

**2015**  
**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.

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

**QK:** Quality of the K Factor estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- North  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                       | Jurisdiction                | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|-----------------------------|-----------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|                             |                             |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| 13 Military Highway         | City of Norfolk             | 0.85   | 47000 | F  | 98%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.104       | 0.641 | 51000         | F     |    |
| 13 Military Highway         | City of Norfolk             | 0.95   | 57000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.088       | 0.605 | 62000         | F     |    |
| 13 Military Highway         | City of Norfolk             | 1.23   | 41000 | G  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | C  | 0.077       | 0.555 | 44000         | G     |    |
| 13 165 166 Northampton Blvd | City of Norfolk             | 0.26   | 28000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.086       | 0.510 | 31000         | F     |    |
| 13 166 Northampton Blvd     | City of Norfolk             | 0.62   | 32000 | G  | 96%   | 0%  | 1%              | 0%     | 2%     | 0%     | F  | 0.092       | 0.602 | 33000         | G     |    |
| 13 166 Northampton Blvd     | City of Norfolk             | 0.20   | 77000 | G  | 96%   | 0%  | 1%              | 0%     | 2%     | 0%     | F  | 0.081       | 0.557 | 80000         | G     |    |
| 13 Ramp                     | City of Norfolk (Maint: 64) | 0.12   | 24000 | G  |       |     |                 |        |        |        |    | 0.095       |       | 24000         | G     |    |
| North 13 Ramp               | City of Norfolk (Maint: 64) | 0.22   | NA    |    |       |     |                 |        |        |        |    | NA          |       | NA            |       |    |
| North 13 Ramp               | City of Norfolk (Maint: 64) | 0.19   | 8900  | G  |       |     |                 |        |        |        |    | 0.114       |       | 8900          | G     |    |
| North 13 Ramp               | City of Norfolk (Maint: 64) | 0.10   | 2800  | G  |       |     |                 |        |        |        |    | 0.128       |       | 2800          | G     |    |
| South 13 Ramp               | City of Norfolk (Maint: 64) | 0.08   | 29000 | G  |       |     |                 |        |        |        |    | 0.086       |       | 29000         | G     |    |
| South 13 Ramp               | City of Norfolk (Maint: 64) | 0.35   | NA    |    |       |     |                 |        |        |        |    | NA          |       | NA            |       |    |
| South 13 Ramp               | City of Norfolk (Maint: 64) | 0.19   | NA    |    |       |     |                 |        |        |        |    | NA          |       | NA            |       |    |
| South 13 Ramp               | City of Norfolk (Maint: 64) | 0.11   | 9500  | G  |       |     |                 |        |        |        |    | 0.086       |       | 9500          | G     |    |
| South 13 Ramp               | City of Norfolk (Maint: 64) | 0.19   | 7500  | G  |       |     |                 |        |        |        |    | 0.096       |       | 7500          | G     |    |

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| Route | Jurisdiction   | Length                      | AADT | QA    | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|-------|--|-----------------------------|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|       |  |                             |      |       |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
|       |  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: ECL Portsmouth   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Elizabeth River Midtown Tunnel   | City of Norfolk (Maint: 64) | 0.65 | 32000 | A     | 95% | 0%              | 1%     | 1%     | 3%     | 0% | C           | 0.092 | 0.515         | 36000 | A  |
|       | To: SR 337 Brambleton Ave  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: SR 337   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | 337 Brambleton Ave   | City of Norfolk             | 0.26 | 25000 | F     | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.08  | 0.561         | 29000 | F  |
|       | To: Colley Ave   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: Colley Ave   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | 337 Brambleton Ave   | City of Norfolk             | 0.83 | 32000 | F     | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.075 | 0.639         | 37000 | F  |
|       | To: E SR 337   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: E SR 337 Brambleton Ave  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Duke St  | City of Norfolk             | 0.17 | 7800  | F     | 95% | 1%              | 2%     | 1%     | 1%     | 0% | F           | 0.099 | 0.68          | 8500  | F  |
|       | To: Olney Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: Olney Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.07 | 5600  | F     | 95% | 1%              | 2%     | 1%     | 1%     | 0% | F           | 0.090 | 0.661         | 6100  | F  |
|       | To: Boush Street   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: Boush Street   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.24 | 5500  | F     | 95% | 1%              | 2%     | 1%     | 1%     | 0% | F           | 0.090 | 0.607         | 6000  | F  |
|       | To: US 460 Monticello Ave; St Pauls Blvd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: Monticello Ave   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.70 | 14000 | F     | 95% | 1%              | 2%     | 1%     | 1%     | 0% | F           | 0.089 | 0.597         | 15000 | F  |
|       | To: SR 168 Tidewater Dr  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: SR 168 Tidewater Dr  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.53 | 14000 | F     | 95% | 1%              | 2%     | 1%     | 1%     | 0% | C           | 0.091 | 0.575         | 16000 | F  |
|       | To: Park Ave   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: Park Ave   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.96 | 16000 | F     | 94% | 2%              | 2%     | 1%     | 1%     | 0% | C           | 0.088 | 0.531         | 18000 | F  |
|       | To: SR 405 Ballentine Blvd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: SR 405 Ballentine Blvd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.88 | 29000 | F     | 94% | 2%              | 2%     | 1%     | 1%     | 0% | F           | 0.091 | 0.566         | 32000 | F  |
|       | To: Azalea Garden Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: Azalea Garden Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 1.35 | 29000 | F     | 94% | 2%              | 2%     | 1%     | 1%     | 0% | F           | 0.094 | 0.633         | 31000 | F  |
|       | To: US 13 Military Hwy   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: US 13 Military Hwy   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.79 | 25000 | F     | 99% | 0%              | 1%     | 0%     | 0%     | 0% | F           | 0.09  | 0.514         | 27000 | F  |
|       | To: SR 165 Kempsville Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: SR 165 Kempsville Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 58    | Virginia Beach Blvd  | City of Norfolk             | 0.93 | 26000 | F     | 99% | 0%              | 1%     | 0%     | 0%     | 0% | C           | 0.092 | 0.571         | 28000 | F  |
|       | To: WCL Va Beach; Newtown Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: WCL Va Beach; Newtown Rd   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: I-64   |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 60    | 60 Ramp  | City of Norfolk (Maint: 64) | 0.13 | 6300  | G     | 96% | 0%              | 1%     | 1%     | 3%     | 0% | F           | 0.124 |               | 6400  | G  |
|       | To: I-64-E FROM RTS 60 & 143SETTLERS LAND  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: ECL Hampton  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 60    | 64 Hampton Roads Bridge Tunnel   | City of Norfolk (Maint: 64) | 0.09 |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | See I-64 for directional traffic volume estimates for this segment.  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 87000 A 97% 1% 1% 0% 2% 0% C 0.078 A 0.531 90000 A |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | From: Bayville St  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
| 60    | 64 Hampton Roads Beltway   | City of Norfolk (Maint: 64) | 1.74 |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | See I-64 for directional traffic volume estimates for this segment.  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 88000 F 96% 1% 1% 0% 2% 0% F 0.076 F 0.544 89000 F |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |
|       | To: 4th View St  |                             |      |       |       |     |                 |        |        |        |    |             |       |               |       |    |



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| Route   | Jurisdiction                | Length | AADT  | QA | 4Tire | Bus | -----Truck-----   |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---|-----------------------------|--------|-------|----|-------|-----|---|--------|--------|--------|----|-------------|----|---------------|-------|----|
|   |                             |        |       |    |       |     | 2Axle   | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| From: I-64-E TO 4TH VIEW ST                                       |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ramp  | City of Norfolk (Maint: 64) | 0.17   |       |    |       |     | See I-64 for directional traffic volume estimates for this segment. |        |        |        |    |             |    |               |       |    |
| To: I-64 W  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: I-64  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| 4th View St   | City of Norfolk (Maint: 64) | 0.25   | 12000 | F  | 98%   | 1%  | 1%  | 0%     | 0%     | 0%     | C  | 0.092       |    | 0.571         | 13000 | F  |
| To: Ocean View Ave East   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: 4th View St   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ocean View Ave East   | City of Norfolk             | 0.95   | 14000 | F  | 98%   | 1%  | 1%  | 0%     | 0%     | 0%     | C  | 0.1         |    | 0.522         | 15000 | F  |
| To: US 460 Granby St  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: US 460 Granby St  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ocean View Ave East   | City of Norfolk             | 0.47   | 18000 | F  | 98%   | 1%  | 1%  | 0%     | 0%     | 0%     | F  | 0.1         |    | 0.522         | 20000 | F  |
| To: SR 194 Chesapeake Blvd  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: SR 194 Chesapeake Blvd                                      |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ocean View Ave East   | City of Norfolk             | 1.41   | 15000 | F  | 98%   | 1%  | 1%  | 0%     | 0%     | 0%     | F  | 0.091       |    | 0.558         | 17000 | F  |
| To: 122-8618 Cape View Ave  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: 122-8618 Cape View Ave                                      |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ocean View Ave East   | City of Norfolk             | 1.67   | 17000 | F  | 98%   | 1%  | 1%  | 0%     | 0%     | 0%     | F  | 0.091       |    | 0.519         | 18000 | F  |
| To: 21st Street   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: 21st Street   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Shore Dr  | City of Norfolk             | 0.88   | 23000 | F  | 98%   | 1%  | 1%  | 0%     | 0%     | 0%     | C  | 0.088       |    | 0.545         | 25000 | F  |
| To: SR 170 Little Creek Rd  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: SR 170 Little Creek Rd                                      |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Shore Dr  | City of Norfolk             | 0.97   | 30000 | F  | 99%   | 0%  | 0%  | 0%     | 0%     | 0%     | F  | 0.091       |    | 0.516         | 32000 | F  |
| To: WCL Virginia Beach  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: WCL Virginia Beach  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ramp  | City of Norfolk (Maint: 64) | 0.13   | 6300  | G  | 96%   | 0%  | 1%  | 1%     | 3%     | 0%     | F  | 0.124       |    |               | 6400  | G  |
| To: I-64 East   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: I-64-E273A US 60 FROM & TO IS 64                            |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ramp  | City of Norfolk (Maint: 64) | 0.17   | 2500  | G  |       |     |   |        |        |        |    | 0.12        |    |               | 2500  | G  |
| To: I-64-E FROM 4TH VIEW STRT 60                                  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: US 60 I-64-W273A FROM & TO IS 64                            |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ramp  | City of Norfolk (Maint: 64) | 0.18   | 6800  | G  |       |     |   |        |        |        |    | 0.136       |    |               | 6800  | G  |
| To: I-64-W FROM 4TH VIEW STREET RT 60                             |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: I-64-W FROM OCEAN VIEW AVE 60 PARALLEL                      |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ramp  | City of Norfolk (Maint: 64) | 0.03   | 970   | G  |       |     |   |        |        |        |    | 0.124       |    |               | 970   | G  |
| To: I-64 W  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: I-64 W  |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ocean View Ave  | City of Norfolk             | 1.96   | 5800  | F  | 98%   | 1%  | 1%  | 0%     | 0%     | 0%     | C  | 0.120       |    | 0.854         | 6300  | F  |
| To: 4th View St   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: 2US 60-P I-64-W272A OCEAN VIEW A                            |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Ramp  | City of Norfolk (Maint: 64) | 0.03   | 970   | G  |       |     |   |        |        |        |    | 0.124       |    |               | 970   | G  |
| To: I-64-W FROM OCEAN VIEW AVE 60 PARALLEL                        |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| From: ECL Hampton   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |
| Hampton Roads Bridge Tunnel                                       | City of Norfolk (Maint: 64) | 0.09   | 44000 | A  | 96%   | 1%  | 1%  | 0%     | 2%     | 0%     | C  | 0.082       |    |               | 45000 | A  |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                             |        | 87000 | A  | 97%   | 1%  | 1%  | 0%     | 2%     | 0%     | C  | 0.078       | A  | 0.531         | 90000 | A  |
| To: Bayville St   |                             |        |       |    |       |     |   |        |        |        |    |             |    |               |       |    |



Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route              | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|--------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                    |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| East<br>64 Ramp    | From: I-64-E TO BAYVILLE STREET<br>City of Norfolk (Maint: 64)<br>To: 122-99001- A BAYVILLE STREET FROM &          | 0.03   | 1600  | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.133       |    | 1700          | G     |    |
| East<br>64 60 Ramp | From: I-64-E TO 4TH VIEW ST<br>City of Norfolk (Maint: 64)<br>To: US 60 US 60- 281A FROM & TO I-64                 | 0.17   | 5500  | G  |       |     |                 |        |        |        |    | 0.13        |    | 5500          | G     |    |
| East<br>64 Ramp    | From: I-64-E TO US 460-GRANDBY ST & RT 564 N<br>City of Norfolk (Maint: 64)<br>To: I-64-E276B TO RT 460 GRANDBY ST | 0.14   | 14000 | G  |       |     |                 |        |        |        |    | 0.1         |    | 14000         | G     |    |
| East<br>64 Ramp    | From: I-64-E276A TO US 460 GRANDBY ST<br>City of Norfolk (Maint: 64)<br>To: I-564-N FROM RT 64 EAST                | 0.15   | 8300  | G  |       |     |                 |        |        |        |    | 0.109       |    | 8300          | G     |    |
| East<br>64 Ramp    | From: I-64-E276A TO US 460 GRANDBY ST<br>City of Norfolk (Maint: 64)<br>To: US 460 FROM I-64 EAST                  | 0.06   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| East<br>64 Ramp    | From: I-64-E TO H.O.V. LANE<br>City of Norfolk (Maint: 64)<br>To: I-64-R I-64-R000A FROM 64 EAST                   | 0.04   | 6300  | G  |       |     |                 |        |        |        |    | 0.282       |    | 6300          | G     |    |
| East<br>64 Ramp    | From: I-64-E RAMP TO RT 168 TO RT 16800- T<br>City of Norfolk (Maint: 64)<br>To: SR 168 FROM I-64 EAST             | 0.35   | 8000  | G  |       |     |                 |        |        |        |    | 0.117       |    | 8000          | G     |    |
| East<br>64 Ramp    | From: I-64-E TO RT 168 NORTH-TIDEWATER DRIVE<br>City of Norfolk (Maint: 64)<br>To: SR 168 FROM I-64 EAST           | 0.13   | 1800  | G  |       |     |                 |        |        |        |    | 0.090       |    | 1800          | G     |    |
| East<br>64 Ramp    | From: I-64-E TO RT 194 SOUTH-CHESAPEAKE BLVD<br>City of Norfolk (Maint: 64)<br>To: SR 194 FROM I-64 EAST           | 0.18   | 2900  | G  |       |     |                 |        |        |        |    | 0.094       |    | 2900          | G     |    |
| East<br>64 Ramp    | From: I-64-E TO RT 247 EAST-NORVIEW AVENUE<br>City of Norfolk (Maint: 64)<br>To: SR 247 FROM I-64 EAST             | 0.17   | 3500  | G  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | 0.082       |    | 3500          | G     |    |
| East<br>64 Ramp    | From: I-64-E TO ROBIN HOOD ROAD<br>City of Norfolk (Maint: 64)<br>To: 122-8636 ALMEDA AVE FROM RT 64 EAST          | 0.16   | 2800  | G  |       |     |                 |        |        |        |    | 0.115       |    | 2800          | G     |    |
| East<br>64 Ramp    | From: I-64 East<br>City of Norfolk (Maint: 64)<br>To: SR 165 Military Hwy North                                    | 0.17   | 10000 | F  |       |     |                 |        |        |        |    | 0.121       |    | 10000         | F     |    |
| East<br>64 Ramp    | From: I-64-E TO RT 13 NORTH<br>City of Norfolk (Maint: 64)<br>To: US 13 FROM I-64 EAST                             | 0.19   | 11000 | G  |       |     |                 |        |        |        |    | 0.094       |    | 11000         | G     |    |
| East<br>64 Ramp    | From: I-64-E TO I-264<br>City of Norfolk (Maint: 64)<br>To: I-64-E284C TO RT 264 EAST264 WESTR                     | 0.16   | 38000 | G  |       |     |                 |        |        |        |    | 0.073       |    | 38000         | G     |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                                     | Jurisdiction  | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|---|---|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|   |   |        |        |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| East<br>64 Ramp                           | From: I-64-E284C TO RT 264 EAST264 WESTR<br>City of Norfolk (Maint: 64) | 0.14   | 4500   | G  |       |     |                 |        |        |        |    |             |       | 4500          | G     |    |
|   | To: I-264-W013X FROM RT 64 EAST   |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| East<br>64 Ramp                           | From: I-64-E TO I-264 EAST44<br>City of Norfolk (Maint: 64)             | 0.17   | NA     |    |       |     |                 |        |        |        |    |             |       | NA            |       |    |
|   | To: I-264-E013X FROM I-64 EAST  |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| East<br>64 Ramp                           | From: I-64-E284A TO RT 264 EAST264 WEST<br>City of Norfolk (Maint: 64)  | 0.45   | 26000  | G  |       |     |                 |        |        |        |    |             |       | 26000         | G     |    |
|   | To: I-264-E From RT 64 East   |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| Rev<br>64                                 | From: Begin Reversible Lane At I-564<br>City of Norfolk (Maint: 64)     | 5.99   | 20000  | A  | 100%  | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.198       | 0.999 | 24000         | A     |    |
|   | Combined Traffic Estimates for 3 Parallel Roadways on this Route:       |        | 153000 | F  | 97%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.053       | A     | 163000        | F     |    |
|   | To: Ramp To I-64 EB   |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| Rev<br>64                                 | From: City of Norfolk (Maint: 64)                                       | 2.18   | 20000  | F  | 100%  | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.115       |       | 25000         | F     |    |
|   | Combined Traffic Estimates for 3 Parallel Roadways on this Route:       |        | 174000 | G  | 97%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.077       | F     | 192000        | G     |    |
|   | To: Temp End Reversible Lane  |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| Rev<br>64 Ramp                            | From: I-64-E276C I-64-R FROM 64 EAST<br>City of Norfolk (Maint: 64)     | 0.24   | 3300   | G  |       |     |                 |        |        |        |    |             |       | 3300          | G     |    |
|   | To: I-64-W FROM H.O.V. LANEPM   |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| Rev<br>64 Ramp                            | From: I-64-R TO IS 64 EAST<br>City of Norfolk (Maint: 64)               | 0.02   | 2100   | G  |       |     |                 |        |        |        |    |             |       | 2100          | G     |    |
|   | To: I-64-E FROM HOV LANE  |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| Rev<br>64 Ramp                            | From: I-64-R I-64-W285A TO & FROM RT<br>City of Norfolk (Maint: 64)     | 0.12   | 6300   | G  |       |     |                 |        |        |        |    |             |       | 6300          | G     |    |
|   | To: I-64-E FROM H.O.V.LANEMEDIAN  |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| West<br>64 60 Hampton Roads Bridge Tunnel | From: ECL Hampton<br>City of Norfolk (Maint: 64)                        | 0.17   | 43000  | A  | 97%   | 0%  | 1%              | 0%     | 2%     | 0%     | C  | 0.077       |       | 44000         | A     |    |
|   | Combined Traffic Estimates for 2 Parallel Roadways on this Route:       |        | 87000  | A  | 97%   | 1%  | 1%              | 0%     | 2%     | 0%     | C  | 0.078       | A     | 90000         | A     |    |
|   | To: US 60 Ocean View Ave  |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| West<br>64 60 Hampton Roads Beltway       | From: City of Norfolk (Maint: 64)                                       | 2.00   | 44000  | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.081       |       | 44000         | F     |    |
|   | Combined Traffic Estimates for 2 Parallel Roadways on this Route:       |        | 88000  | F  | 96%   | 1%  | 1%              | 0%     | 2%     | 0%     | F  | 0.076       | F     | 89000         | F     |    |
|   | To: 4th View St   |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| West<br>64                                | From: City of Norfolk (Maint: 64)                                       | 0.80   | 42000  | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.072       |       | 41000         | F     |    |
|   | Combined Traffic Estimates for 2 Parallel Roadways on this Route:       |        | 84000  | F  | 96%   | 1%  | 1%              | 0%     | 2%     | 0%     | F  | 0.076       | F     | 84000         | F     |    |
|   | To: Bay Ave   |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| West<br>64                                | From: City of Norfolk (Maint: 64)                                       | 0.90   | 45000  | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.076       |       | 45000         | F     |    |
|   | Combined Traffic Estimates for 2 Parallel Roadways on this Route:       |        | 93000  | F  | 96%   | 1%  | 1%              | 0%     | 2%     | 0%     | F  | 0.080       | F     | 94000         | F     |    |
|   | To: New Gate Rd   |        |        |    |       |     |                 |        |        |        |    |             |       |               |       |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route           | Jurisdiction  | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT  | QW |
|-----------------|---|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|--------|----|
|                 |   |        |        |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |        |    |
| West<br>64      | From: New Gate Rd   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 1.26   | 37000  | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.077       |    | 37000         | F      |    |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 89000  | F  | 96%   | 1%  | 1%              | 0%     | 2%     | 0%     | F  | 0.072       | F  | 0.538         | 91000  | F  |
| West<br>64      | From: I-564, US 460 Granby St                                     |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.92   | 58000  | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.103       |    | 62000         | F      |    |
|                 | Combined Traffic Estimates for 3 Parallel Roadways on this Route: |        | 134000 | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.080       | F  | 0.633         | 146000 | F  |
| West<br>64      | From: SR 168 Tidewater Dr   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.98   | 56000  | A  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.111       |    | 60000         | A      |    |
|                 | Combined Traffic Estimates for 3 Parallel Roadways on this Route: |        | 127000 | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.073       | A  | 0.676         | 138000 | F  |
| West<br>64      | From: SR 194 Chesapeake Blvd                                      |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.96   | 63000  | F  | 97%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.1         |    | 67000         | F      |    |
|                 | Combined Traffic Estimates for 3 Parallel Roadways on this Route: |        | 144000 | F  | 97%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | NA          |    | 155000        | F      |    |
| West<br>64      | From: SR 247 Norview Ave  |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 1.24   | 67000  | F  | 97%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.09        |    | 69000         | F      |    |
|                 | Combined Traffic Estimates for 3 Parallel Roadways on this Route: |        | 153000 | F  | 97%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.053       | A  | 0.551         | 163000 | F  |
| West<br>64      | From: SR 165 Military Hwy   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 1.07   | 67000  | F  | 97%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.091       |    | 71000         | F      |    |
|                 | Combined Traffic Estimates for 3 Parallel Roadways on this Route: |        | 145000 | F  | 97%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.059       | A  | 0.541         | 154000 | F  |
| West<br>64      | From: US 13, SR 166 Northampton Blvd                              |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 2.20   | 82000  | F  | 97%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.079       |    | 90000         | F      |    |
|                 | Combined Traffic Estimates for 3 Parallel Roadways on this Route: |        | 174000 | G  | 97%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.077       | F  |               | 192000 | G  |
| West<br>64      | From: I-264   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.83   | 71000  | B  | 97%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | 0.093       |    | 75000         | B      |    |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 142000 | B  | 97%   | 0%  | 1%              | 0%     | 2%     | 0%     | C  | 0.085       | A  | 0.618         | 152000 | B  |
| West<br>64 Ramp | From: WCL Virginia Beach  |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.03   | 490    | G  |       |     |                 |        |        |        |    | 0.102       |    | 490           | G      |    |
| West<br>64 Ramp | From: I-64-W TO OCEAN VIEW AVENUE60 PARALLE                       |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.18   | 1800   | G  |       |     |                 |        |        |        |    | 0.081       |    | 1800          | G      |    |
| West<br>64 Ramp | From: 2US 60-P; 2US 60-P004A OCEAN VIEW                           |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.15   | 3700   | F  |       |     |                 |        |        |        |    | 0.187       |    | 3700          | F      |    |
| West<br>64 Ramp | From: I-64-W TO 4TH VIEW STREETRT 60                              |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.11   | 3900   | G  |       |     |                 |        |        |        |    | 0.153       |    | 3900          | G      |    |
| West<br>64 Ramp | From: US 60 US 60- 281B FROM & TO I-64                            |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.11   | 3900   | G  |       |     |                 |        |        |        |    |             |    |               |        |    |
| West<br>64 Ramp | From: I-64 West   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.15   | 3700   | F  |       |     |                 |        |        |        |    |             |    |               |        |    |
| West<br>64 Ramp | From: 122-8623 Bay Ave  |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.11   | 3900   | G  |       |     |                 |        |        |        |    |             |    |               |        |    |
| West<br>64 Ramp | From: I-64-W TO US 46000- GRANDBY ST                              |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | City of Norfolk (Maint: 64)                                       | 0.11   | 3900   | G  |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 3900   | G  |       |     |                 |        |        |        |    |             |    |               |        |    |
|                 | US 460 FROM I-64 WEST   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route           | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|-----------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                 |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| West<br>64 Ramp | From: I-64 West<br>City of Norfolk (Maint: 64)<br>To: SR 165 Little Creek Rd                             | 0.26   | 23000 | G  |       |     |                 |        |        |        |    |             |    | 23000         | G     |    |
| West<br>64 Ramp | From: I-64-W TO RT 168 SOUTH-TIDEWATER DRIVE<br>City of Norfolk (Maint: 64)<br>To: SR 168 FROM I-64 WEST | 0.11   | 4600  | G  |       |     |                 |        |        |        |    |             |    | 4600          | G     |    |
| West<br>64 Ramp | From: I-64-W TO RT 168 NORTH-TIDEWATER DRIVE<br>City of Norfolk (Maint: 64)<br>To: SR 168 FROM I-64 WEST | 0.21   | 4500  | G  |       |     |                 |        |        |        |    |             |    | 4500          | G     |    |
| West<br>64 Ramp | From: I-64-W TO RT 194 NORTH-CHESAPEAKE BLVD<br>City of Norfolk (Maint: 64)<br>To: SR 194 FROM I-64 WEST | 0.25   | 8800  | G  |       |     |                 |        |        |        |    |             |    | 8800          | G     |    |
| West<br>64 Ramp | From: I-64-W TO RT 247 WEST00- NORVIEW Ave<br>City of Norfolk (Maint: 64)<br>To: SR 247 FROM I-64 WEST   | 0.18   | 3700  | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.130       |    | 3700          | G     |    |
| West<br>64 Ramp | From: I-64-W TO RT 247 WEST-NORVIEW AVENUE<br>City of Norfolk (Maint: 64)<br>To: SR 247 FROM I-64 WEST   | 0.13   | 4900  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.087       |    | 4900          | G     |    |
| West<br>64 Ramp | From: I-64-W TO RT 165MILITARY HGWY VIA RO<br>City of Norfolk (Maint: 64)<br>To: ROBIN HOOD ROAD         | 0.20   | 9000  | G  |       |     |                 |        |        |        |    |             |    | 9000          | G     |    |
| West<br>64 Ramp | From: I-64-W TO RT 13<br>City of Norfolk (Maint: 64)<br>To: I-64-W282B TO RT 13 SOUTH                    | 0.11   | 24000 | G  |       |     |                 |        |        |        |    |             |    | 24000         | G     |    |
| West<br>64 Ramp | From: I-64-W282A TO RT 13 SOUTH<br>City of Norfolk (Maint: 64)<br>To: US 13 FROM RT 64 WEST              | 0.04   | NA    |    |       |     |                 |        |        |        |    |             |    | NA            | NA    |    |
| West<br>64 Ramp | From: I-64-W TO H.O.V. LANE<br>City of Norfolk (Maint: 64)<br>To: I-64-R FROM I-64 WEST                  | 0.09   | 3100  | G  |       |     |                 |        |        |        |    |             |    | 3100          | G     |    |
| West<br>64 Ramp | From: I-64-W TO I-264 WEST<br>City of Norfolk (Maint: 64)<br>To: I-264-W013X FROM I-64 WEST              | 0.13   | 8700  | G  |       |     |                 |        |        |        |    |             |    | 8700          | G     |    |
| West<br>64 Ramp | From: I-64-W TO I-264 EAST44<br>City of Norfolk (Maint: 64)<br>To: I-264-E013X FROM I-64 WEST            | 0.23   | 26000 | G  |       |     |                 |        |        |        |    |             |    | 26000         | G     |    |
| West<br>64 Ramp | From: I-64-W TO H.O.V.LANEMEDIAN<br>City of Norfolk (Maint: 64)<br>To: I-64-R I-64-R008A TO & FROM RT    | 0.12   | 3900  | G  |       |     |                 |        |        |        |    |             |    | 3900          | G     |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route  | Jurisdiction                | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|--|-----------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|  |                             |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| From: WCL Virginia Beach, SR 403 Newtown Rd<br>165 Kempsville Rd   | City of Norfolk             | 1.00   | 19000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.093       | 0.628 | 21000         | F     |    |
| To: US 58 Virginia Beach Blvd<br>From: US 13 Northampton Blvd<br>165 Kempsville Rd                         | City of Norfolk             | 1.57   | 12000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.102       | 0.582 | 13000         | F     |    |
| To: US 13 Northampton Blvd<br>From: Kempsville Rd<br>165 13 166 Northampton Blvd                           | City of Norfolk             | 0.26   | 28000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.086       | 0.510 | 31000         | F     |    |
| To: SR 166, US13<br>From: US 13 Northampton Blvd; SR 166 Princess Anne Rd<br>165 Military Hwy North        | City of Norfolk             | 0.62   | 41000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.106       | 0.674 | 44000         | F     |    |
| To: I-64<br>From: SR 192 Azalea Garden Rd<br>165 Military Hwy North  | City of Norfolk             | 0.60   | 25000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.088       | 0.59  | 27000         | F     |    |
| To: SR 247 Norview Ave<br>From: SR 192 Azalea Garden Rd<br>165 Military Hwy North                          | City of Norfolk             | 0.39   | 22000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.086       | 0.544 | 24000         | F     |    |
| To: SR 170 Little Creek Rd<br>From: SR 247 Norview Ave<br>165 Military Hwy North                           | City of Norfolk             | 1.65   | 22000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.089       | 0.51  | 24000         | F     |    |
| To: SR 194 Chesapeake Blvd<br>From: SR 170 Little Creek Rd<br>165 Little Creek Rd                          | City of Norfolk             | 0.12   | 34000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.085       | 0.536 | 37000         | F     |    |
| To: Tidewater & Sewells Point Rd<br>From: SR 194 Chesapeake Blvd<br>165 Little Creek Rd                    | City of Norfolk             | 0.58   | 23000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.087       | 0.582 | 25000         | F     |    |
| To: NHS Change<br>From: Tidewater & Sewells Point Rd<br>165 Little Creek Rd                                | City of Norfolk             | 0.86   | 22000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.093       | 0.639 | 24000         | F     |    |
| To: I-64<br>From: NHS Change<br>165 Little Creek Rd  | City of Norfolk             | 0.36   | 24000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.077       | 0.516 | 27000         | F     |    |
| To: US 460 Granby St<br>From: I-64<br>165 Little Creek Rd  | City of Norfolk             | 1.19   | 16000 | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.084       | 0.557 | 17000         | G     |    |
| To: Diven St<br>From: US 460 Granby St<br>165 Little Creek Rd  | City of Norfolk             | 0.78   | 12000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.085       | 0.592 | 13000         | F     |    |
| To: SR 337 Hampton Blvd<br>From: Diven St<br>165 Ramp  | City of Norfolk (Maint: 64) | 0.11   | 5700  | G  |       |     |                 |        |        |        |    | 0.077       |       | 5700          | G     |    |
| To: I-64-E FROM RT 165 NORTH & SOUTH<br>From: SR 337 Hampton Blvd<br>North<br>165 Ramp                     | City of Norfolk (Maint: 64) | 0.11   | NA    |    |       |     |                 |        |        |        |    | NA          |       | NA            |       |    |
| To: 122-99026- A RROM ROBIN HOOD ROAD<br>From: I-64-E FROM RT 165 NORTH & SOUTH<br>North<br>165 Ramp       | City of Norfolk (Maint: 64) | 0.11   | 9300  | G  |       |     |                 |        |        |        |    | 0.090       |       | 9300          | G     |    |
| To: I-64-W FROM RT 16500- MILITARY HIGHWAY<br>From: 122-99026- A RROM ROBIN HOOD ROAD<br>166 460 Wilson Rd | City of Norfolk             | 0.65   | 8700  | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.109       | 0.604 | 9500          | F     |    |
| To: Campostella Ave<br>From: I-64-W FROM RT 16500- MILITARY HIGHWAY  |                             |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Norfolk

| Route  | Jurisdiction    | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|--|-----------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|  |                 |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| From: Wilson Rd<br>166 460 168 Campostella Rd            | City of Norfolk | 0.73   | 49000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.113       | 0.783 | 53000         | F     |    |
| To: Kimball Terr<br>166 460 168 Brambleton Ave           | City of Norfolk | 0.30   | 44000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.082       | 0.614 | 47000         | F     |    |
| From: US 460 Brambleton Ave<br>166 Park Ave              | City of Norfolk | 0.45   | 14000 | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | C  | 0.088       | 0.508 | 16000         | F     |    |
| To: US 58 Va Beach Blvd<br>166 Park Ave                  | City of Norfolk | 0.14   | 12000 | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | F  | 0.09        | 0.515 | 14000         | F     |    |
| From: Princess Anne Rd<br>166 Princess Anne Rd           | City of Norfolk | 0.65   | 17000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.083       | 0.524 | 18000         | F     |    |
| To: Merrimac Ave<br>166 Princess Anne Rd                 | City of Norfolk | 0.30   | 18000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.083       | 0.51  | 19000         | F     |    |
| From: Ballentine Blvd<br>166 Princess Anne Rd            | City of Norfolk | 0.95   | 21000 | A  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.098       | 0.541 | 23000         | A     |    |
| To: Azalea Garden Rd<br>166 Princess Anne Rd             | City of Norfolk | 1.46   | 20000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.087       | 0.518 | 22000         | F     |    |
| From: US 13 Military Hwy<br>166 13 165 Northampton Blvd  | City of Norfolk | 0.26   | 28000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.086       | 0.510 | 31000         | F     |    |
| To: SR 165 Princess Anne Rd<br>166 13 Northampton Blvd   | City of Norfolk | 0.62   | 32000 | G  | 96%   | 0%  | 1%              | 0%     | 2%     | 0%     | F  | 0.092       | 0.602 | 33000         | G     |    |
| From: SR 165 Military Hwy<br>166 13 Northampton Blvd     | City of Norfolk | 0.20   | 77000 | G  | 96%   | 0%  | 1%              | 0%     | 2%     | 0%     | F  | 0.081       | 0.557 | 80000         | G     |    |
| To: I-64<br>168 Campostella Rd                           | City of Norfolk | 0.52   | 19000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.098       | 0.618 | 21000         | F     |    |
| From: SCL Norfolk<br>168 Campostella Rd                  | City of Norfolk | 0.26   | 25000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.098       | 0.657 | 27000         | F     |    |
| To: SR 407 Indian River Rd<br>168 460 166 Campostella Rd | City of Norfolk | 0.73   | 49000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.113       | 0.783 | 53000         | F     |    |
| From: US 460 Wilson Rd<br>168 460 166 Brambleton Ave     | City of Norfolk | 0.30   | 44000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.082       | 0.614 | 47000         | F     |    |
| To: Kimball Terr<br>168 460 Brambleton Ave               | City of Norfolk | 0.40   | 34000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.082       | 0.558 | 37000         | F     |    |
| From: Park Ave<br>168 Tidewater Dr                       | City of Norfolk | 0.31   | 34000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.082       | 0.508 | 37000         | F     |    |
| To: Brambleton Ave<br>168 Tidewater Dr                   | City of Norfolk | 0.31   | 34000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.082       | 0.508 | 37000         | F     |    |
| From: US 58 Va Beach Blvd                                |                 |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |



Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                | Jurisdiction                | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|----------------------|-----------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|                      |                             |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| 168 Tidewater Dr     | City of Norfolk             | 0.89   | 32000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.081       | 0.503 | 35000         | F     |    |
| 168 Tidewater Dr     | City of Norfolk             | 0.81   | 30000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.080       | 0.514 | 33000         | F     |    |
| 168 Tidewater Dr     | City of Norfolk             | 1.03   | 38000 | A  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | 0.091       | 0.522 | 42000         | A     |    |
| 168 Tidewater Dr     | City of Norfolk             | 1.11   | 38000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.085       | 0.517 | 42000         | F     |    |
| 168 Tidewater Dr     | City of Norfolk             | 0.60   | 27000 | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.085       | 0.618 | 30000         | F     |    |
| 168 Tidewater Dr     | City of Norfolk             | 1.29   | 15000 | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.101       | 0.657 | 17000         | F     |    |
| 168 Tidewater Dr     | City of Norfolk             | 1.01   | 11000 | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.11        | 0.540 | 12000         | F     |    |
| 168 Tidewater Dr     | City of Norfolk             | 0.75   | 8400  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.115       | 0.567 | 9100          | F     |    |
| North 168 Ramp       | City of Norfolk (Maint: 64) | 0.27   | 5100  | G  |       |     |                 |        |        |        |    | 0.107       |       | 5100          | G     |    |
| North 168 Ramp       | City of Norfolk (Maint: 64) | 0.20   | 5200  | G  |       |     |                 |        |        |        |    | 0.105       |       | 5200          | G     |    |
| South 168 Ramp       | City of Norfolk (Maint: 64) | 0.17   | 3500  | G  |       |     |                 |        |        |        |    | 0.090       |       | 3500          | G     |    |
| South 168 Ramp       | City of Norfolk (Maint: 64) | 0.13   | 3100  | G  |       |     |                 |        |        |        |    | 0.102       |       | 3100          | G     |    |
| 170 Little Creek Rd  | City of Norfolk             | 1.08   | 24000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.084       | 0.528 | 26000         | F     |    |
| 170 Little Creek Rd  | City of Norfolk             | 0.48   | 23000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.086       | 0.508 | 25000         | F     |    |
| 170 Little Creek Rd  | City of Norfolk             | 1.09   | 21000 | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.088       | 0.52  | 23000         | F     |    |
| 192 Azalea Garden Rd | City of Norfolk             | 2.02   | 12000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.107       | 0.564 | 13000         | F     |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

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|----------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|                      |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| 194 Sewells Point Rd | From: SR 166 Princess Anne Rd<br>City of Norfolk   | 1.63   | 12000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | C  | 0.092       | 0.689 | 13000         | F     |    |
| 194 Chesapeake Blvd  | To: Chesapeake Blvd<br>From: Norview Ave<br>City of Norfolk  | 0.87   | 17000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.084       | 0.504 | 18000         | F     |    |
| 194 Chesapeake Blvd  | To: I-64<br>From: City of Norfolk  | 0.85   | 24000 | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | F  | 0.081       | 0.607 | 26000         | F     |    |
| 194 Chesapeake Blvd  | To: SR 165 Little Creek Rd<br>From: City of Norfolk  | 1.31   | 23000 | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | F  | 0.082       | 0.598 | 24000         | F     |    |
| 194 Chesapeake Blvd  | To: Bay View Blvd<br>From: City of Norfolk   | 0.61   | 12000 | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | F  | 0.085       | 0.582 | 13000         | F     |    |
| 194 Chesapeake Blvd  | To: Chesapeake St<br>From: City of Norfolk   | 0.48   | 6200  | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | C  | 0.087       | 0.565 | 6800          | F     |    |
| 194 Chesapeake Blvd  | To: US 60 Ocean View Ave<br>From: City of Norfolk  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| North<br>194 Ramp    | From: SR 194 TO I-64 WEST<br>City of Norfolk (Maint: 64)   | 0.18   | 1600  | G  |       |     |                 |        |        |        |    | 0.103       |       | 1600          | G     |    |
| South<br>194 Ramp    | To: I-64-W FROM RT 194 NORTH-CHESAPEAKE BL<br>From: SR 194 TO I-64 EAST<br>City of Norfolk (Maint: 64) | 0.13   | 8700  | G  |       |     |                 |        |        |        |    | 0.112       |       | 8700          | G     |    |
| 247 26th St          | From: SR 337 Hampton Blvd<br>City of Norfolk   | 0.63   | 4300  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.101       |       | 4700          | F     |    |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                                      |        | 14000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.081       | F     | 0.566         | 15000 | F  |
| 247 26th St          | To: Colonial Ave<br>From: City of Norfolk  | 0.10   | 9500  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.116       |       | 10000         | F     |    |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                                      |        | 19000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.088       | F     | 0.618         | 21000 | F  |
| 247 26th St          | To: Llewellyn Ave<br>From: City of Norfolk   | 0.17   | 10000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.111       |       | 11000         | F     |    |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                                      |        | 20000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.093       | F     | 0.606         | 21000 | F  |
| 247 26th St          | To: Monticello Ave<br>From: City of Norfolk  | 0.23   | 10000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | C  | 0.103       |       | 11000         | F     |    |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                                      |        | 20000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | NA          |       | 21000         | F     |    |
| 247 26th St          | To: Church St<br>From: City of Norfolk   | 0.21   | 8300  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.105       |       | 9000          | F     |    |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                                      |        | 18000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.09        | F     | 0.533         | 20000 | F  |
| 247 Lafayette Blvd   | To: 27th St<br>From: City of Norfolk   | 1.07   | 15000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.084       | 0.576 | 17000         | F     |    |
| 247 Lafayette Blvd   | To: SR 168 Tidewater Dr<br>From: City of Norfolk   | 0.66   | 17000 | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.088       | 0.556 | 18000         | G     |    |
|                      | To: Chesapeake Blvd  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route   | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT  | QW |
|---|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|--------|----|
|   |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |        |    |
| 247 Chesapeake Blvd   | From: Lafayette Blvd                                |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk                                     | 1.34   | 17000 | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.082       | 0.561 | 18000         | F      |    |
| 247 Norview Ave   | From: SR 194 Sewells Point Rd                       |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk                                     | 0.29   | 19000 | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.086       | 0.522 | 21000         | F      |    |
| 247 Norview Ave   | From: I-64  |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk                                     | 0.61   | 22000 | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.074       | 0.543 | 24000         | F      |    |
| 247 Ramp  | From: SR 247 TO I-64 EAST                           |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.20   | 12000 | G  | 99%   | 1%  | 0%              | 0%     | 0%     | 0%     | C  | 0.081       |       | 12000         | G      |    |
| 247 Ramp  | From: SR 247 TO I-64 EAST                           |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.16   | 6900  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.077       |       | 6900          | G      |    |
| 247 Ramp  | From: SR 247 JOHNS STREET TO I-64 WEST              |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.21   | 4100  | G  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.071       |       | 4100          | G      |    |
| 247 27th St   | From: SR 337 Hampton Blvd                           |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk                                     | 0.79   | 9400  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | C  | 0.092       |       | 10000         | F      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 14000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.081       | F     | 0.567         | 15000  | F  |
| 247 27th St   | From: Llewellyn Ave                                 |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk                                     | 0.77   | 9700  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.079       |       | 10000         | F      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 20000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.093       | F     | 0.606         | 21000  | F  |
| 264 337 Ramp  | From: IS-00264-E008A(L)/IS-00264-W008A(U)/TO BERKLE |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.18   | NA    |    |       |     |                 |        |        |        |    | NA          |       | NA            |        |    |
| 264 Ramp  | From: I-264-E014A I-264-W014A TO I-64               |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.12   | NA    |    |       |     |                 |        |        |        |    | NA          |       | NA            |        |    |
| 264 Ramp  | From: I-264-E014C I-264-W014C TO I-64               |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.18   | NA    |    |       |     |                 |        |        |        |    | NA          |       | NA            |        |    |
| 264 ALT Elizabeth River Downtown Tunnel                           | From: WCL Norfolk                                   |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.55   | 35000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.111       |       | 38000         | F      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 70000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.099       | A     | 0.502         | 77000  | F  |
| 264 ALT 337 Berkley Bridge  | From: I-464, SR 337                                 |        |       |    |       |     |                 |        |        |        |    |             |       |               |        |    |
|   | City of Norfolk (Maint: 64)                         | 0.41   | 52000 | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.096       |       | 56000         | G      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 97000 | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.086       | A     | 0.667         | 105000 | G  |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route   | Jurisdiction                                    | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT  | QW |
|---|---|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|--------|----|
|   |   |        |        |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |        |    |
| East<br>264 337   | From: ALT US 460                                |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.26   | 48000  | N  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.096       |    | 53000         | N      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 90000  | N  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.088       | F  | 0.646         | 100000 | N  |
| East<br>264 ALT<br>460 337  | From: SR 337 Tidewater Dr                       |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.65   | 48000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.096       |    | 53000         | F      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 94000  | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.088       | F  | 0.646         | 101000 | G  |
| East<br>264   | From: US 460 Brambleton Ave                     |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.81   | 54000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.108       |    | 63000         | F      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 110000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.088       | F  | 0.601         | 126000 | F  |
| East<br>264   | From: SR 405 Ballentine Blvd                    |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 2.34   | 53000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.11        |    | 61000         | F      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 110000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.086       | F  | 0.575         | 125000 | F  |
| East<br>264   | From: US 13 Military Hwy                        |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 1.05   | 35000  | F  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.116       |    | 41000         | F      |    |
| Combined Traffic Estimates for Parallel Roadways on this Route:   |   |        | NA     |    |       |     |                 |        |        |        | F  | 0.086       | F  | 0.575         | NA     |    |
| East<br>264   | From: I-64 Hampton Roads Beltway                |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 75)                     | 0.74   | 98000  | N  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.094       |    | 102000        | N      |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 100000 | N  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.078       | F  | 0.559         | 105000 | N  |
| East<br>264   | From: WCL Virginia Beach                        |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.42   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |
| East<br>264   | From: IS-00264-E(L)/TO ROUTE 464 SOUTH          |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.21   | 1400   | F  |       |     |                 |        |        |        |    | 0.206       |    | 1400          | F      |    |
| East<br>264   | From: I-264-E TO ROUTE 460 WEST00- BRAMBLETON   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.10   | 6400   | G  |       |     |                 |        |        |        |    | 0.102       |    | 6400          | G      |    |
| East<br>264   | From: US 460 RAMP FROM RT 264 FROM ROUTE 26     |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.10   | 6400   | G  |       |     |                 |        |        |        |    | 0.102       |    | 6400          | G      |    |
| East<br>264   | From: I-264-E TO ROUTE 405 MERRIMAC AVENUE      |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.10   | 6400   | G  |       |     |                 |        |        |        |    | 0.102       |    | 6400          | G      |    |
| East<br>264   | From: SR 405; 122-8637 Ga                       |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.14   | 3300   | G  |       |     |                 |        |        |        |    | 0.172       |    | 3300          | G      |    |
| East<br>264   | From: I-264-E013X TO RT 13 SOUTH-MILITARY HIG   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.14   | 3300   | G  |       |     |                 |        |        |        |    | 0.172       |    | 3300          | G      |    |
| East<br>264   | From: US 13 FROM ROUTE 264 EAST COLL RD         |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.14   | 6100   | G  |       |     |                 |        |        |        |    | 0.115       |    | 6100          | G      |    |
| East<br>264   | From: I-264-E013X TO RT 13 NORTH-MILITARY HIG   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.14   | 6100   | G  |       |     |                 |        |        |        |    | 0.115       |    | 6100          | G      |    |
| East<br>264   | From: US 13 FROM ROUTE 364 EAST COLL RD         |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.11   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |
| East<br>264   | From: I-264-E BEGIN COLL RD TO RTS 13, 64 & 403 |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.11   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |
| East<br>264   | From: I-264-E013A TO RT 13 SOUTH-MILITARY HWY   |        |        |    |       |     |                 |        |        |        |    |             |    |               |        |    |
|   | City of Norfolk (Maint: 64)                     | 0.11   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                              | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|------------------------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                                    |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| East<br>264 Ramp                   | From: I-264-E013A TO RT 13 SOUTH-MILITARY HWY<br>City of Norfolk (Maint: 64)                       | 0.07   | 18000 | G  |       |     |                 |        |        |        |    | 0.088       |    | 18000         | G     |    |
| East<br>264 Ramp                   | To: US 13-S047A FROM RT 13 SOUTH-MILITARY HWY<br>From: City of Norfolk (Maint: 64)                 | 0.11   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| East<br>264 Ramp                   | To: I-264-E013B TO RT 13 NORTH-MILITARY HWY<br>From: City of Norfolk (Maint: 64)                   | 0.09   | 20000 | G  |       |     |                 |        |        |        |    | 0.09        |    | 20000         | G     |    |
| East<br>264 Collector Road at I-64 | To: US 13-N047A FROM RT 13 NORTH-MILITARY HWY<br>From: City of Norfolk (Maint: 64)                 | 0.42   | 27000 | F  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.091       |    | 28000         | F     |    |
| East<br>264 Ramp                   | To: I-64 Hampton Roads Beltway<br>From: I-264-E014A TO RT 64 EAST<br>City of Norfolk (Maint: 64)   | 0.18   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| East<br>264 Ramp                   | To: I-64-E284B FROM RT 64 EAST<br>From: City of Norfolk (Maint: 64)                                | 0.21   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| East<br>264 Ramp                   | To: I-264-E014B TO RT 64 WEST<br>From: City of Norfolk (Maint: 64)                                 | 0.09   | 24000 | G  |       |     |                 |        |        |        |    | 0.096       |    | 24000         | G     |    |
| East<br>264 Ramp                   | To: I-64-W284B FROM RT 64 WEST<br>From: City of Norfolk (Maint: 64)                                | 0.23   | 51000 | G  |       |     |                 |        |        |        |    | 0.082       |    | 51000         | G     |    |
| East<br>264 Ramp                   | To: I-264-E015A TO RT 403 SOUTH-NEWTOWN RD<br>From: City of Norfolk (Maint: 64)                    | 0.15   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| East<br>264 Ramp                   | To: SR 403-S000A FROM RT 403 SOUTH-NEWTOWN RD<br>From: City of Norfolk (Maint: 64)                 | 0.21   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| East<br>264 Ramp                   | To: I-264-E015B TO RT 403 NORTH-NEWTOWN RD<br>From: City of Norfolk (Maint: 64)                    | 0.17   | 40000 | F  | 97%   | 0%  | 0%              | 2%     | 1%     | 0%     | F  | 0.078       |    | 39000         | F     |    |
| East<br>264 Ramp                   | To: I-264-E END COLL RD FROM RTS 13, 64 & 403<br>From: City of Norfolk (Maint: 64)                 | 0.16   | 8300  | G  |       |     |                 |        |        |        |    | 0.137       |    | 8300          | G     |    |
| East<br>264 Ramp                   | To: I-264-E013X TO I-64 WEST<br>From: City of Norfolk (Maint: 64)                                  | 0.12   | 3700  | G  |       |     |                 |        |        |        |    | 0.09        |    | 3700          | G     |    |
| East<br>264 Ramp                   | To: I-64-W FROM I-264 EAST<br>From: City of Norfolk (Maint: 64)                                    | 0.25   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| Rev<br>264 Ramp                    | To: I-264-E TO I-64 WEST<br>From: I-264-R I-264-W013C RAMPS TO & FR<br>City of Norfolk (Maint: 64) | 0.01   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                                    | To: I-264-E FROM I-64 REVERSIBLE IN MED  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                      | Jurisdiction   | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT  | QW |
|----------------------------|--|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|--------|----|
|                            |  |        |        |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |        |    |
| West<br>264 ALT<br>460     | From: WCL Norfolk<br>To: Elizabeth River Downtown Tunnel<br>City of Norfolk (Maint: 64)                                    | 0.56   | 35000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.099       |    | 38000         | F      |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 70000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.099       | A  | 0.502         | 77000  | F  |
| West<br>264 ALT<br>460 337 | From: I-464, SR 337<br>To: Berkley Bridge<br>City of Norfolk (Maint: 64)   | 0.78   | 45000  | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.081       |    | 48000         | G      |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 97000  | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.086       | A  | 0.667         | 105000 | G  |
| West<br>264 337            | From: Tidewater Drive<br>To: City of Norfolk (Maint: 64)   | 0.84   | 42000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.111       |    | 47000         | F      |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 90000  | N  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | NA          |    | 100000        | N      |    |
| West<br>264                | From: US 460, SR 168, SR 166 Brambleton Ave<br>To: City of Norfolk (Maint: 64)   | 0.87   | 57000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.103       |    | 64000         | F      |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 110000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.088       | F  | 0.601         | 126000 | F  |
| West<br>264                | From: SR 405 Ballentine Blvd<br>To: City of Norfolk (Maint: 64)  | 2.01   | 57000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.097       |    | 64000         | F      |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 110000 | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.086       | F  | 0.575         | 125000 | F  |
| West<br>264                | From: US 13 Military Hwy<br>To: City of Norfolk (Maint: 64)  | 1.08   | 25000  | F  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.11        |    | 29000         | F      |    |
|                            | Combined Traffic Estimates for Parallel Roadways on this Route:  |        | NA     |    |       |     |                 |        |        |        |    | 0.086       | F  | 0.575         | NA     |    |
| West<br>264                | From: I-64 Hampton Roads Beltway<br>To: Virginia Beach Norfolk Expwy<br>City of Norfolk (Maint: 75)                        | 0.30   | 2200   | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.085       |    | 2700          | F      |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 100000 | N  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.078       | F  | 0.559         | 105000 | N  |
| West<br>264 337            | From: I-264-W I-464-S; 464-W IN MEDIAN<br>To: WCL Virginia Beach<br>City of Norfolk (Maint: 64)                            | 0.22   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |
| West<br>264                | From: IS-00264-W(B)/INSPECTION STA ROAD (RESTRICTED)<br>To: I-264-E008A TO BERKLE<br>City of Norfolk (Maint: 64)           | 0.06   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |
| West<br>264                | From: I-264 WB<br>To: City Hall Ave WB<br>City of Norfolk (Maint: 64)  | 0.19   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |
| West<br>264                | From: IS-00264-W(B)/TO WATERSIDE DRIVE<br>To: A1SR-00337(U)/A1SR-00337-S003A(L)/Gap Terminu<br>City of Norfolk (Maint: 64) | 0.44   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |        |    |
| West<br>264                | From: I-264-W TO ROUTE 460 WEST-BRAMBLETON AV<br>To: I-264-W011C TO CLAIBORNE AVENUE<br>City of Norfolk (Maint: 64)        | 0.06   | 6200   | G  |       |     |                 |        |        |        |    | 0.119       |    | 6200          | G      |    |

