## 2007

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

where available

# Special Locality Report 131

City of Chesapeake

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

## Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

## Parallel Roads

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

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

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

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

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

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

## Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

## QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

## Route Shield Legend

## Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

## **Special Routes**

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

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

			nesapeake				Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ECL :	Suffolk												
13 58 460 Military Highway	City of Chesapeake (Maint: 64)	2.41 <b>70</b>	0000 A	91%	0%	1%	1%	6%	0%	С	0.094	Α	0.586	73000	Α
$\bigcirc$	To- From:	I-	-664			$\Box$									
(13) (58) (460)	City of Chesapeake (Maint: 64)	0.64 <b>11</b>	1000 G	91%	0%	1%	1%	6%	0%	F	0.099	F	0.530	12000	G
$\bigcirc$	To:		US 13												
(42) (450) (404)	City of Chesapeake		9; SR 191 000 <b>G</b>	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7700	G
[13] [460] [191]	only of official care			0070	170		270	770	070	•	0.100	'	0.507	7700	J
(13) (460) Military Highway	City of Chesapeake	•	Military Hwy	89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6600	G
(13) (460) Military Highway	Combined Traffic Estimates for 2 Parallel Roadways		000 G	09 /0	1 /0	3/0	2/0	4/0	0 /6	-	0.123	F	0.583	NA	G
	To:		564; Shaefer Av	e							0.123		0.565	INA	
	From:		-64	-											
13 460 Military Highway	City of Chesapeake	1.37 <b>17</b>	7000 G	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	19000	G
	To:	US 17 George	Washington Hv	'y											
13 460 Military Highway	City of Chesapeake	1.01 <b>20</b>	0000 G	98%	0%	1%	1%	0%	0%	F	0.118	F	0.533	22000	G
	To-	SR 196	Canal Dr			<u> </u>									
13 460 Military Highway	City of Chesapeake		2000 A	98%	0%	1%	1%	0%	0%	С	0.128	Α	0.553	36000	Α
	To	SP 166 Rai	inbridge Blvd												
13 Military Highway	City of Chesapeake		0000 G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.535	33000	G
(13)	T.,						.,.		-,-	-		-			_
13 Military Highway	City of Chesapeake		-464 0000 G	98%	0%	1%	1%	0%	0%	F	0.102	F	0.57	33000	G
(13) Military Highway	Oity of Offesapeake			30 /0	070	1 70	1 /0	070	076	'	0.102	'	0.57	33000	G
ACC AND A CONTRACTOR OF THE CO	To: From:	*	ostella Rd	000/	00/		40/	00/	00/		0.000	_	0.550	04000	
Military Highway	City of Chesapeake	0.65 <b>29</b>	9000 G	98%	0%	1%	1%	0%	0%	F	0.096	F	0.552	31000	G
~~~	To: From:		ttlefield Blvd												
(13) Military Highway	City of Chesapeake	0.72 <b>31</b>	000 G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.562	34000	G
~	To: From:	Allis	son Dr												
(13) Military Highway	City of Chesapeake	0.41 <b>31</b>	1000 G	97%	1%	1%	1%	1%	0%	С	0.104	F	0.558	34000	G
<u> </u>	To: From:	Greenbr	rier Pkwy												
13 Military Highway	City of Chesapeake	1.67 <b>33</b>	3000 G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.519	36000	G
<u> </u>	To:	SCL Virg	ginia Beach												
~~~	From:		lina State Line												
(17) George Washington Hwy	City of Chesapeake	3.58 <b>12</b>	2000 A	93%	0%	1%	1%	5%	0%	С	0.096	Α	0.67	13000	Α
~	Tro- From:	131-8796 F	Ballahack Rd												
(17) George Washington Hwy	City of Chesapeake	6.71 <b>13</b>	3000 G	93%	0%	1%	1%	5%	0%	F	0.078	F	0.648	14000	G
<u> </u>	Ta:	BUS US 17 Georg	ge Washington	Hwy											
17 Dominion Blvd	City of Chesapeake		0000 G	95%	0%	1%	1%	2%	0%	F	0.076	F	0.620	11000	G
	To	QD 165	Cedar Rd												
17 Dominion Blvd	From: City of Chesapeake		0000 A	95%	0%	1%	1%	2%	0%	С	0.082	Α	0.629	31000	Α
11) 23	To:		inbridge Blvd	5576	- 70	<del>-</del> í	. 70	_/0	0 / 0	-	3.30 <u>L</u>		0.020	0.000	

