Watersic | le Dr | | | | | | | | |
| 8840 Atlantic St | 0.07 | 2500 To | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.115 | F | 0.616 | 2700 | G | 2019 |
| | | From | | | | | 85 Main Strayville St | reet | | | | | | | | |
| 99001)Ramp | 0.03 | 850 | G | | | Di | ayvine st | | | | 0.093 | F | | 910 | G | 2019 |
| | | То | | | | I | -64 East | | | | | | | | | |
| <u> </u> | 0.10 | From | | | | Ne | w Gate Rd | | | | 0.110 | _ | | 0.400 | _ | 0010 |
| 99002)Ramp | 0.13 | 6000 _{To} | G | | | T. | -64 East | | | | 0.112 | F | | 6400 | G | 2019 |
| | | From | | | | | th Main St | | | | | | | | | |
| 99017)Ramp | 0.10 | 1700 _{To} | G | 94% | 0% | 1% | 2% | 3% | 0% | F | 0.214 | F | | 1900 | G | 2019 |
| | | From | | | | | 164 South | 1 | | | | | | | | |
| 99026)Ramp | 0.06 | NA | | | | KOD | in Hood Ro | 1 | | | NA | | | NA | | |
| 33020] | | To | | | | SR | 165 Ramp | | | | | | | | | |
| 16th Bay St | | From | | | | Ocea | n View Av | e | | | | | | | | |
| | | 530 | G | | | DI. | A | | | | 0.113 | F | 0.636 | 560 | G | 2019 |
| | | From | | | | | asant Ave | | | | | | | | | |
| 24th St | | 460 | G | | | Lie | wellyn Ave | | | | 0.105 | F | 0.693 | 490 | G | 2019 |
| | | То | | | | Omo | hundro Av | e | | | | | | | | |
| 36th St | | From | | | | Ki | llam Ave | | | | | _ | a = : - | | _ | |
| | | 370 _{To} | G | | | C | olley Ave | | | | 0.107 | F | 0.510 | 390 | G | 2019 |
| | | From | | | | | olley Ave | | | | | | | | | |
| 45th St | | 1800 | G | | | C | mcy Ave | | | | 0.086 | F | 0.618 | 1900 | G | 2019 |
| | | To | _ | | | Har | npton Blvd | | | | | | | | | |

| | | | | | City of Noriolk | | | | | | | | |
|---------------|--------------------|--------------|-------|-----|-----------------------------|----|----|--------------|----|---------------|-------|----------|------|
| Route | Length AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trai | (| QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| tv of Norfolk | From | | | | Glen Oak Dr | | | | | | | | |
| Albert Ave | 110 | G | | | Gicii Gak Di | | | 0.116 | F | 0.556 | 120 | G | 2019 |
| | Te | , | | | Pugh St | | | | | | | | |
| | From | | | | Robin Hood Rd | | | | | | | | |
| Almeda Ave | 3500 | G | | | | | | 0.093 | F | 0.648 | 3800 | G | 2019 |
| | To | | | | Henneman Dr | | | _ | | | | | |
| Arlington Ave | 260 | G | | | Campostella Rd | | | 0.11 | F | 0.656 | 280 | G | 2019 |
| Allington Ave | 200 | | | | Oakwood St | | | – | | 0.000 | 200 | ч | 201 |
| | From | c | | | Brookville Rd | | | | | | | | |
| Berry Hill Rd | 300 | G | | | | | | 0.1 | F | 0.554 | 320 | G | 2019 |
| | Te | ¢ | | | Poplar Hall Dr | | | | | | | | |
| | From | | | | Merrit St | | | J | | | | | |
| Brentwood Dr | 1200 _{тс} | G | | | CL L DI | | | 0.105 | F | 0.527 | 1300 | G | 2019 |
| | Fron | | | | Glade Rd Barn Hollow Rd | | | | | | | | |
| Brookville Rd | 210 | G | | | Darii Hollow Ku | | | 0.122 | F | 0.527 | 220 | G | 2019 |
| | To | c . | | | Bayberry Dr | | | | | | | | |