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Norfolk

| Route            | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                  |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| West<br>264 Ramp | From: I-264-W011C TO CLAIBORNE AVENUE<br>City of Norfolk (Maint: 64)<br>To: US 460 FROM ROUTE 264 WEST                        | 0.09   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| West<br>264 Ramp | From: I-264-W TO ROUTE 460 EAST-BRAMBLETON AV<br>City of Norfolk (Maint: 64)<br>To: US 460 FROM ROUTE 264 WEST                | 0.12   | 9400  | G  |       |     |                 |        |        |        |    | 0.081       |    | 9400          | G     |    |
| West<br>264 Ramp | From: I-264-W011A TO CLAIBORNE AVENUE<br>City of Norfolk (Maint: 64)<br>To: CLAIBORNE AVENUE                                  | 0.07   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| West<br>264 Ramp | From: I-264-W TO ROUTE 405-MERRIMAC AVENUE<br>City of Norfolk (Maint: 64)<br>To: SR 405 TO & FROM ROUTE                       | 0.15   | 5600  | G  |       |     |                 |        |        |        |    | 0.076       |    | 5600          | G     |    |
| West<br>264 Ramp | From: I-264-W013X TO RT 13 SOUTH-MILITARY HIG<br>City of Norfolk (Maint: 64)<br>To: US 13 FROM ROUTE 264 WEST COLL RD         | 0.12   | 6500  | G  |       |     |                 |        |        |        |    | 0.102       |    | 6500          | G     |    |
| West<br>264 Ramp | From: I-264-W013X O ROUTE 13 NORTH00- MILITARY<br>City of Norfolk (Maint: 64)<br>To: US 13 FROM ROUTE 264 WEST COLL RD        | 0.15   | 9200  | G  |       |     |                 |        |        |        |    | 0.078       |    | 9200          | G     |    |
| West<br>264 Ramp | From: I-264-W RAMPS TO & FROM 64 H.O.V. IN ME<br>City of Norfolk (Maint: 64)<br>To: I-264-R I-264-R000A RAMPS TO & FR         | 0.06   | 2000  | F  |       |     |                 |        |        |        |    | 0.266       |    | 2600          | F     |    |
| West<br>264 Ramp | From: I-264 West<br>City of Norfolk (Maint: 64)<br>To: SR 403 N000B   | 0.09   | 47000 | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.076       |    | 50000         | G     |    |
| West<br>264 Ramp | From: I-64-W284A FROM RT 64 WEST<br>City of Norfolk (Maint: 64)<br>To: SR 403-S000B FROM RT 403 SOUTH-NEWTOWN R               | 0.27   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| West<br>264 Ramp | From: SR 403-S000B FROM RT 403 SOUTH-NEWTOWN R<br>City of Norfolk (Maint: 64)<br>To: I-264-W014C TO RT 64 WEST                | 0.45   | 67000 | G  |       |     |                 |        |        |        |    | 0.079       |    | 67000         | G     |    |
| West<br>264 Ramp | From: I-264-W014C TO RT 64 WEST<br>City of Norfolk (Maint: 64)<br>To: I-64-W284A FROM RT 64 WEST                              | 0.14   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| West<br>264 Ramp | From: I-64-W284A FROM RT 64 WEST<br>City of Norfolk (Maint: 64)<br>To: I-264-W014B TO RT 64 EAST                              | 0.17   | 37000 | G  |       |     |                 |        |        |        |    | 0.092       |    | 37000         | G     |    |
| West<br>264 Ramp | From: I-264-W014B TO RT 64 EAST<br>City of Norfolk (Maint: 64)<br>To: I-64-E284A FROM RT 64 EAST                              | 0.13   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| West<br>264 Ramp | From: I-64-E284A FROM RT 64 EAST<br>City of Norfolk (Maint: 64)<br>To: I-264-W013B O ROUTE 13 NORTH00- MILITARY               | 0.42   | 40000 | G  |       |     |                 |        |        |        |    | 0.083       |    | 40000         | G     |    |
| West<br>264 Ramp | From: I-264-W013B O ROUTE 13 NORTH00- MILITARY<br>City of Norfolk (Maint: 64)<br>To: US 13-N047B FROM ROUTE 13 NORTH00- MILIT | 0.08   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route   | Jurisdiction  | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT  | QW    |   |
|---|---|--------|--|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|--------|-------|---|
|   |   |        |  |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |        |       |   |
| West<br>264 Ramp  | From: US 13-N047B FROM ROUTE 13 NORTH00- MILIT<br>City of Norfolk (Maint: 64) | 0.11   | 33000  | G  |       |     |                 |        |        |        |    |             |       | 0.089         | 33000  | G     |   |
| West<br>264 Ramp  | To: I-264-W013A TO RT 13 SOUTH-MILITARY HIG<br>City of Norfolk (Maint: 64)    | 0.09   | NA   |    |       |     |                 |        |        |        |    |             |       | NA            | NA     |       |   |
| West<br>264 Ramp  | From: US 13-S047B FROM ROUTE 13 SOUTH00- MILIT<br>City of Norfolk (Maint: 64) | 0.16   | 32000  | G  |       |     |                 |        |        |        |    |             |       | 0.079         | 32000  | G     |   |
| West<br>264 Ramp  | To: I-264-W END COLL RD FROM RTS 403, 64 &<br>City of Norfolk (Maint: 64)     | 0.24   | 18000  | G  |       |     |                 |        |        |        |    |             |       | 0.096         | 18000  | G     |   |
| West<br>264 Ramp  | From: I-264-W TO I-64 EAST<br>City of Norfolk (Maint: 64)                     | 0.18   | 10000  | G  |       |     |                 |        |        |        |    |             |       | 0.148         | 10000  | G     |   |
| West<br>264 Ramp  | To: I-264-E014A I-264- 14A TO I-64<br>City of Norfolk (Maint: 64)             | 0.08   | NA   |    |       |     |                 |        |        |        |    |             |       | NA            | NA     |       |   |
| West<br>264 Ramp  | From: I-264 W CD Road at Exit 14<br>City of Norfolk (Maint: 64)               | 0.08   | NA   |    |       |     |                 |        |        |        |    |             |       | NA            | NA     |       |   |
| 337 Bainbridge Blvd   | To: Ramp to I-64 W<br>City of Norfolk   | 0.28   | 1500   | F  | 93%   | 1%  | 2%              | 2%     | 2%     | 0%     | C  | 0.087       | 0.616 | 1600          | F      |       |   |
| 337 Main St   | From: NCL Chesapeake<br>Main St<br>City of Norfolk                            | 0.21   | 5800   | F  | 93%   | 1%  | 2%              | 2%     | 2%     | 0%     | F  | 0.098       | 0.51  | 6300          | F      |       |   |
| 337 Liberty St  | To: Bainbridge Blvd<br>Liberty St<br>City of Norfolk                          | 0.11   | 4900   | F  | 93%   | 1%  | 2%              | 2%     | 2%     | 0%     | F  | 0.096       | 0.719 | 5300          | F      |       |   |
| 337 State St  | From: Main St<br>State St<br>City of Norfolk                                  | 0.05   | 4900   | N  | 93%   | 1%  | 2%              | 2%     | 2%     | 0%     | N  | 0.096       | 0.719 | 5300          | N      |       |   |
| Combined Traffic Estimates for Parallel Roadways on this Route:   |   |        | NA   |    |       |     |                 |        |        |        |    | NA          |       | NA            |        |       |   |
| 337 State St  | To: Berkley Ave<br>City of Norfolk  | 0.07   | 13000  | F  |       |     |                 |        |        |        |    |             |       | 0.113         | 0.683  | 14000 | F |
| 337 337 Ramp  | From: I-464<br>SR 337 State St<br>City of Norfolk (Maint: 64)                 | 0.12   | 7800   | F  |       |     |                 |        |        |        |    |             |       | 0.121         | 7800   | F     |   |
| 337 464   | To: I-464 NB<br>State St<br>City of Norfolk (Maint: 64)                       | 0.16   | See I-464 for directional traffic volume estimates for this segment. |    |       |     |                 |        |        |        |    |             |       |               |        |       |   |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 47000  | N  | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.080       | F     | 0.779         | 54000  | N     |   |
| 337 264 ALT 460 Berkley Bridge                                    | From: I-264<br>I-464<br>City of Norfolk (Maint: 64)                           | 0.41   | See I-264 for directional traffic volume estimates for this segment. |    |       |     |                 |        |        |        |    |             |       |               |        |       |   |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 97000  | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.086       | A     | 0.667         | 105000 | G     |   |
|   |   |        |  |    |       |     |                 |        |        |        |    |             |       |               |        |       |   |



Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route | Jurisdiction   | Length          | AADT         | QA           | 4Tire    | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW    |   |
|-------|--|-----------------|--------------|--------------|----------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|---|
|       |  |                 |              |              |          |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |       |   |
|       | From: State St   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | City of Norfolk (Maint: 64)  | 0.65            |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | See I-264 for directional traffic volume estimates for this segment.   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>94000 G</b> 96% 0% 1% 1% 2% 0% F 0.088 F 0.646 101000 G |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | To: ALT US 460 St Pauls Blvd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: I-264  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | City of Norfolk (Maint: 64)  | 0.22            | <b>26000</b> | <b>N</b>     | 98%      | 1%  | 1%              | 0%     | 0%     | 0%     | N  | 0.084       |       | 0.782         | 28000 | N     |   |
|       | To: Tidewater Dr   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: ALT US 460 St Pauls Blvd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | City of Norfolk (Maint: 64)  | 0.26            |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | See I-264 for directional traffic volume estimates for this segment.   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>90000 N</b> 96% 0% 1% 1% 2% 0% N 0.088 F 0.646 100000 N |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | To: Tidewater Dr   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: ALT US 460 St Pauls Blvd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Tidewater Dr   | City of Norfolk | 0.81         | <b>22000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.085 |               | 0.524 | 25000 | F |
|       | To: US 460 Brambleton Avenue; SR 168   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: US 460 Brambleton Avenue   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Brambleton Ave   | City of Norfolk | 0.10         | <b>32000</b> | <b>F</b> | 96% | 1%              | 1%     | 1%     | 1%     | 0% | F           | 0.077 |               | 0.595 | 35000 | F |
|       | To: Church St  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: Church St  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Brambleton Ave   | City of Norfolk | 0.31         | <b>21000</b> | <b>F</b> | 96% | 1%              | 1%     | 1%     | 1%     | 0% | F           | 0.079 |               | 0.573 | 23000 | F |
|       | To: ALT US 460 St Pauls Blvd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: US 460 Saint Pauls Blvd  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Brambleton Ave   | City of Norfolk | 0.20         | <b>27000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.077 |               | 0.628 | 31000 | F |
|       | To: Boush St   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: Boush St   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Brambleton Ave   | City of Norfolk | 0.07         | <b>32000</b> | <b>N</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | N           | 0.075 |               | 0.639 | 37000 | N |
|       | To: SR 337 Par Duke St   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: SR 337 Par Duke St   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Brambleton Ave   | City of Norfolk | 0.83         | <b>32000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.075 |               | 0.639 | 37000 | F |
|       | To: Colley Ave   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: Colley Ave   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Brambleton Ave   | City of Norfolk | 0.26         | <b>25000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.08  |               | 0.561 | 29000 | F |
|       | To: US 58  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: US 58  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Brambleton Ave   | City of Norfolk | 0.22         | <b>25000</b> | <b>N</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | N           | 0.08  |               | 0.561 | 29000 | N |
|       | Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>25000 N</b> NA NA                                       |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | To: Hampton Blvd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: US 58 Brambleton Ave   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Hampton Blvd   | City of Norfolk | 0.90         | <b>30000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.079 |               | 0.639 | 35000 | F |
|       | To: 21st Street  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: 21st Street  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Hampton Blvd   | City of Norfolk | 0.22         | <b>30000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.075 |               | 0.560 | 35000 | F |
|       | To: SR 247, 26th St  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: SR 247, 26th St  |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Hampton Blvd   | City of Norfolk | 0.71         | <b>26000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.078 |               | 0.603 | 31000 | F |
|       | To: 49th St, Old Dominion University   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: 49th St, Old Dominion University   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Hampton Blvd   | City of Norfolk | 2.07         | <b>31000</b> | <b>A</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | C           | 0.099 |               | 0.57  | 36000 | A |
|       | To: SR 165 Little Creek Rd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | From: SR 165 Little Creek Rd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |
|       | Hampton Blvd   | City of Norfolk | 0.18         | <b>29000</b> | <b>F</b> | 96% | 0%              | 0%     | 0%     | 3%     | 0% | F           | 0.078 |               | 0.609 | 34000 | F |
|       | To: SR 406 Terminal Blvd   |                 |              |              |          |     |                 |        |        |        |    |             |       |               |       |       |   |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                                 | Jurisdiction                | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT  | QW |
|---------------------------------------|-----------------------------|--------|--|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|--|----|
|                                       |                             |        |  |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |  |    |
| 337 Hampton Blvd                      | City of Norfolk             | 1.94   | 21000  | F  | 96%   | 0%  | 0%              | 0%     | 3%     | 0%     | F  | 0.098       | 0.516 | 25000         | F  |    |
| 337 Admiral Taussig Blvd              | City of Norfolk             | 0.91   | 22000  | F  | 96%   | 0%  | 0%              | 0%     | 3%     | 0%     | F  | 0.104       | 0.838 | 25000         | F  |    |
| 337 Ramp                              | City of Norfolk (Maint: 64) | 0.12   | 7800   | F  |       |     |                 |        |        |        |    | 0.121       |       | 7800          | F  |    |
| West 337 Ramp                         | City of Norfolk (Maint: 64) | 0.08   | NA   |    |       |     |                 |        |        |        |    | NA          |       | NA            |  |    |
| 337 264 Ramp                          | City of Norfolk (Maint: 64) | 0.18   | NA   |    |       |     |                 |        |        |        |    | NA          |       | NA            |  |    |
| 337 264 Ramp                          | City of Norfolk (Maint: 64) | 0.22   |  |    |       |     |                 |        |        |        |    |             |       |               | See I-264 for directional traffic volume estimates for this segment. |    |
| 337 Ramp From Tidewater Dr to I-264 W | City of Norfolk             | 0.13   | NA   |    |       |     |                 |        |        |        |    | NA          |       | NA            |  |    |
| 337 Tidewater Dr                      | City of Norfolk             | 0.12   | NA   |    |       |     |                 |        |        |        |    | NA          |       | NA            |  |    |
| 337 Tidewater Dr                      | City of Norfolk             | 0.15   | NA   |    |       |     |                 |        |        |        |    | NA          |       | NA            |  |    |
| ALT 337 Waterside Dr/Boush St         | City of Norfolk             | 0.72   | 21000  | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.096       | 0.732 | 23000         | F  |    |
|                                       |                             |        | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 23000 F 97% 1% 1% 0% 0% 0% F 0.096 F 0.598 25000 F |    |       |     |                 |        |        |        |    |             |       |               |  |    |
| ALT 337 Waterside Dr/Boush St         | City of Norfolk             | 0.44   | 19000  | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.094       | 0.505 | 21000         | F  |    |
|                                       |                             |        | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 21000 F 97% 1% 1% 0% 0% 0% F 0.096 F 0.517 23000 F |    |       |     |                 |        |        |        |    |             |       |               |  |    |
| ALT 337 Ramp                          | City of Norfolk (Maint: 64) | 0.33   | 14000  | F  |       |     |                 |        |        |        |    | 0.166       |       | 14000         | F  |    |
| 403 Newtown Rd                        | City of Norfolk             | 0.31   | 27000  | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.078       | 0.549 | 29000         | F  |    |
| 403 Newtown Rd                        | City of Norfolk             | 0.71   | 33000  | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.077       | 0.563 | 35000         | G  |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

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|----------------------------|---|---|-------|-------|-------|-----|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|----|
|                            |   |   |       |       |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |       |             |       |               |       |    |
| 404 Princess Anne Rd       | From:   | SR 168; Tidewater Dr                          |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk   | 0.53  | 15000 | G     | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F     | 0.089       | 0.566 | 16000         | G     |    |
|                            | To:   | SR 166 Park Ave                               |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 405 Ballentine Blvd        | From:   | I-264   |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk   | 0.64  | 22000 | F     | 92%   | 1%  | 2%              | 3%     | 2%     | 0%     | C     | 0.086       | 0.582 | 24000         | F     |    |
|                            | To:   | US 58; 122-8573                               |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 405 Ramp                   | From:   | SR 405; 122-8637 Ga                           |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk (Maint: 64)                                       | 0.14  | 4800  | G     |       |     |                 |        |        |        | 0.089 |             |       | 4800          | G     |    |
|                            | To:   | I-264-E FROM ROUTE 405-MERRIMAC AVENUE        |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 405 Ramp                   | From:   | SR 405 TO & FROM ROUTE                        |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk (Maint: 64)                                       | 0.12  | 7600  | G     |       |     |                 |        |        |        | 0.082 |             |       | 7600          | G     |    |
|                            | To:   | I-264-W FROM ROUTE 405-MERRIMAC AVENUE        |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 406 International Blvd     | From:   | SR 337 Hampton Blvd                           |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk   | 1.33  | 17000 | F     | 94%   | 0%  | 0%              | 0%     | 5%     | 0%     | C     | 0.102       | 0.645 | 19000         | F     |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |       | 34000 | F     |     |                 |        |        |        | 0.093 | A           | 0.608 | 36000         | F     |    |
|                            | To:   | Ruthven Rd                                    |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 406 Terminal Blvd          | From:   | City of Norfolk (Maint: 64)                   | 0.28  | 17000 | N     | 94% | 0%              | 0%     | 0%     | 5%     | 0%    | N           | 0.102 | 0.645         | 19000 | N  |
|                            | To:   | I-564   |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| East<br>406 Ramp           | From:   | Ramp from SR 406 Eastbound to I-564 Eastbound |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk (Maint: 64)                                       | 0.06  | 7200  | G     |       |     |                 |        |        |        | 0.119 |             |       | 7200          | G     |    |
|                            | To:   | Ramps to I-64 Westbound and US 460 Granby St  |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 406 Ramp                   | From:   | I-564 Northbound                              |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk (Maint: 64)                                       | 0.34  | 17000 | F     |       |     |                 |        |        |        | 0.102 |             |       | 17000         | F     |    |
|                            | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |       | 34000 | F     |     |                 |        |        |        | NA    |             |       | 36000         | F     |    |
|                            | To:   | SR 406 Terminal Blvd Westbound                |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 407 Indian River Rd        | From:   | SR 168 Campostella Rd                         |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk   | 0.71  | 18000 | F     | 96%   | 1%  | 1%              | 1%     | 2%     | 0%     | C     | 0.094       | 0.611 | 19000         | F     |    |
|                            | To:   | WCL Chesapeake                                |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 460 166 Wilson Rd          | From:   | NCL Chesapeake                                |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk   | 0.65  | 8700  | F     | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F     | 0.109       | 0.604 | 9500          | F     |    |
|                            | To:   | Campostella Ave                               |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 460 166 168 Campostella Rd | From:   | Wilson Rd                                     |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
|                            | City of Norfolk   | 0.73  | 49000 | F     | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F     | 0.113       | 0.783 | 53000         | F     |    |
|                            | To:   | Kimball Terr                                  |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 460 166 168 Brambleton Ave | From:   | City of Norfolk                               | 0.30  | 44000 | F     | 96% | 1%              | 1%     | 1%     | 1%     | 0%    | C           | 0.082 | 0.614         | 47000 | F  |
|                            | To:   | Park Ave                                      |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 460 168 Brambleton Ave     | From:   | City of Norfolk                               | 0.40  | 34000 | F     | 96% | 1%              | 1%     | 1%     | 1%     | 0%    | F           | 0.082 | 0.558         | 37000 | F  |
|                            | To:   | Tidewater Dr                                  |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |
| 460 337 Brambleton Ave     | From:   | City of Norfolk                               | 0.10  | 32000 | F     | 96% | 1%              | 1%     | 1%     | 1%     | 0%    | F           | 0.077 | 0.595         | 35000 | F  |
|                            | To:   | Church St                                     |       |       |       |     |                 |        |        |        |       |             |       |               |       |    |













Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                     | Jurisdiction                                 | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|---------------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|                           |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| 460 337 Brambleton Ave    | From: Church St                              |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.31   | 21000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.079       | 0.573 | 23000         | F     |    |
| 460 ALT 460 St Pauls Blvd | From: ALT US 460 St Pauls Blvd               |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.24   | 21000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F  | 0.08        | 0.535 | 23000         | F     |    |
| 460 St Pauls Blvd         | From: ALT US 460 Par; Monticello Ave         |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.07   | 25000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F  | 0.078       | 0.506 | 27000         | F     |    |
| 460 Monticello Ave        | From: US 58 Virginia Beach Blvd              |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.66   | 20000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | C  | 0.073       | 0.528 | 22000         | F     |    |
| 460 Monticello Ave        | From: 21st St                                |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.49   | 16000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F  | 0.082       | 0.527 | 17000         | F     |    |
| 460 Granby St             | From: Church St                              |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.81   | 24000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F  | 0.091       | 0.543 | 26000         | F     |    |
| 460 Granby St             | From: Llewellyn Ave                          |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.45   | 29000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F  | 0.095       | 0.649 | 31000         | F     |    |
| 460 Granby St             | From: Willow Wood Dr                         |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 1.30   | 33000 | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.084       | 0.559 | 35000         | G     |    |
| 460 Granby St             | From: Thole St                               |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.37   | 28000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F  | 0.090       | 0.511 | 31000         | F     |    |
| 460 Granby St             | From: SR 165 Little Creek Rd                 |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.44   | 24000 | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F  | 0.095       | 0.569 | 27000         | F     |    |
| 460 Granby St             | From: I-64; I-564                            |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.69   | 23000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.095       | 0.769 | 25000         | F     |    |
| 460 Granby St             | From: I-64 East                              |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.30   | 21000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.098       | 0.689 | 23000         | F     |    |
| 460 Granby St             | From: Bay View Blvd                          |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.89   | 12000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.113       | 0.675 | 13000         | F     |    |
| 460 Granby St             | From: SR 168 Tidewater Dr                    |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk                          | 0.71   | 11000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.104       | 0.659 | 12000         | F     |    |
| 460 Ramp                  | From: US 460 TO I-64 WEST                    |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk (Maint: 64)              | 0.07   | 4300  | G  |       |     |                 |        |        |        |    | 0.100       |       | 4300          | G     |    |
| East 460 Ramp             | From: US 460 TO ROUTE 264 EAST               |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk (Maint: 64)              | 0.14   | 4400  | G  |       |     |                 |        |        |        |    | 0.103       |       | 4400          | G     |    |
| East 460 Ramp             | From: I-264-E FROM ROUTE 460 EAST-BRAMBLETON |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: City of Norfolk (Maint: 64)              | 0.13   | 4300  | G  |       |     |                 |        |        |        |    | 0.141       |       | 4300          | G     |    |
| East 460 Ramp             | From: US 460 Granby St                       |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
|                           | To: I-564 Northbound                         |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route   | Jurisdiction  | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC    | K<br>Factor | QK     | Dir<br>Factor | AAWDT | QW |
|---|---|--------|--|----|-------|-----|-----------------|--------|--------|--------|-------|-------------|--------|---------------|-------|----|
|   |   |        |  |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |       |             |        |               |       |    |
| West<br>460 Ramp  | From: US 460 TO ROUTE 264 EAST<br>City of Norfolk (Maint: 64)<br>To: I-264-E FROM ROUTE 460 WEST00- BRAMBLETO               | 0.19   | 8000   | G  |       |     |                 |        |        |        |       | 0.099       |        | 8000          | G     |    |
| ALT<br>460 264 Elizabeth River Downtown Tunnel                    | From: WCL Norfolk<br>City of Norfolk (Maint: 64)<br>To: I-464   | 0.55   | See I-264 for directional traffic volume estimates for this segment. |    |       |     |                 |        |        |        |       |             | 77000  | F             |       |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 70000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.099       | A      | 0.502         |       |    |
| ALT<br>460 264 337 Berkley Bridge                                 | From: I-464<br>City of Norfolk (Maint: 64)<br>To: SR 337 Main Street  | 0.41   | See I-264 for directional traffic volume estimates for this segment. |    |       |     |                 |        |        |        |       |             | 105000 | G             |       |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 97000  | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.086       | A      | 0.667         |       |    |
| ALT<br>460 264 337  | From: SR 337 Main Street<br>City of Norfolk (Maint: 64)<br>To: I-264  | 0.65   | See I-264 for directional traffic volume estimates for this segment. |    |       |     |                 |        |        |        |       |             | 101000 | G             |       |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 94000  | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.088       | F      | 0.646         |       |    |
| ALT<br>460 337  | From: I-264<br>City of Norfolk (Maint: 64)<br>To: SR 337 Tidewater Drive  | 0.22   | 26000  | N  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | N     | 0.084       |        | 28000         | N     |    |
| ALT<br>460  | From: SR 337 Tidewater Drive<br>City of Norfolk (Maint: 64)<br>To: St Pauls Blvd  | 0.24   | 26000  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F     | 0.084       |        | 28000         | F     |    |
| Combined Traffic Estimates for 3 Parallel Roadways on this Route: |   |        | 35000  | G  |       |     |                 |        |        |        | 0.089 | F           | 0.791  | 38000         | G     |    |
| ALT<br>460 St Pauls Blvd  | From: St Pauls Blvd<br>City of Norfolk (Maint: 64)<br>To: Fenchurch St  | 0.45   | 41000  | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F     | 0.081       |        | 44000         | G     |    |
| ALT<br>460 460 St Pauls Blvd                                      | From: US 460 Brambleton Ave<br>City of Norfolk<br>To: ALT US 460 Par; Monticello Ave  | 0.24   | 21000  | F  | 96%   | 2%  | 1%              | 0%     | 1%     | 0%     | F     | 0.08        |        | 23000         | F     |    |
| ALT<br>460 Ramp   | From: A1US-00460(B)/TO CITY HALL AVENUE<br>City of Norfolk (Maint: 64)<br>To: IS-00264-W010B(B)/FROM RTE 264 EAST VIA ALT 4 | 0.17   | NA   |    |       |     |                 |        |        |        |       | NA          |        | NA            |       |    |
| ALT<br>460 264 Elizabeth River Downtown Tunnel                    | From: WCL Norfolk<br>City of Norfolk (Maint: 64)<br>To: I-464, SR 337   | 0.56   | See I-264 for directional traffic volume estimates for this segment. |    |       |     |                 |        |        |        |       |             | 77000  | F             |       |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 70000  | F  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.099       | A      | 0.502         |       |    |
| North<br>464  | From: SCL Norfolk<br>City of Norfolk (Maint: 64)<br>To: Main Street   | 0.41   | 26000  | G  | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.118       |        | 30000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 47000  | G  | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.081       | F      | 0.8           | 53000 | G  |
| North<br>464  | From: Main Street<br>City of Norfolk (Maint: 64)<br>To: SR 337  | 0.60   | 25000  | G  | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.114       |        | 28000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 47000  | G  | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F     | 0.080       | F      | 0.779         | 54000 | G  |

Virginia Department of Transportation  
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City of Norfolk

| Route  | Jurisdiction  | Length | AADT         | QA       | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|--|---|--------|--------------|----------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|  |   |        |              |          |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| North<br>        | From: SR 337  |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.16   | <b>25000</b> | <b>N</b> | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.114       |    | 28000         | N     |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | <b>47000</b> | <b>N</b> | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | N  | 0.080       | F  | 0.779         | 54000 | N  |
|  | To: I-264   |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br> Ramp   | From: I-464 North   |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.12   | <b>28000</b> | <b>F</b> | 93%   | 0%  | 1%              | 3%     | 2%     | 0%     | F  | 0.111       |    | 30000         | F     |    |
|  | To: SR 337  |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br> Ramp   | From: I-464-N TO ROUTE 264 WEST & BERKLEY ST                      |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.13   | <b>NA</b>    |          |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|  | To: SR 337-N025A STATE ST @ ROUTE 337                             |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br> Ramp   | From: I-464-N006A TO ROUTE 264 WEST                               |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.04   | <b>NA</b>    |          |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|  | To: SR 337-N025A FROM STATE ST                                    |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br> Ramp   | From: SR 337-N025A FROM STATE ST                                  |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.08   | <b>NA</b>    |          |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|  | To: I-464-N006T INSPECTION STATION ROAD                           |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br> Ramp   | From: I-464-N006B INSPECTION STATION ROAD                         |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.07   | <b>NA</b>    |          |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|  | To: STATE STREET  |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>        | From: SCL Norfolk   |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.36   | <b>20000</b> | <b>F</b> | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.136       |    | 23000         | F     |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | <b>47000</b> | <b>G</b> | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.081       | F  | 0.8           | 53000 | G  |
|  | To: Main Street   |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>      | From: Main Street   |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.87   | <b>23000</b> | <b>G</b> | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.105       |    | 26000         | G     |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | <b>47000</b> | <b>G</b> | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.080       | F  | 0.779         | 54000 | G  |
|  | To: I-264   |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br> Ramp | From: I-64-Westbound  |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.29   | <b>NA</b>    |          |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|  | To: Ramps from US 460 and I-564 Rev                               |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br> Ramp | From: Ramp from I-64 Eastbound                                    |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.16   | <b>NA</b>    |          |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|  | To: I-64; US 460 Granby St  |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>      | From: SR 406 International Terminal Blvd                          |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 0.51   | <b>32000</b> | <b>F</b> | 98%   | 0%  | 0%              | 2%     | 0%     | 0%     | F  | 0.127       |    | 38000         | F     |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | <b>53000</b> | <b>G</b> | 98%   | 0%  | 0%              | 1%     | 0%     | 0%     | F  | 0.091       | F  | 0.87          | 63000 | G  |
|  | To: SR 406 International Terminal Blvd                            |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>      | From: SR 406 International Terminal Blvd                          |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Norfolk (Maint: 64)                                       | 1.81   | <b>12000</b> | <b>F</b> | 98%   | 0%  | 0%              | 2%     | 0%     | 0%     | C  | 0.216       |    | NA            |       |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | <b>32000</b> | <b>G</b> | 98%   | 0%  | 0%              | 1%     | 1%     | 0%     | C  | 0.13        | A  | 0.865         | NA    |    |
|  | To: SR 337 Admiral Taussig Blvd                                   |        |              |          |       |     |                 |        |        |        |    |             |    |               |       |    |

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Norfolk

| Route   | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT   | QW |
|---|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|---------|----|
|   |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |         |    |
| Rev<br>564 Reversible Ramp  | From: I-64 Rev<br>City of Norfolk (Maint: 64)<br>To: Ramps to I-564 NB and From I-564 SB                         | 0.31   | NA    |    |       |     |                 |        |        |        |    |             |    | NA            | NA      |    |
| Rev<br>564 Ramp   | From: I-564 Rev<br>City of Norfolk (Maint: 64)<br>To: I-564 Northbound   | 0.08   | 4500  | G  |       |     |                 |        |        |        |    |             |    | 0.292         | 4500 G  |    |
| South<br>564 Ramp   | From: I-64 Eastbound<br>City of Norfolk (Maint: 64)<br>To: Ramp to SR 165 Little Creek Rd                        | 0.16   | 23000 | F  |       |     |                 |        |        |        |    |             |    | 0.140         | 23000 F |    |
| South<br>564  | From: I-64; US 460 Granby St<br>City of Norfolk (Maint: 64)<br>To: SR 406 Terminal Blvd                          | 0.64   | 21000 | G  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.153       |    |               | 25000 G |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |  |        | 53000 | G  | 98%   | 0%  | 0%              | 1%     | 0%     | 0%     | F  | 0.091       | F  | 0.87          | 63000 G |    |
| South<br>564  | From: SR 406 International Terminal Blvd<br>City of Norfolk (Maint: 64)<br>To: SR 337 Admiral Taussig Blvd       | 1.84   | 20000 | G  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.212       |    |               | 24000 G |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |  |        | 32000 | G  | 98%   | 0%  | 0%              | 1%     | 1%     | 0%     | C  | 0.13        | B  | 0.865         | NA      |    |
| South<br>564 Ramp   | From: I-564 Southbound<br>City of Norfolk (Maint: 64)<br>To: SR 165, East Little Creek Rd                        | 0.16   | 2600  | G  |       |     |                 |        |        |        |    |             |    | 0.176         | 2600 G  |    |
| South<br>564 Ramp   | From: I-564 Southbound<br>City of Norfolk (Maint: 64)<br>To: Ramps from SR 406 and to I-64 Westbound and US 460  | 0.35   | NA    |    |       |     |                 |        |        |        |    |             |    | NA            | NA      |    |
| South<br>564 Ramp   | From: SR 406-E001A FROM RT 406<br>City of Norfolk (Maint: 64)<br>To: I-564-S000C TO RT 64 WEST                   | 0.12   | NA    |    |       |     |                 |        |        |        |    |             |    | NA            | NA      |    |
| South<br>564 Ramp   | From: Ramp from I-564 Southbound and SR 406 Terminal Blvd<br>City of Norfolk (Maint: 64)<br>To: US 460 Granby St | 0.25   | NA    |    |       |     |                 |        |        |        |    |             |    | NA            | NA      |    |
| South<br>564 Ramp   | From: Ramp from I-564 Southbound<br>City of Norfolk (Maint: 64)<br>To: I-64 Westbound                            | 0.45   | 6800  | G  |       |     |                 |        |        |        |    |             |    | 0.107         | 6800 G  |    |
| South<br>564 Ramp   | From: I-564 Southbound<br>City of Norfolk (Maint: 64)<br>To: I-564 Rev   | 0.08   | 7400  | G  |       |     |                 |        |        |        |    |             |    | 0.294         | 7400 G  |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                  | Length | AADT  | QA | 4Tire | Bus | -----Truck-----                             |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW   | Year |
|------------------------|--------|-------|----|-------|-----|---|--------|--------|--------|----|-------------|----|---------------|-------|------|------|
|                        |        |       |    |       |     | 2Axle                                       | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |      |      |
| <b>City of Norfolk</b> |        |       |    |       |     |   |        |        |        |    |             |    |               |       |      |      |
| 460 (7) Monticello Ave | 0.25   | 4600  | F  | 98%   | 1%  | From: SR 337 A IUS 460-P                    |        |        |        | F  | 0.091       |    | 0.579         | 5000  | F    | 2015 |
|                        |        |       |    |       |     | To: US 460 St Pauls Blvd                    |        |        |        |    |             |    |               |       |      |      |
| F157                   | 0.29   | 2600  | G  |       |     | From: Dead End                              |        |        |        |    | 0.107       |    | 0.522         | 2600  | G    | 2015 |
|                        |        |       |    |       |     | To: US 13 Military Hwy                      |        |        |        |    |             |    |               |       |      |      |
| 1 Corporate Blvd       | 0.47   | 2400  | F  | 99%   | 0%  | From: Curlew Dr                             |        |        |        | F  | 0.144       |    | 0.577         | 2600  | F    | 2015 |
|                        |        |       |    |       |     | To: US 13 Military Hwy                      |        |        |        |    |             |    |               |       |      |      |
| 3 Sewells Point Rd     | 1.96   | 7300  | F  | 97%   | 1%  | From: SR 247 Norview Ave                    |        |        |        | C  | 0.088       |    | 0.533         | 8000  | F    | 2015 |
|                        |        |       |    |       |     | To: SR 165 Little Creek Rd                  |        |        |        |    |             |    |               |       |      |      |
| 4 Tazewell St          | 0.06   | 1900  | F  |       |     | From: Duke St                               |        |        |        |    | 0.158       |    | 0.64          | 1900  | F    | 2015 |
|                        |        |       |    |       |     | To: Alt SR 337 Boush St                     |        |        |        |    |             |    |               |       |      |      |
| 5 Duke St              | 0.29   | 1900  | F  | 97%   | 1%  | From: Tazewell St                           |        |        |        | C  | 0.11        |    | 0.622         | 2100  | F    | 2015 |
|                        |        |       |    |       |     | To: Brambleton Ave                          |        |        |        |    |             |    |               |       |      |      |
|                        |        |       |    |       |     | Combined Traffic: 42000                     |        | F      | 97%    |    |             |    |               |       |      |      |
|                        |        |       |    |       |     |   |        |        |        |    |             |    |               |       |      |      |
| 6                      | 0.40   | NA    |    |       |     | From: SR 337 State St; 122-8592 Berkley Ave |        |        |        |    | NA          |    | NA            |       |      |      |
|                        |        |       |    |       |     | To: End State Maintenance                   |        |        |        |    |             |    |               |       |      |      |
| 6 Ramp                 | 0.07   | 3500  | F  |       |     | From: I-464-N006A STATE ST @ ROUTE 337      |        |        |        |    | 0.127       |    | 3500          | F     | 2015 |      |
|                        |        |       |    |       |     | To: I-464-N006B FROM STATE ST               |        |        |        |    |             |    |               |       |      |      |
| 7 Monticello Ave       | 0.47   | 2600  | F  | 98%   | 1%  | From: City Hall Ave                         |        |        |        | C  | 0.09        |    | 0.576         | 2900  | F    | 2015 |
|                        |        |       |    |       |     | To: SR 337 Brambleton Ave                   |        |        |        |    |             |    |               |       |      |      |
| 7 Monticello Ave       | 0.25   | 4600  | F  | 98%   | 1%  | From: SR 337 Brambleton Ave                 |        |        |        | F  | 0.091       |    | 0.579         | 5000  | F    | 2015 |
|                        |        |       |    |       |     | To: US 460 St Pauls Blvd                    |        |        |        |    |             |    |               |       |      |      |
| 8 City Hall Ave WB     | 0.13   | NA    |    |       |     | From: Alt US 460 Overpass                   |        |        |        |    | NA          |    | NA            |       |      |      |
|                        |        |       |    |       |     | To: Ramp From I-64 WB                       |        |        |        |    |             |    |               |       |      |      |
| 8023 Ramp              | 0.14   | 5800  | G  |       |     | From: 122-8623 TO I-64 EAST                 |        |        |        |    | 0.205       |    | 5800          | G     | 2015 |      |
|                        |        |       |    |       |     | To: I-64-E FROM BAY AVENUE                  |        |        |        |    |             |    |               |       |      |      |
| 8560 49th St           | 0.56   | 4700  | F  | 97%   | 1%  | From: Powhatan Ave                          |        |        |        | C  | 0.075       |    | 0.509         | 5100  | F    | 2015 |
|                        |        |       |    |       |     | To: SR 337 Hampton Blvd                     |        |        |        |    |             |    |               |       |      |      |
| 8560 49th St           | 0.42   | 3900  | F  | 97%   | 1%  | From: Hampton Blvd                          |        |        |        | F  | 0.089       |    | 0.562         | 4300  | F    | 2015 |
|                        |        |       |    |       |     | To: Colley Ave                              |        |        |        |    |             |    |               |       |      |      |
| 8561 Bolling Ave       | 0.48   | 2000  | F  | 97%   | 1%  | From: Powhatan Ave                          |        |        |        | F  | 0.103       |    | 0.66          | 2200  | F    | 2015 |
|                        |        |       |    |       |     | To: SR 337 Hampton Blvd                     |        |        |        |    |             |    |               |       |      |      |
| 8561 Bolling Ave       | 0.48   | 2300  | F  | 97%   | 1%  | From: SR 337 Hampton Blvd                   |        |        |        | F  | 0.123       |    | 0.589         | 2500  | F    | 2015 |
|                        |        |       |    |       |     | To: Jamestown Crescent                      |        |        |        |    |             |    |               |       |      |      |
| 8562 43rd St           | 0.98   | 11000 | F  | 97%   | 1%  | From: Powhatan Ave                          |        |        |        | F  | 0.078       |    | 0.572         | 12000 | F    | 2015 |
|                        |        |       |    |       |     | To: Colley Ave                              |        |        |        |    |             |    |               |       |      |      |
| 8563 Colley Ave        | 0.21   | 14000 | F  | 99%   | 0%  | From: US 58 Brambleton Ave                  |        |        |        | F  | 0.084       |    | 0.669         | 15000 | F    | 2015 |
|                        |        |       |    |       |     | To: Olney Rd                                |        |        |        |    |             |    |               |       |      |      |
| 8563 Colley Ave        | 0.40   | 12000 | F  | 99%   | 0%  | From: Olney Rd                              |        |        |        | F  | 0.08        |    | 0.651         | 13000 | F    | 2015 |
|                        |        |       |    |       |     | To: Princess Anne Rd                        |        |        |        |    |             |    |               |       |      |      |



Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                     | Length | AADT  | QA | 4Tire | Bus | -----Truck-----        |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|---------------------------|--------|-------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                           |        |       |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b>    |        |       |    |       |     |                        |        |        |        |    |             |    |               |       |    |      |
| (8563) Colley Ave         | 0.37   | 13000 | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.082       |    | 0.565         | 14000 | F  | 2015 |
|                           |        |       |    |       |     | From Princess Anne Rd  |        |        |        |    |             |    |               |       |    |      |
| (8563) Colley Ave         | 0.30   | 14000 | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.085       |    | 0.563         | 16000 | F  | 2015 |
|                           |        |       |    |       |     | To 21st Street         |        |        |        |    |             |    |               |       |    |      |
| (8563) Colley Ave         | 1.04   | 14000 | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | C  | 0.092       |    | 0.561         | 15000 | F  | 2015 |
|                           |        |       |    |       |     | From 27th Street       |        |        |        |    |             |    |               |       |    |      |
| (8563) Jamestown Crescent | 0.74   | 6700  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.095       |    | 0.558         | 7300  | F  | 2015 |
|                           |        |       |    |       |     | To 52rd Street         |        |        |        |    |             |    |               |       |    |      |
| (8564) Powhatan Ave       | 0.75   | 1600  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.09        |    | 0.668         | 1700  | F  | 2015 |
|                           |        |       |    |       |     | From Dead End          |        |        |        |    |             |    |               |       |    |      |
| (8564) Powhatan Ave       | 0.81   | 6400  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.088       |    | 0.522         | 6900  | F  | 2015 |
|                           |        |       |    |       |     | To Bolling Ave         |        |        |        |    |             |    |               |       |    |      |
| (8564) 38th St            | 0.57   | 5000  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.084       |    | 0.616         | 5400  | F  | 2015 |
|                           |        |       |    |       |     | From 38th St           |        |        |        |    |             |    |               |       |    |      |
| (8564) 38th St            | 0.41   | 6300  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.107       |    | 0.644         | 6900  | F  | 2015 |
|                           |        |       |    |       |     | To SR 337 Hampton Blvd |        |        |        |    |             |    |               |       |    |      |
| (8564) 38th St            | 0.53   | 9600  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | C  | 0.095       |    | 0.576         | 10000 | F  | 2015 |
|                           |        |       |    |       |     | From Colley Ave        |        |        |        |    |             |    |               |       |    |      |
| (8564) 38th St            | 0.17   | 4500  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.092       |    | 0.771         | 4900  | F  | 2015 |
|                           |        |       |    |       |     | To Llewellyn Ave       |        |        |        |    |             |    |               |       |    |      |
| (8564) La Vallette Ave    | 0.48   | 1700  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.100       |    | 0.521         | 1900  | F  | 2015 |
|                           |        |       |    |       |     | From US 460 Granby St  |        |        |        |    |             |    |               |       |    |      |
| (8565) Colonial Ave       | 1.08   | 5700  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.087       |    | 0.544         | 6200  | F  | 2015 |
|                           |        |       |    |       |     | To US 460              |        |        |        |    |             |    |               |       |    |      |
| (8565) Colonial Ave       | 1.07   | 2000  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.097       |    | 0.615         | 2100  | F  | 2015 |
|                           |        |       |    |       |     | From Olney Rd          |        |        |        |    |             |    |               |       |    |      |
| (8565) New Hampshire Ave  | 0.24   | 140   | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.177       |    | 0.519         | 150   | F  | 2015 |
|                           |        |       |    |       |     | To 27th St             |        |        |        |    |             |    |               |       |    |      |
| (8566) 41st St            | 0.05   | 830   | F  | 99%   | 0%  | 0%                     | 0%     | 0%     | 0%     | F  | 0.1         |    | 0.587         | 900   | F  | 2015 |
|                           |        |       |    |       |     | From New Hampshire Ave |        |        |        |    |             |    |               |       |    |      |
| (8566) Mayflower Ave      | 0.22   | 1600  | F  | 99%   | 0%  | 0%                     | 0%     | 0%     | 0%     | F  | 0.1         |    | 0.587         | 1700  | F  | 2015 |
|                           |        |       |    |       |     | To Gasnold Ave         |        |        |        |    |             |    |               |       |    |      |
| (8566) Delaware Ave       | 0.55   | 4000  | G  | 99%   | 0%  | 0%                     | 0%     | 0%     | 0%     | F  | 0.084       |    | 0.543         | 4300  | G  | 2015 |
|                           |        |       |    |       |     | From Colonial Ave      |        |        |        |    |             |    |               |       |    |      |
| (8566) Delaware Ave       | 0.12   | 7000  | F  | 99%   | 0%  | 0%                     | 0%     | 0%     | 0%     | C  | 0.102       |    | 0.762         | 7700  | F  | 2015 |
|                           |        |       |    |       |     | To Colley Ave          |        |        |        |    |             |    |               |       |    |      |
| (8567) Boush St           | 0.21   | 8500  | F  | 99%   | 0%  | 0%                     | 0%     | 0%     | 0%     | F  | 0.109       |    | 0.622         | 9300  | F  | 2015 |
|                           |        |       |    |       |     | From Mayflower Rd      |        |        |        |    |             |    |               |       |    |      |
| (8567) Llewellyn Ave      | 0.30   | 7800  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.111       |    | 0.533         | 8500  | F  | 2015 |
|                           |        |       |    |       |     | To Carolina Ave        |        |        |        |    |             |    |               |       |    |      |
| (8567) Llewellyn Ave      | 0.50   | 8200  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.104       |    | 0.721         | 8900  | F  | 2015 |
|                           |        |       |    |       |     | From Delaware Ave      |        |        |        |    |             |    |               |       |    |      |
| (8567) Llewellyn Ave      | 0.72   | 6700  | F  | 99%   | 0%  | 1%                     | 0%     | 0%     | 0%     | F  | 0.099       |    | 0.583         | 7300  | F  | 2015 |
|                           |        |       |    |       |     | To 21st Street         |        |        |        |    |             |    |               |       |    |      |
|                           |        |       |    |       |     | From 35th Street       |        |        |        |    |             |    |               |       |    |      |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                        |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8567) Llewellyn Ave   | 0.14   | 5900  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.094       |    | 0.519         | 6400  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8567) Llewellyn Ave   | 0.20   | 11000 | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.084       |    | 0.609         | 12000 | F  | 2015 |
| (8567) Llewellyn Ave   | 0.28   | 7400  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.088       |    |               | 8100  | F  | 2015 |
| (8568) Olney Rd        | 0.50   | 9200  | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.097       |    | 0.675         | 10000 | F  | 2015 |
| (8568) Olney Rd        | 0.31   | 1400  | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.133       |    | 0.602         | 1500  | G  | 2015 |
| (8569) Granby St       | 0.36   | 4500  | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.089       |    | 0.515         | 4800  | G  | 2015 |
| (8569) Granby St       | 1.27   | 7000  | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.083       |    | 0.535         | 7600  | F  | 2015 |
| (8572) Claremont Ave   | 0.51   | 800   | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.13        |    |               | 870   | F  | 2015 |
| (8572) 21st St         | 0.29   | 6200  | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.092       |    | 0.559         | 6800  | F  | 2015 |
| (8572) 21st St         | 0.48   | 12000 | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.086       |    | 0.563         | 13000 | F  | 2015 |
| (8572) 21st St         | 0.25   | 8800  | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.08        |    | 0.592         | 9500  | F  | 2015 |
| (8573) Ballentine Blvd | 0.50   | 12000 | F  | 94%   | 1%  | 2%              | 3%     | 1%     | 0%     | C  | 0.084       |    | 0.556         | 13000 | F  | 2015 |
| (8573) Ballentine Blvd | 0.54   | 9300  | F  | 94%   | 1%  | 2%              | 3%     | 1%     | 0%     | F  | 0.086       |    | 0.514         | 10000 | F  | 2015 |
| (8573) Ballentine Blvd | 0.49   | 7900  | F  | 94%   | 1%  | 2%              | 3%     | 1%     | 0%     | F  | 0.086       |    | 0.534         | 8600  | F  | 2015 |
| (8574) Willow Wood Dr  | 1.10   | 9300  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.087       |    | 0.621         | 10000 | F  | 2015 |
| (8575) St Pauls Blvd   | 0.31   | 9200  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.129       |    | 0.620         | 9900  | F  | 2015 |
| (8575) Fenchurch St    | 0.41   | 5500  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.091       |    | 0.542         | 6000  | F  | 2015 |
| (8575) Church St       | 0.23   | 15000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.086       |    | 0.572         | 17000 | F  | 2015 |
| (8575) Church St       | 0.13   | 16000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.087       |    | 0.569         | 17000 | F  | 2015 |
| (8575) Church St       | 0.84   | 20000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.089       |    | 0.549         | 21000 | F  | 2015 |
| (8575) Church St       | 0.05   | 14000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.087       |    | 0.557         | 16000 | F  | 2015 |
| (8575) Church St       | 0.21   | 11000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.091       |    | 0.670         | 12000 | F  | 2015 |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                   | Length | AADT  | QA  | 4Tire | Bus | -----Truck-----<br>2Axle 3+Axle 1Trail 2Trail |    |    |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|-------------------------|--------|-------|---|-------|-----|---|----|----|----|----|-------------|----|---------------|-------|----|------|
| <b>City of Norfolk</b>  |        |       |   |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8576) Princess Anne Rd | 0.62   | 1200  | F   | 97%   | 1%  | 1%  | 0% | 0% | 0% | C  | 0.102       |    | 0.593         | 1300  | F  | 2015 |
|                         |        |       | From: Dead End                                    |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8576) Princess Anne Rd | 0.08   | 5400  | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | F  | 0.076       |    | 0.52          | 5800  | F  | 2015 |
|                         |        |       | To: SR 337 Hampton Blvd                           |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8576) Princess Anne Rd | 0.32   | 7500  | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | F  | 0.079       |    | 0.568         | 8200  | F  | 2015 |
|                         |        |       | From: Colley Ave                                  |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8576) Princess Anne Rd | 0.18   | 10000 | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | F  | 0.080       |    | 0.54          | 11000 | F  | 2015 |
|                         |        |       | From: 122-8565 Colonial Ave                       |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8576) Princess Anne Rd | 0.28   | 8900  | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | F  | 0.076       |    | 0.513         | 9700  | F  | 2015 |
|                         |        |       | From: Llewellyn Ave                               |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8576) Princess Anne Rd | 0.49   | 7600  | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | C  | 0.08        |    | 0.587         | 8200  | F  | 2015 |
|                         |        |       | From: Monticello Ave                              |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8576) Princess Anne Rd | 0.29   | 11000 | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | F  | 0.08        |    | 0.549         | 12000 | F  | 2015 |
|                         |        |       | From: Church St                                   |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: Tidewater Dr                                  |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8580) Charlotte St     | 0.17   | 3300  | F   |       |     |   |    |    |    |    | 0.109       |    | 0.653         | 3600  | F  | 2015 |
|                         |        |       | From: Monticello Ave                              |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8580) Wood St          | 0.13   | 830   | F   |       |     |   |    |    |    |    | 0.087       |    |               | 910   | F  | 2015 |
|                         |        |       | From: US 460 Bus Wood St                          |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: Bus US 460                                    |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8580) Charlotte St     | 0.32   | 2100  | F   | 97%   | 1%  | 1%  | 1% | 0% | 0% | F  | 0.09        |    | 0.501         | 2300  | F  | 2015 |
|                         |        |       | From: Fenchurch St                                |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: Tidewater Dr                                  |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8581) Fishermans Rd    | 0.44   | 3500  | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | C  | 0.092       |    | 0.684         | 3800  | F  | 2015 |
|                         |        |       | From: Chesapeake Blvd                             |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8581) Sturgis Rd       | 0.11   | 590   | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | F  | 0.177       |    | 0.607         | 640   | F  | 2015 |
|                         |        |       | From: Sturgis Rd                                  |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8581) Sturgis St       | 0.64   | 1200  | F   | 98%   | 1%  | 1%  | 0% | 0% | 0% | F  | 0.105       |    | 0.543         | 1300  | F  | 2015 |
|                         |        |       | From: Fishermans Rd                               |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: Bay View Blvd                                 |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: Ocean View Ave                                |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8582) City Hall Ave    | 0.14   | NA    |   |       |     |   |    |    |    |    | NA          |    |               | NA    |    |      |
|                         |        |       | From: Alt SR 337 Bouch St                         |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8582) City Hall Ave    | 0.45   | 8300  | F   |       |     |   |    |    |    |    | 0.112       |    | 0.704         | 9000  | F  | 2015 |
|                         |        |       | From: Monticello Ave                              |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | Combined Traffic: 35000 G                         |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: NA  |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8582) City Hall Ave    | 0.18   | NA    |   |       |     |   |    |    |    |    | NA          |    |               | NA    |    |      |
|                         |        |       | From: Alt US 460                                  |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: 122-8582-E001B MARKET STREET CONN UNDERPA     |       |     |   |    |    |    |    |             |    |               |       |    |      |
| East (8582) Ramp        | 0.10   | NA    |   |       |     |   |    |    |    |    | NA          |    |               | NA    |    |      |
|                         |        |       | From: 122-08582(B)/TO RTE 264 WEST                |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: A1US-00460-P(L)/IS-00264-W(B)/FROM ST PAULS B |       |     |   |    |    |    |    |             |    |               |       |    |      |
| East (8582) Ramp        | 0.45   | NA    |   |       |     |   |    |    |    |    | NA          |    |               | NA    |    |      |
|                         |        |       | From: 122-8582 MARKET STREET CONN UNDERPASS       |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: I-264-E FROM CITY HALL AVENUE                 |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8585) Main St          | 0.25   | 4600  | G   | 97%   | 1%  | 1%  | 1% | 0% | 0% | F  | 0.108       |    | 0.515         | 4900  | G  | 2015 |
|                         |        |       | From: Boush St                                    |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8585) Bank St          | 0.16   | 2300  | F   | 97%   | 1%  | 1%  | 1% | 0% | 0% | F  | 0.129       |    | 0.82          | 2500  | F  | 2015 |
|                         |        |       | From: Bank St                                     |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: Main St                                       |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: A1US 460-P City Hall Ave                      |       |     |   |    |    |    |    |             |    |               |       |    |      |
| (8586) Plume St         | 0.42   | 2500  | G   | 97%   | 1%  | 1%  | 1% | 0% | 0% | F  | 0.142       |    | 0.747         | 2600  | G  | 2015 |
|                         |        |       | From: Boush St                                    |       |     |   |    |    |    |    |             |    |               |       |    |      |
|                         |        |       | To: St Pauls Blvd                                 |       |     |   |    |    |    |    |             |    |               |       |    |      |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                               | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|-------------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                                     |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b>              |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8588) Corprew Ave                  | 0.77   | 4400  | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.086       |    | 0.586         | 4700  | F  | 2015 |
|                                     |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8590) Indian River Rd              | 0.23   | 1100  | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.137       |    | 0.844         | 1200  | F  | 2015 |
| (8590) Indian River Rd              | 0.66   | 2100  | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.124       |    | 0.707         | 2300  | F  | 2015 |
| (8590) Indian River Rd              | 0.53   | 13000 | F  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.106       |    | 0.539         | 14000 | F  | 2015 |
| (8591) Liberty St                   | 0.57   | 4400  | F  | 93%   | 1%  | 1%              | 4%     | 1%     | 0%     | F  | 0.095       |    | 0.515         | 4800  | F  | 2015 |
| (8592) Berkley Ave                  | 0.11   | 12000 | F  | 95%   | 1%  | 2%              | 1%     | 2%     | 0%     | C  | 0.088       |    | 0.552         | 13000 | F  | 2015 |
| (8592) Berkley Ave                  | 0.21   | 12000 | F  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | F  | 0.101       |    | 0.547         | 13000 | F  | 2015 |
| (8592) Berkley Ave Ext              | 0.80   | 3600  | F  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | C  | 0.091       |    | 0.534         | 3900  | F  | 2015 |
| (8592) Berkley Ave Ext              | 0.45   | 3500  | F  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | F  | 0.085       |    | 0.538         | 3800  | F  | 2015 |
| (8592) Berkley Ave Ext              | 0.27   | 3100  | F  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | F  | 0.086       |    | 0.569         | 3400  | F  | 2015 |
| (8592) Ramp                         | 0.09   | 1500  | G  |       |     |                 |        |        |        |    | 0.228       |    |               | 1500  | G  | 2015 |
| (8593) Springfield Ave              | 0.52   | 160   | F  | 96%   | 1%  | 2%              | 1%     | 0%     | 0%     | C  | 0.113       |    | 0.65          | 180   | F  | 2015 |
| (8594) Spring Meadow Blvd           | 0.55   | 740   | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.091       |    | 0.613         | 800   | F  | 2015 |
| (8595) S Main St                    | 0.27   | 1600  | F  | 95%   | 1%  | 2%              | 1%     | 1%     | 0%     | C  | 0.120       |    | 0.692         | 1700  | F  | 2015 |
| (8607) Village Ave/Sewells Point Rd | 0.17   | 3500  | F  | 88%   | 2%  | 1%              | 3%     | 6%     | 0%     | C  | 0.11        |    | 0.534         | 3800  | F  | 2015 |
| (8609) North Shore Rd               | 0.57   | 560   | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | F  | 0.092       |    | 0.525         | 610   | F  | 2015 |
| (8609) North Shore Rd               | 0.73   | 1300  | F  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | F  | 0.092       |    | 0.669         | 1400  | F  | 2015 |
| (8609) Diven St                     | 0.60   | 1400  | F  | 97%   | 1%  | 1%              | 1%     | 0%     | 0%     | C  | 0.084       |    | 0.555         | 1500  | F  | 2015 |
| (8610) Beechwood Ave                | 0.49   | 260   | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.112       |    | 0.576         | 290   | F  | 2015 |
| (8611) Kingsley Lane                | 0.25   | 4000  | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.09        |    | 0.699         | 4300  | F  | 2015 |
| (8611) Newport Ave                  | 1.16   | 2500  | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.1         |    | 0.561         | 2800  | F  | 2015 |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                    | Length | AADT  | QA | 4Tire | Bus | -----Truck-----                   |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|--------------------------|--------|-------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                          |        |       |    |       |     | 2Axle                             | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b>   |        |       |    |       |     |                                   |        |        |        |    |             |    |               |       |    |      |
| (8613) Maltby Ave        | 0.27   | 2500  | G  | 96%   | 0%  | 2%                                | 1%     | 1%     | 0%     | F  | 0.098       |    | 0.547         | 2700  | G  | 2015 |
|                          |        |       |    |       |     | From: Princess Anne Rd            |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Cary St                       |        |        |        |    |             |    |               |       |    |      |
| (8613) Maltby Ave        | 0.15   | 3100  | G  | 96%   | 0%  | 2%                                | 1%     | 1%     | 0%     | F  | 0.092       |    | 0.507         | 3300  | G  | 2015 |
|                          |        |       |    |       |     | From: St Julian Ave               |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Rugby St                      |        |        |        |    |             |    |               |       |    |      |
| (8613) Maltby Ave        | 0.20   | 920   | F  | 96%   | 0%  | 2%                                | 1%     | 1%     | 0%     | F  | 0.092       |    | 0.537         | 1000  | F  | 2015 |
|                          |        |       |    |       |     | From: 122-8837 Rugby Street       |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Dead End                      |        |        |        |    |             |    |               |       |    |      |
| (8613) Chesapeake Blvd   | 0.62   | 1300  | G  | 96%   | 0%  | 2%                                | 1%     | 1%     | 0%     | F  | 0.095       |    | 0.52          | 1400  | G  | 2015 |
|                          |        |       |    |       |     | From: Tait Terrace                |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Kitchener Ave                 |        |        |        |    |             |    |               |       |    |      |
| (8613) Chesapeake Blvd   | 0.10   | 1500  | G  | 96%   | 0%  | 2%                                | 1%     | 1%     | 0%     | F  | 0.08        |    | 0.542         | 1600  | G  | 2015 |
|                          |        |       |    |       |     | From: 122-8573 Ballentine Blvd    |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Military Hwy                  |        |        |        |    |             |    |               |       |    |      |
| (8613) Norview Ave       | 0.51   | 12000 | F  | 99%   | 0%  | 0%                                | 0%     | 0%     | 0%     | C  | 0.068       |    | 0.571         | 14000 | F  | 2015 |
|                          |        |       |    |       |     | From: Azalea Garden Rd            |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Norfolk International Airport |        |        |        |    |             |    |               |       |    |      |
| (8618) Bay View Blvd     | 0.61   | 7200  | F  | 99%   | 0%  | 1%                                | 0%     | 0%     | 0%     | F  | 0.089       |    | 0.53          | 7800  | F  | 2015 |
|                          |        |       |    |       |     | From: Granby St                   |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Tidewater Dr                  |        |        |        |    |             |    |               |       |    |      |
| (8618) Bay View Blvd     | 0.52   | 11000 | F  | 99%   | 0%  | 1%                                | 0%     | 0%     | 0%     | C  | 0.087       |    | 0.608         | 12000 | F  | 2015 |
|                          |        |       |    |       |     | From: Chesapeake Blvd             |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Cape View Ave                 |        |        |        |    |             |    |               |       |    |      |
| (8618) Bay View Blvd     | 1.10   | 5500  | F  | 99%   | 0%  | 1%                                | 0%     | 0%     | 0%     | F  | 0.086       |    | 0.595         | 6000  | F  | 2015 |
|                          |        |       |    |       |     | From: Bay View Blvd               |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: US 60 Ocean View Ave          |        |        |        |    |             |    |               |       |    |      |
| (8618) Cape View Ave     | 0.41   | 3300  | F  | 98%   | 1%  | 1%                                | 0%     | 0%     | 0%     | C  | 0.095       |    | 0.544         | 3600  | F  | 2015 |
|                          |        |       |    |       |     | From: Chesapeake Blvd             |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Ocean View St                 |        |        |        |    |             |    |               |       |    |      |
| (8619) Beach View St     | 0.71   | 950   | F  | 99%   | 0%  | 0%                                | 1%     | 0%     | 0%     | F  | 0.115       |    | 0.576         | 1000  | F  | 2015 |
|                          |        |       |    |       |     | From: Tidewater Dr                |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Chesapeake Blvd               |        |        |        |    |             |    |               |       |    |      |
| (8620) Shepard Ave       | 0.54   | 1000  | F  | 99%   | 0%  | 0%                                | 1%     | 0%     | 0%     | C  | 0.112       |    | 0.504         | 1100  | F  | 2015 |
|                          |        |       |    |       |     | From: Chesapeake Blvd             |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Cape View Ave                 |        |        |        |    |             |    |               |       |    |      |
| (8620) Shepard Ave       | 0.49   | 1100  | F  | 99%   | 0%  | 0%                                | 1%     | 0%     | 0%     | F  | 0.101       |    | 0.622         | 1200  | F  | 2015 |
|                          |        |       |    |       |     | From: Sheppard Ave                |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Tallwood St                   |        |        |        |    |             |    |               |       |    |      |
| (8620) Cape View Ave     | 0.19   | 280   | F  | 99%   | 0%  | 0%                                | 1%     | 0%     | 0%     | F  | 0.125       |    | 0.632         | 300   | F  | 2015 |
|                          |        |       |    |       |     | From: Tallwood St                 |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Dead End: Gap                 |        |        |        |    |             |    |               |       |    |      |
| (8620) Cape View Ave     | 0.46   | 450   | F  | 98%   | 1%  | 1%                                | 0%     | 0%     | 0%     | F  | 0.104       |    | 0.555         | 490   | F  | 2015 |
|                          |        |       |    |       |     | From: Sunset Drive                |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Bay View Blvd                 |        |        |        |    |             |    |               |       |    |      |
| (8621) Old Ocean View Rd | 0.64   | 2000  | F  | 98%   | 1%  | 1%                                | 0%     | 0%     | 0%     | F  | 0.094       |    | 0.698         | 2200  | F  | 2015 |
|                          |        |       |    |       |     | From: Little Creek Rd             |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Sheppard Ave                  |        |        |        |    |             |    |               |       |    |      |
| (8621) Old Ocean View Rd | 0.73   | 2100  | F  | 98%   | 1%  | 1%                                | 0%     | 0%     | 0%     | F  | 0.095       |    | 0.604         | 2300  | F  | 2015 |
|                          |        |       |    |       |     | From: Bay View Blvd               |        |        |        |    |             |    |               |       |    |      |
|                          |        |       |    |       |     | To: Tidewater Dr                  |        |        |        |    |             |    |               |       |    |      |
| (8621) Old Ocean View Rd | 0.76   | 790   | F  | 98%   | 1%  | 1%                                | 0%     | 0%     | 0%     | F  | 0.099       |    | 0.558         | 850   | F  | 2015 |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                  | Length | AADT  | QA | 4Tire | Bus | -----Truck-----                |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|------------------------|--------|-------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                        |        |       |    |       |     | 2Axle                          | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |       |    |       |     |                                |        |        |        |    |             |    |               |       |    |      |
| (8623) Bay Ave         | 0.33   | 1700  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.184       |    |               | 1900  | F  | 2015 |
|                        |        |       |    |       |     | From: US 460 Granby St         |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: I-64                       |        |        |        |    |             |    |               |       |    |      |
| (8623) Bay Ave         | 0.30   | 13000 | F  | 99%   | 0%  | 0%                             | 0%     | 0%     | 0%     | C  | 0.114       |    | 0.842         | 14000 | F  | 2015 |
|                        |        |       |    |       |     | From: First View St            |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Bay Ave                    |        |        |        |    |             |    |               |       |    |      |
| (8623) First View St   | 0.36   | 7000  | F  | 99%   | 0%  | 0%                             | 0%     | 0%     | 0%     | F  | 0.107       |    | 0.671         | 7600  | F  | 2015 |
|                        |        |       |    |       |     | From: Beardon Ave              |        |        |        |    |             |    |               |       |    |      |
| (8623) First View St   | 0.47   | 5700  | F  | 99%   | 0%  | 0%                             | 0%     | 0%     | 0%     | F  | 0.098       |    | 0.815         | 6100  | F  | 2015 |
|                        |        |       |    |       |     | From: Cherry St                |        |        |        |    |             |    |               |       |    |      |
| (8623) First View St   | 0.44   | 5600  | F  | 99%   | 0%  | 0%                             | 0%     | 0%     | 0%     | F  | 0.091       |    | 0.631         | 6100  | F  | 2015 |
|                        |        |       |    |       |     | To: US 60 Ocean View Ave       |        |        |        |    |             |    |               |       |    |      |
| (8624) Maple Ave       | 0.35   | 590   | F  | 99%   | 0%  | 0%                             | 0%     | 0%     | 0%     | F  | 0.132       |    | 0.593         | 640   | F  | 2015 |
|                        |        |       |    |       |     | From: First View St            |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Dead End                   |        |        |        |    |             |    |               |       |    |      |
| (8625) Suburban Pkwy   | 0.87   | 1200  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.095       |    | 0.554         | 1300  | F  | 2015 |
|                        |        |       |    |       |     | From: Granby St                |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Thole St                   |        |        |        |    |             |    |               |       |    |      |
| (8626) Thole St        | 0.39   | 7800  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.080       |    | 0.506         | 8500  | F  | 2015 |
|                        |        |       |    |       |     | From: Granby St                |        |        |        |    |             |    |               |       |    |      |
| (8626) Thole St        | 0.72   | 7700  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | C  | 0.088       |    | 0.541         | 8400  | F  | 2015 |
|                        |        |       |    |       |     | From: Parkdale Dr              |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: SR 168 Tidewater Dr        |        |        |        |    |             |    |               |       |    |      |
| (8629) Meadow Creek Rd | 0.49   | 2200  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.092       |    | 0.603         | 2400  | F  | 2015 |
|                        |        |       |    |       |     | From: Little Creek Rd          |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Dead End                   |        |        |        |    |             |    |               |       |    |      |
| (8630) Heutte Dr       | 1.20   | 2300  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.110       |    | 0.502         | 2500  | F  | 2015 |
|                        |        |       |    |       |     | From: Azalea Garden Rd         |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Shore Dr                   |        |        |        |    |             |    |               |       |    |      |
| (8631) Johnstons Rd    | 0.21   | 5900  | F  | 97%   | 1%  | 1%                             | 1%     | 0%     | 0%     | C  | 0.087       |    | 0.561         | 6400  | F  | 2015 |
|                        |        |       |    |       |     | From: 122-3 Sewells Point Road |        |        |        |    |             |    |               |       |    |      |
| (8631) Johnstons Rd    | 0.58   | 9900  | F  | 97%   | 1%  | 1%                             | 1%     | 0%     | 0%     | F  | 0.088       |    | 0.615         | 11000 | F  | 2015 |
|                        |        |       |    |       |     | From: Chesapeake Blvd          |        |        |        |    |             |    |               |       |    |      |
| (8631) Johnstons Rd    | 0.93   | 6600  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | C  | 0.095       |    | 0.512         | 7100  | F  | 2015 |
|                        |        |       |    |       |     | From: Military Hwy             |        |        |        |    |             |    |               |       |    |      |
| (8631) Halprin Dr      | 1.05   | 3700  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.121       |    | 0.724         | 4000  | F  | 2015 |
|                        |        |       |    |       |     | From: Little Creek Rd          |        |        |        |    |             |    |               |       |    |      |
| (8631) 5th Bay St      | 0.16   | 450   | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.116       |    | 0.545         | 490   | F  | 2015 |
|                        |        |       |    |       |     | From: Dead End                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Pleasant Ave               |        |        |        |    |             |    |               |       |    |      |
| (8632) Norview Ave     | 0.29   | 5600  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.106       |    | 0.686         | 6100  | F  | 2015 |
|                        |        |       |    |       |     | From: Tidewater Dr             |        |        |        |    |             |    |               |       |    |      |
| (8632) Norview Ave     | 0.79   | 5200  | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | C  | 0.105       |    | 0.628         | 5600  | F  | 2015 |
|                        |        |       |    |       |     | From: Sedgefield Dr            |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Chesapeake Blvd            |        |        |        |    |             |    |               |       |    |      |
| (8633) Walters Dr      | 0.20   | 410   | F  | 97%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.106       |    | 0.653         | 450   | F  | 2015 |
|                        |        |       |    |       |     | From: Heutte Dr                |        |        |        |    |             |    |               |       |    |      |
| (8633) Walters Dr      | 0.53   | 1200  | F  | 97%   | 1%  | 1%                             | 0%     | 0%     | 0%     | C  | 0.096       |    | 0.648         | 1300  | F  | 2015 |
|                        |        |       |    |       |     | From: Little Creek Rd          |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Creekwood Rd               |        |        |        |    |             |    |               |       |    |      |
| (8634) Meadow Lake Dr  | 0.43   | 720   | F  | 98%   | 1%  | 1%                             | 0%     | 0%     | 0%     | F  | 0.109       |    | 0.601         | 780   | F  | 2015 |
|                        |        |       |    |       |     | From: Military Hwy             |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     | To: Aldow Dr                   |        |        |        |    |             |    |               |       |    |      |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
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| Route                     | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|---------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                           |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b>    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8636) Robin Hood Rd      | 0.99   | 5700  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.096       |    | 0.515         | 6200  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8636) Robin Hood Rd      | 0.36   | 4400  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.099       |    | 0.607         | 4800  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8636) Robin Hood Rd      | 0.40   | 8600  | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | C  | 0.116       |    | 0.579         | 9400  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8636) Robin Hood Rd      | 0.33   | 11000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.094       |    | 0.533         | 12000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8637) Ballentine Blvd    | 0.23   | 4100  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.103       |    | 0.604         | 4500  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8637) Merrimac Ave       | 0.36   | 1100  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.107       |    | 0.51          | 1200  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8638) Wesleyan Dr        | 0.36   | 20000 | F  | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | F  | 0.093       |    | 0.683         | 21000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Kimball Terrace    | 0.99   | 4000  | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.103       |    | 0.647         | 4400  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Westminister Ave   | 0.50   | 2900  | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.089       |    | 0.503         | 3100  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Westminister Ave   | 0.33   | 100   | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.149       |    | 0.73          | 110   | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Ingleside Rd       | 1.00   | 3000  | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.090       |    | 0.577         | 3300  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Ingleside Rd       | 0.65   | 13000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.096       |    | 0.546         | 14000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Ingleside Rd       | 0.46   | 14000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.089       |    | 0.509         | 16000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Cromwell Rd        | 0.58   | 14000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.092       |    | 0.514         | 15000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8639) Cromwell Rd        | 0.85   | 11000 | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.089       |    | 0.524         | 12000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8641) Azalea Garden Rd   | 0.79   | 9300  | F  |       |     |                 |        |        |        |    | 0.102       |    | 0.524         | 10000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8641) Azalea Garden Rd   | 0.31   | 15000 | F  |       |     |                 |        |        |        |    | 0.111       |    | 0.593         | 17000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8641) Azalea Garden Rd   | 0.64   | 8100  | F  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.105       |    | 0.537         | 8800  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8641) Azalea Garden Rd   | 0.39   | 8200  | F  |       |     |                 |        |        |        |    | 0.097       |    | 0.587         | 8900  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8641) Azalea Garden Rd   | 0.42   | 8400  | F  |       |     |                 |        |        |        |    | 0.094       |    | 0.579         | 9100  | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8642) Raby Rd            | 0.25   | 11000 | F  | 94%   | 2%  | 3%              | 1%     | 1%     | 0%     | C  | 0.085       |    | 0.611         | 12000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8642) Sabre Rd/Lowery Rd | 0.45   | 9700  | F  | 94%   | 2%  | 3%              | 1%     | 1%     | 0%     | F  | 0.080       |    | 0.512         | 11000 | F  | 2015 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |

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|------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                        |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8642) Lowery Rd       | 0.43   | 7300  | F  | 94%   | 2%  | 3%              | 1%     | 1%     | 0%     | F  | 0.098       |    | 0.539         | 8000  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8644) Poplar Hall Dr  | 0.56   | 2000  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.091       |    | 0.572         | 2200  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8644) Poplar Hall Dr  | 0.59   | 13000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.098       |    | 0.507         | 14000 | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8644) Glenrock Rd     | 0.40   | 5000  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.108       |    | 0.536         | 5400  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8646) S Military Hwy  | 0.19   | 2400  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.121       |    | 0.569         | 2700  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8646) Sellger Dr      | 0.59   | 3400  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.097       |    | 0.532         | 3800  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8646) Kidd Blvd       | 0.24   | 3100  | F  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.116       |    | 0.6           | 3300  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8678) Newtown Rd      | 0.57   | 4800  | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.082       |    | 0.551         | 5300  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8678) Newtown Rd      | 0.16   | 36000 | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.083       |    | 0.53          | 39000 | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8754) Herbert St      | 0.42   | 440   | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.112       |    | 0.590         | 480   | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8754) Windermere Ave  | 0.23   | 340   | F  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.103       |    | 0.562         | 370   | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8763) Raleigh Ave     | 0.15   | 2000  | F  | 90%   | 0%  | 1%              | 3%     | 6%     | 0%     | C  | 0.103       |    | 0.594         | 2200  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8765) Sedgefield Dr   | 0.54   | 960   | F  | 94%   | 2%  | 3%              | 1%     | 1%     | 0%     | F  | 0.097       |    | 0.538         | 1000  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8766) Pleasant Ave    | 1.18   | 870   | F  | 96%   | 2%  | 2%              | 1%     | 0%     | 0%     | F  | 0.095       |    | 0.55          | 940   | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8766) Pleasant Ave    | 0.49   | 1300  | F  | 96%   | 2%  | 2%              | 1%     | 0%     | 0%     | C  | 0.086       |    | 0.618         | 1500  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8767) Norway Place    | 0.76   | 1100  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.147       |    | 0.603         | 1200  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8768) Dominion Ave    | 1.49   | 1300  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.097       |    | 0.537         | 1400  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8770) Alsace Ave      | 0.16   | 880   | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.161       |    | 0.636         | 960   | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8780) Lindenwood Ave  | 0.52   | 4100  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.086       |    | 0.503         | 4500  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8782) Muskogee Ave    | 0.29   | 1400  | F  | 95%   | 2%  | 3%              | 0%     | 0%     | 0%     | F  | 0.106       |    | 0.663         | 1500  | F  | 2015 |
|                        |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |



Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                  | Length | AADT | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                        |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8782) Philpotts Rd    | 0.80   | 1900 | F  | 95%   | 2%  | 3%              | 0%     | 0%     | 0%     | C  | 0.096       |    | 0.634         | 2100  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (8784) Curllew Dr      | 1.61   | 2800 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.088       |    | 0.554         | 3000  | F  | 2015 |
| (8791) 35th St         | 0.22   | 1300 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.121       |    | 0.641         | 1400  | F  | 2015 |
| (8791) 35th St         | 0.18   | 1500 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.117       |    | 0.718         | 1600  | F  | 2015 |
| (8791) 35th St         | 0.47   | 3200 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.099       |    | 0.54          | 3400  | F  | 2015 |
| (8791) 35th St         | 0.08   | 3200 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.094       |    | 0.589         | 3500  | F  | 2015 |
| (8791) 35th St         | 0.16   | 3200 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.106       |    | 0.684         | 3500  | F  | 2015 |
| (8795) Mowbray Arch    | 0.66   | 580  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.104       |    | 0.519         | 630   | F  | 2015 |
| (8834) Tait Terrace    | 0.09   | 2300 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.088       |    | 0.52          | 2400  | F  | 2015 |
| (8836) Ocean View Ave  | 0.44   | 320  | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.098       |    | 0.714         | 350   | F  | 2015 |
| (8837) Rugby St        | 0.33   | 1000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.099       |    | 0.566         | 1100  | F  | 2015 |
| (8838) Poplar Hall Dr  | 0.41   | 8000 | F  | 99%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.109       |    | 0.642         | 8700  | F  | 2015 |
| (8840) Atlantic St     | 0.07   | 2300 | F  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | F  | 0.133       |    | 0.800         | 2500  | F  | 2015 |
| (99001) Ramp           | 0.03   | 640  | G  |       |     |                 |        |        |        |    | 0.122       |    |               | 640   | G  | 2015 |
| (99002) Ramp           | 0.13   | 1200 | G  |       |     |                 |        |        |        |    | 0.152       |    |               | 1200  | G  | 2015 |
| (99017) Ramp           | 0.10   | 1800 | G  | 93%   | 0%  | 1%              | 3%     | 2%     | 0%     | F  | 0.22        |    |               | 1900  | G  | 2015 |
| (99026) Ramp           | 0.06   | NA   |    |       |     |                 |        |        |        |    | NA          |    |               | NA    |    |      |
| 16th Bay St            |        | 720  | F  |       |     |                 |        |        |        |    | 0.093       |    | 0.644         | 790   | F  | 2015 |
| 24th St                |        | 680  | F  |       |     |                 |        |        |        |    | 0.109       |    | 0.523         | 740   | F  | 2015 |
| 36th St                |        | 320  | F  |       |     |                 |        |        |        |    | 0.085       |    | 0.516         | 350   | F  | 2015 |

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Norfolk

| Route                  | Length | AADT | QA | 4Tire | Bus | -----Truck-----        |        |        |        | QC    | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|-------|-------------|----|---------------|-------|----|------|
|                        |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |       |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |      |    |       |     |                        |        |        |        |       |             |    |               |       |    |      |
| 45th St                |        | 1800 | F  |       |     | From Colley Ave        |        |        |        | 0.089 |             |    | 0.544         | 1900  | F  | 2015 |
|                        |        |      |    |       |     | To Hampton Blvd        |        |        |        |       |             |    |               |       |    |      |
| Albert Ave             |        | 100  | F  |       |     | From Glen Oak Dr       |        |        |        | 0.128 |             |    | 0.862         | 110   | F  | 2015 |
|                        |        |      |    |       |     | To Pugh St             |        |        |        |       |             |    |               |       |    |      |
| Almeda Ave             |        | 3400 | F  |       |     | From Robin Hood Rd     |        |        |        | 0.142 |             |    | 0.731         | 3700  | F  | 2015 |
|                        |        |      |    |       |     | To Henneman Dr         |        |        |        |       |             |    |               |       |    |      |
| Arlington Ave          |        | 200  | F  |       |     | From Campostella Rd    |        |        |        | 0.111 |             |    | 0.64          | 220   | F  | 2015 |
|                        |        |      |    |       |     | To Oakwood St          |        |        |        |       |             |    |               |       |    |      |
| Berry Hill Rd          |        | 300  | F  |       |     | From Brookville Rd     |        |        |        | 0.108 |             |    | 0.568         | 330   | F  | 2015 |
|                        |        |      |    |       |     | To Poplar Hall Dr      |        |        |        |       |             |    |               |       |    |      |
| Brentwood Dr           |        | 1000 | F  |       |     | From Merrit St         |        |        |        | 0.11  |             |    | 0.612         | 1100  | F  | 2015 |
|                        |        |      |    |       |     | To Glade Rd            |        |        |        |       |             |    |               |       |    |      |
| Brookville Rd          |        | 230  | F  |       |     | From Barn Hollow Rd    |        |        |        | 0.097 |             |    | 0.633         | 250   | F  | 2015 |
|                        |        |      |    |       |     | To Bayberry Dr         |        |        |        |       |             |    |               |       |    |      |
| Burksdale Rd           |        | 650  | F  |       |     | From Old Ocean View Rd |        |        |        | 0.098 |             |    | 0.531         | 710   | F  | 2015 |
|                        |        |      |    |       |     | To Colin Dr            |        |        |        |       |             |    |               |       |    |      |
| Camellia Rd            |        | 450  | F  |       |     | From Ridgefield Dr     |        |        |        | 0.104 |             |    | 0.529         | 490   | F  | 2015 |
|                        |        |      |    |       |     | To Faber Rd            |        |        |        |       |             |    |               |       |    |      |
| Carlisle Way           |        | 290  | G  | 98%   | 0%  | 1%                     | 0%     | 0%     | 0%     | C     | 0.106       |    | 0.698         | 290   | G  | 2015 |
|                        |        |      |    |       |     |                        |        |        |        |       |             |    |               |       |    |      |
| Catherine St           |        | 110  | F  |       |     | From Oak Grove Rd      |        |        |        | 0.134 |             |    | 0.636         | 110   | F  | 2015 |
|                        |        |      |    |       |     | To Sinclair St         |        |        |        |       |             |    |               |       |    |      |
| Chambers St            |        | 200  | F  |       |     | From Wellman St        |        |        |        | 0.101 |             |    | 0.571         | 220   | F  | 2015 |
|                        |        |      |    |       |     | To Frizzell Ave        |        |        |        |       |             |    |               |       |    |      |
| Commodore Dr           |        | 280  | F  |       |     | From Swanson Rd        |        |        |        | 0.109 |             |    | 0.536         | 300   | F  | 2015 |
|                        |        |      |    |       |     | To Rodman Rd           |        |        |        |       |             |    |               |       |    |      |
| Cornick Rd             |        | 190  | F  |       |     | From Kempsville Rd     |        |        |        | 0.132 |             |    | 0.643         | 200   | F  | 2015 |
|                        |        |      |    |       |     | To Mary Ave            |        |        |        |       |             |    |               |       |    |      |
| Dean Dr                |        | 120  | F  |       |     | From Beatty St         |        |        |        | 0.124 |             |    | 0.531         | 130   | F  | 2015 |
|                        |        |      |    |       |     | To Millard St          |        |        |        |       |             |    |               |       |    |      |
| Decker St              |        | 70   | F  |       |     | From Springfield Ave   |        |        |        | 0.12  |             |    | 0.5           | 80    | F  | 2015 |
|                        |        |      |    |       |     | To Wheeling Ave        |        |        |        |       |             |    |               |       |    |      |
| Dixie Dr               |        | 400  | F  |       |     | From Galveston Blvd    |        |        |        | 0.126 |             |    | 0.653         | 430   | F  | 2015 |
|                        |        |      |    |       |     | To Glen Rd             |        |        |        |       |             |    |               |       |    |      |
| Dunway St              |        | 140  | F  |       |     | From Beamon Rd         |        |        |        | 0.123 |             |    | 0.55          | 150   | F  | 2015 |
|                        |        |      |    |       |     | To Kennebeck Ave       |        |        |        |       |             |    |               |       |    |      |
| Elmhurst Ave           |        | 630  | F  |       |     | From Herbert St        |        |        |        | 0.106 |             |    | 0.698         | 680   | F  | 2015 |
|                        |        |      |    |       |     | To Thomas St           |        |        |        |       |             |    |               |       |    |      |

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Norfolk

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|------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                        |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Evans St               |        | 660  | F  |       |     |                 |        |        |        |    | 0.18        |    | 0.655         | 720   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Faulk Rd               |        | 200  | F  |       |     |                 |        |        |        |    | 0.106       |    | 0.66          | 210   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Finney St              |        | 100  | F  |       |     |                 |        |        |        |    | 0.134       |    | 0.516         | 110   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Frank St               |        | 160  | F  |       |     |                 |        |        |        |    | 0.14        |    | 0.549         | 180   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Gabriel Dr             |        | 150  | F  |       |     |                 |        |        |        |    | 0.132       |    | 0.556         | 160   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Gardner Dr             |        | 700  | G  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.097       |    | 0.511         | 700   | G  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| George St              |        | 820  | F  |       |     |                 |        |        |        |    | 0.093       |    | 0.609         | 890   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Glen Rd                |        | 520  | F  |       |     |                 |        |        |        |    | 0.095       |    | 0.699         | 560   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Gosnold Avenue         |        | 690  | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.091       |    | 0.605         | 690   | G  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Hammet Ave             |        | 300  | F  |       |     |                 |        |        |        |    | 0.165       |    | 0.583         | 330   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Hanbury St             |        | 540  | F  |       |     |                 |        |        |        |    | 0.115       |    | 0.521         | 590   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Harmony Rd             |        | 1100 | F  |       |     |                 |        |        |        |    | 0.103       |    | 0.636         | 1100  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Hilton St              |        | 1600 | F  |       |     |                 |        |        |        |    | 0.091       |    | 0.557         | 1700  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Inventors Rd           |        | 360  | F  |       |     |                 |        |        |        |    | 0.148       |    | 0.614         | 400   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Iowa Ave               |        | 530  | F  |       |     |                 |        |        |        |    | 0.127       |    | 0.745         | 580   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Jersey Ave             |        | 440  | F  |       |     |                 |        |        |        |    | 0.108       |    | 0.67          | 470   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Kennebec Avenue        |        | 1300 | G  | 98%   | 0%  | 2%              | 0%     | 0%     | 0%     | C  | 0.093       |    | 0.576         | 1300  | G  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Kingwood Ave           |        | 1400 | F  |       |     |                 |        |        |        |    | 0.087       |    | 0.519         | 1500  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Lancaster St           |        | 680  | F  |       |     |                 |        |        |        |    | 0.097       |    | 0.526         | 740   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |

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 2015  
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|------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                        |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Lion Ave               |        | 300  | F  |       |     |                 |        |        |        |    | 0.103       |    | 0.528         | 330   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Magnolia Ave           |        | 1600 | F  |       |     |                 |        |        |        |    | 0.087       |    | 0.503         | 1700  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Marshall Ave           |        | 1000 | F  |       |     |                 |        |        |        |    | 0.113       |    | 0.618         | 1100  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| McGuinnis Cir          |        | 200  | F  |       |     |                 |        |        |        |    | 0.113       |    | 0.588         | 220   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Millbrook Rd           |        | 140  | F  |       |     |                 |        |        |        |    | 0.126       |    | 0.539         | 150   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Miller Store Rd        |        | 2000 | F  |       |     |                 |        |        |        |    | 0.118       |    | 0.817         | 2200  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Mona Avenue            |        | 2000 | G  | 99%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.089       |    | 0.55          | 2000  | G  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Murray Ave             |        | 160  | F  |       |     |                 |        |        |        |    | 0.129       |    | 0.553         | 180   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| New York Ave           |        | 240  | F  |       |     |                 |        |        |        |    | 0.097       |    | 0.5           | 260   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Norman Ave             |        | 620  | F  |       |     |                 |        |        |        |    | 0.108       |    | 0.673         | 680   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Oxford St              |        | 1400 | F  |       |     |                 |        |        |        |    | 0.121       |    | 0.697         | 1600  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Patridge St            |        | 980  | F  |       |     |                 |        |        |        |    | 0.265       |    | 0.749         | 1100  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Pinedale St            |        | 120  | F  |       |     |                 |        |        |        |    | 0.122       |    | 0.515         | 130   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Selden Ave             |        | 330  | F  |       |     |                 |        |        |        |    | 0.11        |    | 0.530         | 360   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Shorewood Dr           |        | 300  | F  |       |     |                 |        |        |        |    | 0.142       |    | 0.698         | 320   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Simons Dr              |        | 1200 | F  |       |     |                 |        |        |        |    | 0.099       |    | 0.664         | 1300  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Summit Ave             |        | 110  | F  |       |     |                 |        |        |        |    | 0.124       |    | 0.594         | 120   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Tait Terrace           |        | 2000 | F  |       |     |                 |        |        |        |    | 0.103       |    | 0.520         | 2200  | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Tennessee Ave          |        | 130  | F  |       |     |                 |        |        |        |    | 0.126       |    | 0.537         | 150   | F  | 2015 |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Norfolk

| Route                  | Length | AADT | QA | 4Tire | Bus | -----Truck-----        |        |        |        | QC    | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|-------|-------------|----|---------------|-------|----|------|
|                        |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |       |             |    |               |       |    |      |
| <b>City of Norfolk</b> |        |      |    |       |     |                        |        |        |        |       |             |    |               |       |    |      |
| Tifton Dr              |        | 160  | F  |       |     | From Workwood Rd       |        |        |        | 0.114 |             |    | 0.537         | 180   | F  | 2015 |
|                        |        |      |    |       |     | To Lasser Dr           |        |        |        |       |             |    |               |       |    |      |
| Tuttle Ave             |        | 70   | F  |       |     | From George St         |        |        |        | 0.206 |             |    | 0.529         | 80    | F  | 2015 |
|                        |        |      |    |       |     | To Dead End            |        |        |        |       |             |    |               |       |    |      |
| University Dr          |        | 260  | F  |       |     | From Tifton St         |        |        |        | 0.103 |             |    | 0.65          | 280   | F  | 2015 |
|                        |        |      |    |       |     | To Workwood Rd         |        |        |        |       |             |    |               |       |    |      |
| Vero St                |        | 650  | F  |       |     | From Old Ocean View Rd |        |        |        | 0.096 |             |    | 0.647         | 700   | F  | 2015 |
|                        |        |      |    |       |     | To Chesapeake Blvd     |        |        |        |       |             |    |               |       |    |      |
| Welaka Rd              |        | 40   | F  |       |     | From Huntsman Rd       |        |        |        | 0.171 |             |    | 0.714         | 40    | F  | 2015 |
|                        |        |      |    |       |     | To Kimberly Lane       |        |        |        |       |             |    |               |       |    |      |
| Wellington St          |        | 250  | F  |       |     | From Texas Ave         |        |        |        | 0.113 |             |    | 0.586         | 280   | F  | 2015 |
|                        |        |      |    |       |     | To Windermere Ave      |        |        |        |       |             |    |               |       |    |      |