## 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			nesapeake				Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 166 Bai	inbridge Blvd			27 0.10	0171710	TTTGII	ZITUII		1 40101		1 40101		
17 Dominion Blvd	City of Chesapeake		7000 G	95%	0%	1%	1%	2%	0%	F	0.073	F	0.625	29000	G
	To	SR 190 Gree	at Bridge Blvd			—									
17	City of Chesapeake		1000 G	95%	0%	1%	1%	2%	0%	F	0.082	F	0.715	44000	G
	Today		Grove Connector												
(17) (464)	City of Chesapeake (Maint: 64)	0.14	Stove Connector		See I-46	34 for dir	ectional t	raffic v	olume es	stimate	es for this	sear	nent		
(17) (464)	Combined Traffic Estimates for 2 Parallel Roadways	-	3000 G	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	60000	G
	To:		I-64	0070	0,0		.,0	_,,	0,0	•	0.0.0	•	0.00	00000	•
<b>—</b> —	From:		-464												
17) (64)	City of Chesapeake (Maint: 64)	4.31									s for this	•			
~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 72	2000 G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.572	77000	G
~~	To: From:	Į.	I-64												
17 George Washington Hwy	City of Chesapeake	0.90 <b>24</b>	4000 G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.511	24000	G
<del>~</del>	To- From:	US 13; US 46	60 Military Hwy												
17 George Washington Hwy	City of Chesapeake	1.00 <b>16</b>	6000 G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.599	16000	G
<u> </u>	To	SR 196	Canal Rd												
17 George Washington Hwy	City of Chesapeake	0.63 <b>29</b>	9000 G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.611	29000	G
	To:		ortsmouth												
Wastens Branch Blad	C'ty of Ok as a second		Portsmouth	000/	00/		00/	00/	00/	_	0.004	_	0.500	00000	_
Western Branch Blvd	City of Chesapeake	0.69 <b>22</b>	2000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.522	23000	G
~	To- From:		hurchland Blvd												
[17]	City of Chesapeake		4000 A	99%	0%	0%	0%	0%	0%	С	0.096	Α	0.538	25000	Α
<u>~</u>	102		Suffolk												
Bus	C'ty of Ok as a second		ominion Blvd	000/	00/	40/	40/	<b>5</b> 0/	00/	_	0.400	_	0.700	4000	_
George Washington Hwy	City of Chesapeake	4.07 <b>46</b>	600 G	93%	0%	1%	1%	5%	0%	F	0.103	F	0.706	4600	G
Bus	To: From:	SR 165	Cedar Rd			$\Box$ $\vdash$									
17 George Washington Hwy	City of Chesapeake	1.19 <b>28</b>	3000 G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.534	28000	G
<u> </u>	To:	I	I-64												
	From:	ECL	Suffolk												
58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.41 <b>70</b>	0000 A	91%	0%	1%	1%	6%	0%	С	0.094	Α	0.586	73000	Α
	To	T-	-664												
58) (13) (460)	City of Chesapeake (Maint: 64)		1000 G	91%	0%	1%	1%	6%	0%	F	0.099	F	0.530	12000	G
30 (10) (40)	To	SR 191 Jolliff Rd; U	IS 13 Military H	ighway											
ALT	From:	·	•									_			_
58 460 Airline Blvd	City of Chesapeake		400 G	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	9200	G
	10.		Portsmouth												
East 64)	City of Chesapeake (Maint: 64)		rginia Beach 3000 F	070/	00/	00/	10/	20/	00/	F	0.006	В		62000	_
64)				97%	0%	0% 0%	1%	2%	0%	F	0.096	D		62000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 12.	3000 F	97%	0%	0%	1%	2%	0%	г	NA			128000	

## 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ast	From:	Gn	eenbrier Park	cway												
East 64)	City of Chesapeake	(Maint: 64) 1.49	58000	G	97%	0%	0%	1%	2%	0%	F	0.084	F		60000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 111000	G	97%	0%	0%	1%	2%	0%	F	0.077	F	0.517	119000	
ant	To:	SR 1	68 Battlefiel	d Blvd												
East 64)	City of Chesapeake	(Maint: 64) 1.22	46000	G	97%	0%	0%	1%	2%	0%	F	0.071	F		50000	
04)	Combined Traffic Estimates for 2 Paralle	,		G	97%	0%	0%	1%	2%	0%	F	0.077	F	0.618	109000	
	To.	- readinage on time reads	I-464		0.70			.,,	_,,	0,0	•	0.0		0.0.0	.00000	
ast	From:	(11)									_		_			
54 (17)	City of Chesapeake	,	36000	G	91%	1%	1%	2%	6%	0%	F _	0.082	F _		38000	
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route	72000	G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.572	77000	
ıst	Ta: From:	US 17 G	eorge Washii	ngton Hy	vy											_
ast 64	City of Chesapeake	(Maint: 64) 1.46	35000	G	91%	1%	1%	2%	6%	0%	F	0.084	F		37000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	70000	G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.513	75000	
	Too	US 13, U	S 460 Milita	ry Highv	/ay											
ast 54	City of Chesapeake	(Maint: 64) 2.31	38000	Α	91%	1%	1%	2%	6%	0%	С	0.103	Α		41000	
94)	Combined Traffic Estimates for 2 Paralle			Α	91%	0%	1%	2%	6%	0%	C	0.1	Α	0.501	80000	
	To:	7 Rodaways on this Rodio.	I-264, I-664		0170	070		270	070	070	Ü	0.1	,,	0.001	00000	
est	From:	WC	L Virginia E	Beach												_
<del>(4</del> )	City of Chesapeake	(Maint: 64) 0.89	61000	Α	97%	0%	0%	1%	2%	0%	С	0.093	Α		66000	
)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 123000	F	97%	0%	0%	1%	2%	0%	F	NA			128000	
	To:	Gn	eenbrier Park	cway												
est 64	City of Chesapeake	(Maint: 64) 1.78	53000	G	97%	0%	0%	1%	2%	0%	F	0.086	F		59000	
14)	Combined Traffic Estimates for 2 Paralle	,		G	97%	0%	0%	1%	2%	0%	, E	0.077	F	0.517	119000	
	Table 1 Table 23 Infaces for 2 Farance				37 70	070		1 70	270	070		0.077		0.517	113000	
est	From:		68 Battlefiel													
<u>54) (168)</u>	City of Chesapeake	,	53000	N	97%	0%	0%	1%	2%	0%	N	0.088	N		59000	
	Combined Traffic Estimates for 2 Paralle	l Roadways on this Route	: <b>99000</b> US 17	N	97%	0%	0%	1%	2%	0%	Ν	NA			109000	
est	From:	SR 1	68 Battlefiel	d Blvd			+									_
54)	City of Chesapeake		53000	G	97%	0%	0%	1%	2%	0%	F	0.088	F		59000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	99000	G	97%	0%	0%	1%	2%	0%	F	0.077	F	0.618	109000	
	To		I-464				$ \vdash$									_
				_	91%	0%	1%	2%	6%	0%	_	0.089	F		38000	
$\neg$	City of Changeska	(Maint: 64) 0.44	25000				170	/ 7/0	070	U70		บ.บอฮ	Г		30000	
$\neg$	City of Chesapeake	,	35000	G					60/	∩0/:					76000	
$\neg \sim$	City of Chesapeake Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 71000	G	91%	0%	1%	2%	6%	0%	F	NA			76000	
(est (17)	Combined Traffic Estimates for 2 Paralle	Roadways on this Route		G					6%	0%	F				76000	
17		Roadways on this Route	: 71000	G					6%	0%	F F		F		76000 39000	