| | From | ı: | | | Old Ocean View Rd | | | | | | | | |
| Burksdale Rd | 770 | G | | | | | | 0.098 | F | 0.669 | 820 | G | 201 |
| | To | c . | | | Colin Dr | | | | | | | | |
| Camellia Rd | From | | | | Ridgefield Dr | | | | | 0.040 | | _ | 201 |
| | 500 _{то} | G | | | Faber Rd | | | 0.104 | F | 0.642 | 530 | G | 2019 |
| | From | <u></u> | | | | | | | | | | | |
| Carlisle Way | 290 | G | 98% | 0% | Newport Ave 1% 0% 0% | 0% | С | 0.106 | F | 0.698 | 290 | G | 201 |
| | Te | Ī | 0070 | 070 | Colonial Ave | | | | • | 0.000 | 200 | ŭ | 201 |
| Catherine St | From | ı: | | | Oak Grove Rd | | | | | | | | |
| | 90 | G | | | | | | 0.234 | F | 0.723 | 100 | G | 201 |
| | Te | | | | Sinclair St | | | | | | | | |
| | From | | | | Wellman St | | |] | | | | _ | |
| Chambers St | 230 _{тс} | G | | | F-:11 A | | | 0.106 | F | 0.585 | 250 | G | 201 |
| | Fron | <u></u> | | | Frizzell Ave | | | | | | | | |
| Commodore Dr | 270 | G | | | Swanson Rd | | | 0.098 | F | 0.541 | 290 | G | 201 |
| | To | | | | Rodman Rd | | | | • | 0.0 | _00 | <u> </u> | |
| | From | c | | | Kempsville Rd | | | | | | | | |
| Cornick Rd | 270 | G | | | • | | | 0.113 | F | 0.546 | 290 | G | 201 |
| | To | | | | Mary Ave | | | | | | | | |
| | From | Ь | | | Beatty St | | | | | | | | |
| Dean Dr | 120 | G | | | 10. | | | 0.137 | F | 0.694 | 130 | G | 201 |
| | To | 1 | | | Millard St | | | | | | | | |
| Decker St | 90 | G | | | Springfield Ave | | | 0.109 | F | 0.571 | 90 | G | 201 |
| Decker St | 90 | | | | Wheeling Ave | | | 0.109 | Г | 0.571 | 90 | G | 201 |
| | From | c | | | Galveston Blvd | | | + | | | | | |
| Dixie Dr | 370 | G | | | Garvestoli Divu | | | 0.113 | F | 0.784 | 390 | G | 201 |
| | To | | | | Glen Rd | | | | | - | - | | - 1 |
| Dunway St | From | | | | Beamon Rd | | | | | | | | |
| | 190 | G | | | | | | 0.102 | F | 0.55 | 200 | G | 201 |
| | Te | <u> </u> | | | Kennebeck Ave | | | | | | | | |
| | From | | | | Herbert St | | | 2424 | _ | | | _ | |
| Elmhurst Ave | 770 | G | | | Th C· | | | 0.104 | F | 0.592 | 820 | G | 201 |
| | Fron | <u></u> | | | Thomas St | | | | | | | | |
| Evans St | 700 | G | | | Haven Dr | | | 0.165 | F | 0.664 | 750 | G | 201 |
| Lvans St | 700 To | | | | Stratford St | | | 7.100 | ' | 0.004 | 750 | G | 201 |
| | | | | | | | | - | | | | | |

| | | | | | City of Norio | אונ | | | | | | | | |
|-----------------|--------------------|--|-------|-----|-------------------|----------|----|----|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | T 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| tv of Norfolk | From | ·I | | | Whitney Blv | d | | | | | | | | |
| Faulk Rd | 250 | G | | | Willing Biv | 1 | | | 0.106 | F | 0.597 | 270 | G | 2019 |
| | To | · | | | McClure Ro | | | | | | | | | |
| | From | | | | Wellman St | | | | <u> </u> | | | | _ | |
| Finney St | 190 | G | | | Dead End | | | | 0.141 | F | 0.5 | 200 | G | 2019 |
| | From | · | | | Pythian Ave | | | | | | | | | |
| Frank St | 160 | G | | | 1 yunan 71vc | | | | 0.13 | F | 0.592 | 170 | G | 2019 |