## 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

-							_		Tru	ck			K	011	Dir		٥.,
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷۱
West	From:			orge Washi													
64)	City of Chesapeake		1.86	35000	G	91%	0%	1%	2%	6%	0%	F	0.089	F		37000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	70000	G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.513	75000	G
Vest	To: From:		US 13, U	JS 460 Mili	itary Hwy	7											
64)	City of Chesapeake	(Maint: 64)	1.65	37000	Α	91%	0%	1%	2%	6%	0%	С	0.102	Α		39000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	75000	Α	91%	0%	1%	2%	6%	0%	С	0.1	Α	0.501	80000	Α
	To:			I-264, I-664	4												
	From:		BUS US 17	George Wa	shington												
165) Cedar Rd	City of Chesap	oeake	2.40	12000	G	96%	1%	1%	1%	0%	0%	С	0.106	F	0.514	13000	G
<u> </u>	To. From:			West Rd				$\Box$ $\vdash$									
165)Cedar Rd	City of Chesap	oeake	1.29	13000	G	96%	1%	1%	1%	0%	0%	F	0.106	F	0.579	14000	G
	To		US 17; SF	R 104 Dom	inion Blv	d		<u> </u>									
165 Cedar Rd	City of Chesap	oeake	0.28	25000	G	97%	1%	1%	1%	1%	0%	С	0.085	F	0.521	27000	G
	то		Bell	ls Mill Rd V	West												
165)Cedar Rd	City of Chesap	peake	2.01	26000	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.566	28000	C
100)	To		131 870	8 Bells Mil													
165)Cedar Rd	From:L City of Chesap	oeake	1.73	25000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.559	28000	
100)	та			168 Battlef													
Bus	From																
165 168 Battlefield Blvd	City of Chesap	beake	0.26	34000	G	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	37000	G
	To: From:		BUS SR	168 Battlet													
165) Mt Pleasant Rd	City of Chesap	oeake	0.75	19000	G	96%	1%	1%	1%	1%	0%	F	0.101	F	0.581	21000	(
<u> </u>	To. From:		SR 168	Great Bridg	e Bypass												
165) Mt Pleasant Rd	City of Chesap	oeake	2.57	18000	G	96%	1%	1%	1%	1%	0%	С	0.101	F	0.502	20000	(
<u> </u>	To:		131-86	6 Centervil	le Tpke			$ \vdash$									
165)Mt Pleasant Rd	City of Chesap	peake	4.53	10000	G	96%	0%	2%	1%	1%	0%	С	0.106	F	0.519	11000	(
	To.		131-8667	Fentress A	irfield R	d											
165)Mt Pleasant Rd	From: L City of Chesap	peake	0.91	10000	G	96%	0%	2%	1%	1%	0%	F	0.12	F	0.610	11000	
100)	To:			_ Virginia I													
	From:		US 17; SF	R 104 Dom	inion Blv	d											
166)Bainbridge Blvd	City of Chesap	eake	2.05	4700	G	90%	1%	2%	3%	4%	0%	F	0.118	F	0.703	5400	(
	To.		SR 190	Great Brid	lge Blyd												
166)Bainbridge Blvd	From: City of Chesap	oeake	0.69	8300	G G	90%	1%	2%	3%	4%	0%	С	0.095	F	0.511	9500	
100)																	`
166)(460)Bainbridge Blvd	City of Chesap	neake neake	0.74	13 Military 11000	Hwy <b>G</b>	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	12000	(
100 / 400   Bail bridge bivd	City of Chesap	Joane				JU /0	070	1 /0	1 /0	∠ /0	0 /0	•	0.031	•	0.000	12000	
Date to date on Dt. 1	To: From:			reeman Av		000/	007		407	007	001		0.000	_	0.500	40000	
166)(460)Bainbridge Blvd	City of Chesap	реаке	1.25	11000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	G

Jurisdiction  From:  City of Chesapeake  To:  From:  City of Chesapeake		apeake Dr 8600 G	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	K Factor	QK	Factor	AAWDT	QW
To: From:	0.81 <b>8</b> SR 337 P	8600 G	2001											
To: From:	SR 337 P		000/											
City of Chesapeake			96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9400	G
City of Chesapeake	Dailioi				_									
only or emocapound	0.56 <b>9</b>	9200 G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	10000	G
			3070	170	170	170	270	070	Ü	0.001	•	0.010	10000	Ŭ
City of Chesapeake		berty St 6100 G	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6600	G
To:			93%	170	170	170	270	0%	Г	0.106	Г	0.090	0000	G
From:					+									
City of Chesaneake			96%	0%	1%	2%	1%	0%	C	0 174	Δ	0 533	22000	Α
Oity of Offesapeane				070	1 70	270	1 /0	070	O	0.174	^	0.000	22000	
City of Change also (Mainty TO				00/	10/	20/	10/	00/	_	0.000	г	0.604	12000	
City of Chesapeake (Maint: 10	L) 2.92 13	3000 G	96%	0%	1%	2%	1%	0%	Г	0.080	Г	0.604	12000	G
From:									_		_			_
City of Chesapeake (Maint: 10	L) 2.94 <b>13</b>	3000 G	96%	0%	1%	2%	1%	0%	F	0.078	F	0.602	12000	G
To- From:		rest Pkwy												
City of Chesapeake (Maint: TO	L) 0.25 <b>27</b>	7000 G	96%	0%	1%	2%	1%	0%	F	0.083	F	0.611	25000	G
To: From:	End T	Toll Road			$\Box$									
City of Chesapeake	1.76 <b>27</b>	7000 G	96%	0%	1%	2%	1%	0%	F	0.083	F	0.611	25000	G
To:	Bus SR 168	Battlefield Blvd												
City of Chesapeake			96%	0%	1%	2%	1%	0%	F	0.082	F	0.557	23000	G
To	Hank	abury Rd			$\neg$ $\sqsubseteq$									
City of Chesapeake			96%	0%	1%	2%	1%	0%	F	0.091	F	0.764	39000	G
Tool														
City of Chesaneake			96%	0%	1%	2%	1%	0%	F	n n8a	F	0.68	61000	G
Oity of Offesapeane			3070	070	1 70	270	1 /0	070		0.000		0.00	01000	O
City of Change and ka			069/	00/	10/	20/	10/	00/	_	0.004	Е	0.602	F7000	G
City of Criesapeake			90%	0%	170	270	170	0%	Г	0.064	Г	0.003	37000	G
To: From:		I-64		0 10										
	•										segm	ient.	400000	
Combined Traffic Estimates for 2 Parallel Roadway			97%	0%	0%	1%	2%	0%	N	NA			109000	N
From:		I-64												
City of Chesapeake	0.82 <b>41</b>	1000 G	96%	0%	1%	1%	2%	0%	С	0.104	F	0.55	41000	G
To	IIS 13 M	Military Hwy			$\neg$ $\sqsubseteq$									
Citv of Chesapeake			96%	0%	1%	1%	2%	0%	F	0.083	F	0.564	26000	G
Tre														
City of Chesanaske			96%	0%	1%	1%	2%	0%	F	0 008	F	0.644	18000	G
Oity of Offesapeake			JU /0	0 /0	1 /0	1 /0	<b>2</b> /0	0 /0	•	0.030	•	0.044	10000	9
To:			000/	007		407	001	001		0.005	_	0.010	04.000	
City of Chesapeake			96%	υ%	1%	1%	2%	0%	F	0.095	F	0.612	21000	G
	City of Chesapeake (Maint: TO  City of Chesapeake (Maint: TO  City of Chesapeake (Maint: TO  City of Chesapeake  City of Chesapeake (Maint: 64  Combined Traffic Estimates for 2 Parallel Roadway	North Care	City of Chesapeake (Maint: TOL)   2.92   13000   G	North Carolina State Line	North Carollina State Line	North Carolina State Line	North Carolina State Line	North Carolina State Line   City of Chesapeake   1.79   24000   A   96%   0%   1%   2%   1%   0%   C   0.174   A   0.533	City of Chesapeake (Maint: TOL)   2.92   13000   G   96%   0%   1%   2%   1%   0%   C   0.174   A   0.533   22000					

		Oity of Offesapeake				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Old Atlantic Avenue							_		_			_
168 Atlantic Ave	City of Chesapeake	0.39 <b>12000 G</b>	96%	0%	1%	1%	2%	0%	F	0.097	F	0.717	13000	G
	City of Chesapeake	SR 246 Liberty Rd 0.35 <b>21000 G</b>	96%	0%	 1%	1%	2%	0%	F	0.095	F	0.651	23000	G
168	To:	SCL Norfolk	90%	0%	176	170	270	0%	Г	0.095	Г	0.001	23000	G
Bus	From:	SR 168 Chesapeake Expressway; Batt	tlefield Blvo	1										
168 Battlefield Blvd	City of Chesapeake	2.70 <b>13000 G</b>	96%	0%	1%	2%	1%	0%	F	0.089	F	0.622	14000	G
Bus	To: From:	Indian Creek Rd												
Battlefield Blvd	City of Chesapeake	1.55 <b>16000 G</b>	96%	0%	1%	2%	1%	0%	F	0.089	F	0.578	17000	C
$\smile$	To: From:	Centerville Tpke												
Bus 168 Battlefield Blvd	City of Chesapeake	3.78 <b>18000 G</b>	96%	0%	1%	2%	1%	0%	F	0.1	F	0.517	19000	G
<u> </u>	To:	Great Bridge Bypass												
Bus 168 Battlefield Blvd	City of Chesapeake	0.28 <b>8000 G</b>	96%	1%	2%	1%	1%	0%	F	0.099	F	0.503	8700	
168) Battleffeld Bivd	To:		3070	170	270	170	170	070		0.055	'	0.505	0700	
Bus	From:	131-8802 Hanbury Rd	2001	40/		407	407	201	_	0.000	_	0.500	47000	,
168 Battlefield Blvd	City of Chesapeake	1.70 <b>15000 G</b>	96%	1%	2%	1%	1%	0%	F	0.083	F	0.533	17000	(
Bus	To: From:	SR 165 S, Mount Pleasant Rd, John	nstown Rd											
168 165 Battlefield Blvd	City of Chesapeake	0.26 <b>34000 G</b>	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	37000	(
Bus	To: From:	SR 165 North; Cedar Road	d											
168) Battlefield Blvd	City of Chesapeake	1.24 <b>35000 G</b>	96%	1%	2%	1%	1%	0%	F	0.081	F	0.627	38000	C
$\smile$	To: From:	SR 190 Great Bridge Blvd	1											
Bus 168 Battlefield Blvd	City of Chesapeake	0.19 <b>37000 G</b>	96%	1%	2%	1%	1%	0%	F	0.086	F	0.522	41000	C
$\smile$	To:	SR 168 Great Bridge Bypas	SS											
Bus 168 Battlefield Blvd	City of Chesapeake	1.37 <b>47000 G</b>	96%	1%	2%	1%	1%	0%	F	0.084	F	0.615	51000	
168) Battioned Biva	To:			170		170	170	070	•	0.004	•	0.010	01000	
Bus	From:	Hollywood Rd; Oak Grove I		407		407	407	201		0.004		0.045	54000	
168 Battlefield Blvd	City of Chesapeake	0.68 <b>47000 N</b>	96%	1%	2%	1%	1%	0%	N	0.084	N	0.615	51000	٨
Bus	To: From:	Volvo Pkwy												
168 Battlefield Blvd	City of Chesapeake	0.65 <b>47000 N</b>	96%	1%	2%	1%	1%	0%	Ν	0.084	Ν	0.615	51000	1
<u> </u>	In'	I-64												
190)Great Bridge Blvd	City of Chesapeake	SR 166 Bainbridge Blvd 0.83 <b>5300 G</b>	86%	2%	2%	7%	3%	0%	С	0.098	F	0.521	5800	(
1907 - 1001 - 11090 - 110	To:	131-8763 Campostella Rd		-70		. 70				0.000		0.021		`
190) Great Bridge Blvd	City of Chesapeake	0.30 <b>10000 G</b>	86%	2%	2%	7%	3%	0%	F	0.092	F	0.562	11000	(
	To:	I-64												
190) Great Bridge Blvd	Erom: City of Chesapeake	0.26 <b>13000 G</b>	96%	1%	1%	1%	0%	0%	F	0.091	F	0.555	14000	(
	To:	US 17; SR 104 Dominion B												