| | To | e | | | Quincy St | | | | | | | | | |
| 0.1.1.5 | From | | | | River Oaks I | r | | | | _ | | 212 | _ | 2016 |
| Gabriel Dr | 190 | G | | | Roslyn Dr | | | | 0.111 | F | 0.652 | 210 | G | 2019 |
| | From | : | | | Springmeadow 1 | Rlvd | | | | | | | | |
| Gardner Dr | 700 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.097 | F | 0.511 | 700 | G | 2019 |
| | To | c | | | Banning Rd | | | | | | | | | |
| | From | | | | Hudson Ave | ; | | | | | | | | |
| George St | 1100 _{To} | G | | | Cabot Ave | | | | 0.096 | F | 0.515 | 1200 | G | 2019 |
| | From | | | | | | | | | | | | | |
| Glen Rd | 640 | G | | | Keene Rd | | | | 0.087 | F | 0.662 | 680 | G | 2019 |
| | To | | | | Bee Pl | | | | | | | | | |
| Gosnold Avenue | From | : | | | Virginia Ave | > | | | | | | | | |
| | 690 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.091 | F | 0.605 | 690 | G | 2019 |
| | To | c | | | Maryland Av | e | | | | | | | | |
| Hammet Ave | Prom | <u> </u> | | | New St | | | | 0.100 | _ | 0.610 | 270 | 0 | 2010 |
| | 350 | G | | | Dune St | | | | 0.198 | F | 0.612 | 370 | G | 2019 |
| | From | : | | | Grandy Ave | | | | | | | | | |
| Hanbury St | 680 | G | | | Grandy 71ve | | | | 0.089 | F | 0.543 | 730 | G | 201 |
| | To | : | | | Ballentine Blv | /d | | | | | | | | |
| | From | : | | | Raby Rd | | | | | | | | | |
| Harmony Rd | 1000 _{Td} | G | | | 0 171 | | | | 0.097 | F | 0.634 | 1100 | G | 2019 |
| | From |] | | | Quail Rd | | | | | | | | | |
| Hilton St | 1900 | G | | | Military Hw | <u>/</u> | | | 0.094 | F | 0.522 | 2100 | G | 2019 |
| Timtori Gt | To | | | | Caribou Ave | | | | 0.004 | • | 0.022 | 2100 | u | 201 |
| | From | : | | | Gondola Rd | | | | | | | | | |
| Inventors Rd | 320 | G | | | | | | | 0.124 | F | 0.622 | 340 | G | 2019 |
| | To | c | | | Production R | d | | | | | | | | |
| | From | | | | Thurston St | | | | | _ | | | _ | |
| Iowa Ave | 620 | G | | | Bessie St | | | | 0.105 | F | 0.515 | 670 | G | 2019 |
| | From | | | | | | | | | | | | | |
| Jersey Ave | 360 | G | | | Nottoway S | · | | | 0.090 | F | 0.776 | 380 | G | 2019 |
| | To | | | | Amherst St | | | | | | | | | |
| Kennebec Avenue | From | : | | | Sewells Point | Rd | | | | | | | | |
| | 1300 | G | 98% | 0% | 2% 0% | 0% | 0% | С | 0.093 | F | 0.576 | 1300 | G | 2019 |
| | To | | | | Humboldt S | | | | | | | | | |
| Kingwood Ave | 1200 | ــــــــــــــــــــــــــــــــــــــ | | | Village Ave | | | | 0.005 | _ | 0.540 | 1400 | _ | 001 |
| | 1300 _{те} | G | | | Va Beach Bly | /d | | | 0.095 | F | 0.549 | 1400 | G | 2019 |
| | From | : | | | Liberty St | | | | | | | | | |
| Lancaster St | 600 | G | | | Liberty St | | | | 0.088 | F | 0.588 | 640 | G | 2019 |
| | To | | | | Walker Ave | : | | | | | | | | |
| | From | : | | | Eagle Ave | | | | | | | | | |
| Lion Ave | 290 | G | | | | | | | 0.117 | F | 0.592 | 310 | G | 2019 |
| | To | c | | | Little Creek F | d | | | | | | | | |

| ## 2Ade 3-Ade 17 and 2 Feel | | | | | | City of Norio | ıK | | | | | | | | |