## 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			of Chesap					Tri	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2010	3+Axle			QC	Factor	QK		AAWDT	· Q\
	From:	HC 17. C	R 104 Domir	nion Dly	1		ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Factor		
190) Great Bridge Blvd	City of Chesar	· · · · · · · · · · · · · · · · · · ·	13000	G	96%	1%	1%	1%	0%	0%	С	0.101	F	0.619	14000	
190 Great Bridge Biva	Oity of Officsal				3070	1 /0	170	170	070	070	O	0.101	'	0.013	14000	
	From:		168 Battlefie		070/	00/		40/	201	201	_	0.000		0.045	20222	,
190 Kempsville Rd	City of Chesar	peake 0.48	24000	G	97%	0%	1%	1%	0%	0%	F	0.096	F	0.615	26000	(
	To: From:		learfield Av													
190) Kempsville Rd	City of Chesar	peake 0.81	27000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.533	30000	(
$\smile$	To:	Gı	eenbrier Pkv	vy												
(190) Kempsville Rd	City of Chesar	peake 1.81	17000	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.514	19000	(
	To.		Volvo Pkwy	,												
(190) Kempsville Rd	From: City of Chesap		31000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.568	34000	(
90) rtompovillo rta	To:		L Virginia Be		0070	070		070	070	070	•	0.000	•	0.000	01000	•
	From:		1, S Military				<u> </u>									
104 (42) (460)	City of Chesar		7000	G G	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7700	(
191 (13) (460)	To:		RLINE BLV		0070	170		270	470	070	•	0.100	•	0.007	7700	
	From:		58 Airline B													
91)Jolliff Rd	City of Chesar	peake 2.22	3000	G	96%	1%	2%	1%	0%	0%	С	0.152	F	0.710	3200	(
9	Ta-	Do	ock Landing l	Rd												
91)Joliff Rd	From: City of Chesar		2900	G	98%	0%	1%	0%	0%	0%	С	0.118	F	0.521	3100	(
91)	To:		7 Portsmouth								_					
	From:	ZII	13 Military I	Hwy			i									
196) Canal Dr	City of Chesar		14000	G	97%	0%	1%	1%	0%	0%	С	0.104	F	0.572	15000	(
190)	To:		orge Washin								_					
	From		US 460													
Liberty St	City of Chesar	peake 0.39	9200	G	96%	1%	1%	1%	2%	0%	С	0.086	F	0.518	10000	(
240) = 3	Tall							.,,	_,,		-		-			
Lib anti Ct	From City of Change		atham Stree		000/	40/		40/	20/	00/	F	0.00	_	0.504	0500	(
Liberty St	City of Chesar		6000 68 Campostel	G Ila P.d	96%	1%	1%	1%	2%	0%	г	0.09	F	0.501	6500	,
		JK IC	•	na Ku												
ast	C:t - of Ch - o o o o o o	(Mainte C4) 4.40	I-64; I-664	_	0.40/	00/	40/	40/	20/	00/	_	0.405	_		20000	,
264)	City of Chesapeake		26000	G	94%	0%	1%	1%	3%	0%	F _	0.105	F		28000	(
	Combined Traffic Estimates for 2 Paralle			G	95%	0%	1%	1%	3%	0%	F	NA			55000	(
	10.	W	CL Portsmou	ıtn			<u> </u>									
/est	From:	(14 : 1 : 0 4)	I-64; I-664		050/	00/		407	00/	00/	_	0.405	_		07000	
264	City of Chesapeake	,	25000	G	95%	0%	1%	1%	3%	0%	F	0.105	F		27000	(
	Combined Traffic Estimates for 2 Paralle			G	95%	0%	1%	1%	3%	0%	F	NA			55000	(
	10:		CL Portsmou				<u> </u>									
	From:		ECL Suffolk										_			
Portsmouth Blvd	City of Chesap	peake 0.72	13000	G	95%	1%	1%	2%	2%	0%	С	0.083	F	0.553	14000	(
<u> </u>	T <sub>O</sub>	SF	R 191 Joliff F	Rd												
Portsmouth Blvd	City of Chesar		17000	G	95%	1%	1%	2%	2%	0%	F	0.078	F	0.545	19000	(
~.,	To:		I-664													

## 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		Oity	or Chesal	ocarc				Tr	ıck-			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		I-664				2////	JTANE	IIIaii	ZIIali		1 actor		1 actor		
(337) Portsmouth Blvd	City of Chesapeake	0.60	37000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.546	40000	G
	To	Car	pri Circle W	lect												
337) Portsmouth Blvd	City of Chesapeake	0.67	26000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.509	28000	G
337) * *********************************	To							-,-	.,,							
(337) Portsmouth Blvd	City of Chesapeake	0.24	Taylor Rd 32000	G	98%	0%	1%	0%	1%	0%	F	0.08	F	0.518	35000	G
337)1 616116411 2114	The state of the s					070		070	170	070	•	0.00	·	0.010	00000	Ū
337)Portsmouth Blvd	City of Chesapeake	0.49	ck Landing 33000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.543	36000	G
337 Fortsmouth Bivd	To:		CL Portsmo		90 /6	076	1 /0	076	1 /0	0 /6		0.004		0.545	30000	G
	From:		CL Portsmou													
(337) Jordan Bridge	City of Chesapeake (Maint: TOL	_) 0.39	6900	N	96%	1%	1%	0%	1%	0%	Ν	0.123	Ν	0.585	7400	Ν
$\smile$	To	Toll A	uthority Bo	undarv			<b>—</b> —									
337) Poindexter St	City of Chesapeake	0.11	6900	G	96%	1%	1%	0%	1%	0%	F	0.123	F	0.585	7400	G
	To:		I-464													
337 Poindexter St	City of Chesapeake	0.56	13000	G	96%	1%	1%	0%	1%	0%	F	0.089	F	0.575	14000	G
001)	То:		0 Bainbridg													
	From:		60; Poindex													
337 Bainbridge Blvd	City of Chesapeake	0.74	2100	G	96%	1%	1%	0%	1%	0%	F	0.097	F	0.699	2200	G
	10:		SCL Norfoll													
	From:		ECL Norfoll		200/	00/		001	407	00/	_	0.000	_	0.504	07000	_
107 Indian River Rd	City of Chesapeake	0.71	25000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.561	27000	G
	To: From:		Oaklette Ave													
407 Indian River Rd	City of Chesapeake	0.90	30000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.523	33000	G
	105		L Virginia B													
Military I Habarra	From:		ECL Suffoll		040/	00/	40/	40/	<b>C</b> 0/	00/	_	0.004	^	0.500	70000	^
(460) $(58)$ $(13)$ Military Highway	City of Chesapeake (Maint: 64)	) 2.41	70000	Α	91%	0%	1%	1%	6%	0%	С	0.094	Α	0.586	73000	Α
~~~	To: From:		I-664				<u> </u>						_			
(460) (58) (13)	City of Chesapeake (Maint: 64)	0.64	11000	G	91%	0%	1%	1%	6%	0%	F	0.099	F	0.530	12000	G
~~~	To. From:		S 58; SR 19													
{460}{13}\(191)	City of Chesapeake	0.18	7000	G	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7700	G
<del>\$\frac{1}{2}</del> \frac{1}{2} \frac{1}{2}	To: From	SR 19	1, S Militar	y Hwy												
(460) (13) Military Highway	City of Chesapeake	0.45	6000	G	89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6600	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway			G								0.123	F	0.583	NA	
	To: From:	S	Military Hv I-64	vy												
460 13 Military Highway	City of Chesapeake	1.37	17000	G	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	19000	G
460 13 Military Highway	The state of the s					<b>570</b>	- 70	. 70	J /0	J /0	•	0.712	•	0.571	.0000	J
460 (13) Military Highway	City of Chesapeake	US 17 Geo	orge Washir 20000	ngton Hv <b>G</b>	98%	0%	1%	1%	0%	0%	F	0.118	F	0.533	22000	G
(460) (13) Military Highway	City of Criesapeake				90%	U%	170	1 70	U%	U%	г	0.116	r	0.555	22000	G
~~~~·····	To From:		196 Canal					46:								
(460) (13) Military Highway	City of Chesapeake	2.20	32000	Α	98%	0%	1%	1%	0%	0%	С	0.128	Α	0.553	36000	Α
	103	N	Military Hw	У												

## 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			of Chesap					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r Q
	From:	US	13 Military F	Hwv			2, 040	017040	TTTGII	211011		1 40101		1 40101		
60 166 Bainbridge Blvd	City of Chesape		11000	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	12000	(
30,100	To	Ţ	Freeman Ave	2												
60 (166) Bainbridge Blvd	From: City of Chesape		11000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	
00) (100) Baillibridge Biva	any or emocaped					070		170	270	070	•	0.000	·	0.020	12000	
60 (166) Bainbridge Blvd	City of Chesape		nesapeake Av 8600	ve <b>G</b>	96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9400	
60 166 Bainbridge Blvd	City of Chesapea		37 Poindexte		90%	0%	170	170	270	0%	C	0.065	Г	0.556	9400	
	From:		ainbridge Bly													
60 166 Poindexter St	City of Chesapea	eake 0.56	9200	G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	10000	
	Tac		Liberty St													
60 (166) 22nd St	City of Chesape	eake 0.39	6100	G	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6600	
00)(100)	To:		SCL Norfolk	τ .												
LT	From:		Joliff Rd													
60 58 Airline Blvd	City of Chesapea	eake 1.72	8400	G	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	9200	
90) (30)	To:		CL Portsmou	uth												
orth	From:	U	S 17; SR 16	58												