|--|-------------------|-------------|-------------|-------|-----|-----------------|-----|----|----|----------|-----|-------|-------|----|------|
| Margnolia Ave | Route | Length AADT | QA | 4Tire | Bus | | | | QC | | QK | | AAWDT | QW | Yea |
| Magnolia Ave 1800 G | tv of Norfolk | From | 1. | | | Carllo Ave | | | | | | | | | |
| Marshall Ave | Magnolia Ave | 1800 | G | | | Carmo 71vc | | | | 0.087 | F | 0.601 | 1900 | G | 2019 |
| Marshall Ave | | Te | r. | | | Upper Brandon l | 21. | | | | | | | | |
| McGuinnis Cir Whitney Bird John State | | | <u> </u> | | | Olney Rd | | | | <u> </u> | | | | _ | |
| McGuinnis Cir 230 G | Marshall Ave | | _ | | | Promblaton Av | 2 | | | 0.109 | F | 0.689 | 1000 | G | 2019 |
| Millbrook Rd | | | | | | | | | | | | | | | |
| Figure F | McGuinnis Cir | | G | | | willing Bivu | | | | 0.094 | F | 0.609 | 240 | G | 2019 |
| Miller Store Rd | | | | | | Faulk Ave | | | | | | | | | |
| Miller Store Rd | | From | e | | | Colony Pt Rd | | | | | | | | | |
| Miller Store Rd 3400 G | Millbrook Rd | | | | | | | | | 0.131 | F | 0.614 | 170 | G | 2019 |
| Miller Store Rd Miller Store Rd Miller Store Rd Miller Store Rd Niles Rd | | | 1 | | | | | | | | | | | | |
| Mona Avenue | Miller Store Rd | | | | | Azalea Garden I | łd | | | 0.096 | F | 0.738 | 3700 | G | 2019 |
| Murray Ave 200 G 99% 0% 0% 0% 0% 1% 0% C 0.089 F 0.55 2000 G 20 Murray Ave 220 G | Willion Otore rid | | | | | Wise St | | | | 0.000 | • | 0.700 | 0700 | u | 201 |
| Murray Ave 220 G | | From | 10 | | | Elaine Ave | | | | | | | | | |
| Murray Ave 220 G | Mona Avenue | 2000 | G | 99% | 0% | | 1% | 0% | С | 0.089 | F | 0.55 | 2000 | G | 2019 |
| New York Ave 220 G | | | 1 | | | Calvin Ave | | | | | | | | | |
| New York Ave | | | <u> </u> | | | Tarpon Pl | | | | | _ | 0.547 | 000 | | 004 |
| New York Ave | Murray Ave | | | | | Agoloo Condon I | 2.4 | | | 0.121 | F | 0.517 | 230 | G | 2019 |
| New York Ave 220 | | | 1 | | | | | | | <u> </u> | | | | | |
| Norman Ave | New York Ave | | | | | Newport Ave | | | | 0.109 | F | 0.731 | 230 | G | 2019 |
| Norman Ave | | To | э: | | | Colonial Ave | | | | | • | 01701 | | | |
| Colonial Ave | Norman Ave | From | h. | | | Tidewater Dr | | | | | | | | | |
| Oxford St 2000 G Colonial Ave Colonial Av | | 650 | G | | | | | | | 0.105 | F | 0.579 | 690 | G | 201 |
| Oxford St 2000 G | | Te | r | | | Old Ocean View | Rd | | | | | | | | |
| Patridge St | Out and Ot | | | | | Colonial Ave | | | | | _ | 0.000 | 0400 | 0 | 004 |
| Patridge St 1000 G | Oxidia St | 2000 | <u>, G</u> | | | Granby St | | | | 0.117 | Г | 0.000 | 2100 | G | 201 |
| Patridge St 1000 G | | From | 1: | | | | | | | | | | | | |
| Palem Rd | Patridge St | 1000 | G | | | Willward Rd | | | | 0.260 | F | 0.695 | 1100 | G | 201 |
| Selden Ave 130 G | | To | £ | | | Palem Rd | | | | | | | | | |
| Selden Ave 360 G | | 130 | c | | | Euwanee Pl | | | | | | | | | |
| Selden Ave 360 G | Pinedale St | | | | | | | | | 0.122 | F | 0.515 | 140 | G | 2019 |
| Selden Ave 360 G | | | | | | | | | | | | | | | |