64) (17)	City of Chesapeake (N		25000	G	95%	0%	1%	1%	2%	0%	F	0.122	F		28000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	53000	G	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	60000	
	To	<u> </u>	I-64													
orth	From:	11: ( 04)			050/	00/	401	407	007	001	_	0.440	_		04000	
64	City of Chesapeake (M	,	27000	G	95%	0%	1%	1%	2%	0%	-	0.112	F		31000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	52000	G	95%	0%	1%	1%	2%	0%	F	0.082	F	0.636	60000	
orth	To: From:	US	13 Military F	Hwy			<b>□</b> ⊢									
64)	City of Chesapeake (N	Maint: 64) 1.06	21000	G	95%	0%	1%	1%	2%	0%	F	0.123	F		24000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	43000	G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.716	49000	
	Tax	<u> </u>	Freeman Ave													
orth	From:				050/	00/	40/	407	00/	00/	_	0.457			00000	
64)	City of Chesapeake (N	,	24000	A	95%	0%	1%	1%	2%	0%	С	0.157	A	. ==.	28000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.106	Α	0.779	52000	
orth	To: From:	SR 3	37 Poindexte	er St												
64)	City of Chesapeake (M	Maint: 64) 0.76	25000	F	95%	0%	1%	1%	2%	0%	F	0.116	F		29000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	46000	F	95%	0%	1%	1%	2%	0%	F	NA			53000	
	To:		SCL Norfolk	(												
uth	From:		S 17; SR 16	i8												
64) (17)	City of Chesapeake (M	Maint: 64) 0.18	28000	G	95%	0%	1%	1%	2%	0%	F	0.098	F		32000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	53000	G	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	60000	
	To:		I-64				$\neg$ $\vdash$									
outh	City of Change and A	Moint: 64) 0.00			050/	00/	40/	10/	20/	00/	_	0.44	_		20000	
64)	City of Chesapeake (N Combined Traffic Estimates for 2 Parallel F		25000 52000	G G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.11 0.082	F	0.636	28000 60000	

## 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		City C	or Chesap	care				Tru	ol.			I/		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
outh	From:	IIC 1	3 Military F	Juzz			ZAXIE	3+Axie	IIIali	ZIIdli		Factor		Factor		
464)	City of Chesapeake (Mai		22000	G	95%	0%	1%	1%	2%	0%	F	0.105	F		25000	G
101)	Combined Traffic Estimates for 2 Parallel Ro		43000	G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.716	49000	G
	To		eman Aveni					.,,			-		-			
outh	From:															
464	City of Chesapeake (Mai	,	21000	Α	95%	0%	1%	1%	2%	0%	С	0.136	A		24000	A
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.106	Α	0.779	52000	Α
outh	To: From:	Co	ollector Roa	d												
464)	City of Chesapeake (Mai	nint: 64) 0.43	21000	F	95%	0%	1%	1%	2%	0%	F	NA			24000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	46000	F	95%	0%	1%	1%	2%	0%	F	NA			53000	G
	То:	S	CL Norfolk													
ast	From:	V	VCL Suffolk													
Hampton Roads Beltway	City of Chesapeake (Mai	nint: 64) 0.16	38000	G	93%	0%	1%	1%	4%	0%	F	0.102	F		41000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			83000	G
		East I-664 is	signed as	South	n I-664											
·not	To: From:	64-65	59 Pughsville	e Rd												
East 664 Hampton Roads Beltway	City of Chesapeake (Mai	int: 64) 2.02	40000	G	93%	0%	1%	1%	4%	0%	F	0.090	F		43000	G
504) Hampton Hoads Boiling	Combined Traffic Estimates for 2 Parallel Ro			G	93%	0%	1%	1%	4%	0%	F	0.082	F	0.531	84000	G
		East I-664 is				0,0	. , 0	. , ,	.,0	0,0	•	0.002	•	0.00	0.000	•
	To:		Portsmouth													
ast	From:															
Hampton Roads Beltway	City of Chesapeake (Mai	•	41000	G	93%	0%	1%	1%	4%	0%	F	0.086	F		44000	G
	Combined Traffic Estimates for 2 Parallel Ro	•		G	93%	0%	1%	1%	4%	0%	F	0.081	F	0.542	82000	G
		East I-664 is	signed as	South	1 I-664											
East	To: From:	64-663 I	Oock Landin	ng Road												
Hampton Roads Beltway	City of Chesapeake (Mai	nint: 64) 1.18	36000	G	93%	0%	1%	1%	4%	0%	F	0.105	F		38000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	76000	G	93%	0%	1%	1%	4%	0%	F	0.083	F	0.565	82000	G
		East I-664 is	signed as	South	n I-664											
	To:	US 13, US 58,	US 460 Mil	liatry Hi	ghway											
East 664) Hampton Roads Beltway	City of Chesapeake (Mai		59000	G	93%	0%	1%	1%	4%	0%	_	0.094	F		64000	G
664 Hampton Roads Beitway	•	*		G	93%	0%	1%		4%	0%		0.094 NA	Г		117000	G
	Combined Traffic Estimates for 2 Parallel Ro	East I-664 is				0%	1%	1%	4%	0%	Г	INA			117000	G
	- F															
ast	To: From:	US 13, US 460	) Military H	ighway :	South											
664 Hampton Roads Beltway	City of Chesapeake (Mai	int: 64) 0.73	54000	G	93%	0%	1%	1%	4%	0%	F	0.099	F		59000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	104000	G	93%	0%	1%	1%	4%	0%	F	NA			113000	G
		East I-664 is	signed as	South	n I-664											
	To:		I-64; I-264													

Route	Jurisdiction	Longth	AADT	Ο Δ	4Tire	Duo		Tru	ck		QC	K	QK	Dir	AAWDT	0\\
Route	Jurisdiction	Length	AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Qvv