| Cass St | Saldan Ava | | | | | Hatton St | | | | 0.102 | E | 0.651 | 300 | G | 201 |
| Shorewood Dr 300 G | Seidell Ave | | _ | | | Cass St | | | | 0.102 | ' | 0.031 | 330 | u | 201 |
| Shorewood Dr 300 G | | From | 1: | | | | | | | i | | | | | |
| Simons Dr 1100 G | Shorewood Dr | 300 | G | | | | | | | 0.101 | F | 0.569 | 320 | G | 201 |
| Simons Dr 1100 G | | To | c | | | Levine Ct | | | | | | | | | |
| Summit Ave 120 G Middle Ave Summit Ave 120 G Middle Ave Summit Ave 120 G Middle Ave Summit Ave | | | | | | Dixie Dr | | | | | | | | | |
| Summit Ave 120 G | Simons Dr | | | | | M 1 (D1 | | | | 0.094 | F | 0.634 | 1200 | G | 201 |
| Summit Ave 120 G | | | | | | | | | | _ | | | | | |
| Tait Terrace | Summit Ave | | | | | West Ave | | | | 0 124 | F | 0 594 | 130 | G | 2019 |
| Tait Terrace 2400 G 0.092 F 0.535 2500 G 20 Wyoming Ave | | | | | | Middle Ave | | | | | _ ' | U.UU- | | | |
| Tait Terrace 2400 G 0.092 F 0.535 2500 G 20 Wyoming Ave | Tait Terrace | From | ı- | | | | | | • | Ī | | | | | |
| From Wakefield Ave | | 2400 | G | | | | | | | 0.092 | F | 0.535 | 2500 | G | 2019 |
| Tennessee Ave 140 G 0.114 F 0.629 150 G 20 Tot | | Te | r | | | Wyoming Ave | | | • | | | | | | |
| Tot Ingleside Rd From: Workwood Rd Tifton Dr 210 G 0.171 F 0.533 220 G 20 | | | <u> </u> | | | Wakefield Ave | ; | | | | _ | | | _ | _ |
| From: Workwood Rd Tifton Dr 210 G 0.171 F 0.533 220 G 20 | Tennessee Ave | | | | | y | | | | 0.114 | F | 0.629 | 150 | G | 201 |
| Tifton Dr 210 G 0.171 F 0.533 220 G 20 | | | | | | | | | | <u> </u> | | | | | |
| | Tifton Dr | | <u></u> | | | Workwood Rd | | | | 0 171 | F | 0 533 | 220 | G | 2010 |
| To: Lasser Dr | THIOH DI | | | | | Lasser Dr | | | | 0.171 | ' | 0.555 | 220 | u | 2013 |

| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K | QK | Dir | AAWDT | QW | Year |
|-----------------|--------|-------------|-----|-------|-----|----------------------------|-----|--------|-------|--------|--------|----|-------|
| 110010 | Longin | , , , , , , | ٠., | 11110 | Duo | 2Axle 3+Axle 1Trail 2Trail | u.o | Factor | σ., τ | Factor | 701110 | ٠ | · oai |
| City of Norfolk | | | | | | | | | | | | | |
| | | From | | | | George St | | | | | | | |
| Tuttle Ave | | 90 | G | | | | | 0.163 | F | 0.515 | 100 | G | 2019 |
| | | Tr | | | | Dead End | | | | | | | |
| | | Fron | : | | | Tifton St | | | | | | | |
| University Dr | | 250 | G | | | | | 0.105 | F | 0.618 | 270 | G | 2019 |
| | | To | c | | | Workwood Rd | | | | | | | |
| | | From | | | | Old Ocean View Rd | | | | | | | |
| Vero St | | 680 | G | | | | | 0.115 | F | 0.603 | 730 | G | 2019 |
| | | To | c | | | Chesapeake Blvd | | | | | | | |
| | | Fron | : | | | Huntsman Rd | | | | | | | |
| Welaka Rd | | 50 | G | | | | | 0.157 | F | 0.611 | 60 | G | 2019 |
| | | To | c | | | Kimberly Lane | | | | | | | |
| | | Fron | : | | | Texas Ave | | | | | | | |
| Wellington St | 260 | | G | | | | | 0.108 | F | 0.526 | 270 | G | 2019 |
| | | To | c | | | Windermere Ave | | | | | | | |