West	From:	,	WCL Suffoll	ζ.												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.62	40000	G	93%	0%	1%	1%	5%	0%	F	0.083	F		43000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			83000	G
		West I-664 is	s signed a	s Nort	h I-664											
	То:	64-65	9 Pughsville	Road			$\lnot$ $\vdash$									
West	City of Change also (Mainty C4)	2.10	38000		020/	00/	10/	40/	5%	00/	_	0.078	_		44000	0
664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)			G	93%	0%	1%	1%		0%			г -	0.504	41000	G
	Combined Traffic Estimates for 2 Parallel Roadway			G - \/	93%	0%	1%	1%	4%	0%	F	0.082	F	0.531	84000	G
		West I-664 is	s signea a	s ivort	1 1-664											
West	To: From:	SR 33	7 Portsmout	h Blvd												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.03	36000	G	93%	0%	1%	1%	5%	0%	F	0.080	F		38000	G
004)	Combined Traffic Estimates for 2 Parallel Roadway		76000	G	93%	0%	1%	1%	4%	0%	F	0.081	F	0.542	82000	G
	combined traine formation of fit arange reading,	West I-664 is		_		0,0	.,0	. , 0	.,0	0,0	•	0.00	•	0.0.2	02000	•
	To:															
West	From:	Doo	k Landing R	coad												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.48	41000	G	93%	0%	1%	1%	5%	0%	F	0.086	F		44000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	76000	G	93%	0%	1%	1%	4%	0%	F	0.083	F	0.565	82000	G
		West I-664 is	s signed a	s Nort	h I-664											
	To:	US 13, US 58.	US 460 Mi	litary Hi	phway											
West	From:										_		_			_
Hampton Roads Beltway	City of Chesapeake (Maint: 64)		50000	G	93%	0%	1%	1%	5%	0%	F	0.09	F		54000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	109000	G	93%	0%	1%	1%	4%	0%	F	NA			117000	G
		West I-664 is		s Nort	h I-664											
	To:		I-64; I-264													

							Oncoupe									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
	0.10	From <b>NA</b>	Ъ				SR 168				NA			NA		
F144)	0.10	To	3*			Ι	Dead End							INA		
		From	1:				intern St									
F <sub>145</sub> Bulldog Rd	0.06	840	G			•	intern bt				0.148	F	0.598	840	G	2007
		To	<i>i</i> :			Ι	Dead End									
		From	:			Ι	Dead End									
F <sub>146</sub> Technology Dr	0.05	1500	G								0.132	F	0.669	1500	G	2007
		То			131	-8695 Del	oaun Ave; L	indale Dr								
<u> </u>		From				Ι	Dead End									
Tennyson St	0.10	40 To	G			CD 100 C	lunnt Duiden	Dlod			0.161	F	0.5	40	G	2007
		From					Breat Bridge	DIVU								
Libertyville Rd	0.34	1300	"LG			N	Iullen Rd				0.112	F	0.608	1300	G	2007
Libertyville Rd	0.34	1300 To	_			SR 166	Bainbridge I	Blvd			0.112	-	0.000	1300	G	2007
		From	1:				outhway St									
Firman St	0.17	100	G			30	aanway ot				0.233	F	0.511	100	G	2007
	<u> </u>	То				I	Dead End									
		From	1.			US 13 N	lilitary High	way								
F <sub>153</sub> Rotunda Ave	1.67	450	G	89%	1%	3%	3%	3%	0%	С	0.118	F	0.566	480	G	2007
<u> </u>		To From				WCI	Portsmouth	1			¬—					
Rotunda Ave	0.69	450 From	N	89%	1%	3%	3%	3%	0%	N	0.118	Ν	0.566	480	Ν	2007
$\mathcal{I}$		То	Œ			124-854	) Greenwoo	d Dr								
_		From	:			Ε	orcas Rd									
F <sub>156</sub> Burns St	0.12	60	G								0.246	F	0.516	60	G	2007
$\mathcal{L}$		То	ć.			I	Dead End									
$\overline{}$		From					SR 191									
-336 Jollif Rd	0.19	<b>30</b>	G								0.222	F	0.583	30	G	2007
							Dead End									
Dronoby ious May	0.47	From				I	Dead End				0.100	_	0.5	60	0	2007
F <sub>337</sub> Branchview Way	0.47	60 To	G			SR 1	91 Jolliff Ro	1			0.128	F	0.5	60	G	2007
		From									-					
F683) Blake St	0.32	840	G			SK 190 C	Breat Bridge	BIVU			0.092	F	0.614	840	G	2007
-663) 2.6.110 01	0.02	To				I	Dead End					•	0.0	0.0	Ū	
		From	1:			SR 190 C	Freat Bridge	Blvd								
Finck Lane	0.13	690	G					-			0.253	F	0.563	690	G	2007
		То	):			Ι	Dead End									
		From	1:			I	Dead End									
W. Military Hwy	0.06	40	G								0.247	F	0.524	40	G	2007
<u> </u>		To				FR	-923 US 58									
$\overline{}$		From				I	Dead End	•	•	•						
F809	0.65	100 To	G				110.50				0.168	F	0.571	100	G	2007
							US 58									
Pidgowov Ava	0.46	From <b>70</b>				US 13 N	Iilitary High	way			0 170	_	0.540	70	C	2007
Ridgeway Ave	0.46	<b>70</b>	G			т	Dead End				0.179	F	0.519	70	G	2007
		From					Iilitary High	W/OV			<del></del>					
Snowden St	0.58	20	G			03 38 N	muary High	way			0.381	F	0.625	20	G	2007
323) 51.5.14611 51	0.00	To				Ι	Dead End					•	0.020	20	_	2001
		From	n:				rchland Blvd				i					
1 Towne Point Rd	0.07	24000	G	94%	3%	2%	0%	1%	0%	F	0.09	F	0.535	26000	G	2007
· · · · · · · · · · · · · · · · · · ·		To	a*				131 NCL CI									
		From	1:				-NC State L									
O Developments Del	0.70	4700	_	000/					-	_					_	
2 Backwoods Rd	0.73	1700	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.912	1900	G	2007

		A	nnual <i>i</i>	Average	Daily T	raffic Volume Estimate City of Chesapeake	s Bv Sect	ion of	Route					
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			_			ZAXIE STAXIE IIIa	II ZIIAII		racio		racioi			
	0.05	From		0.40/	00/	George Washington Hwy	00/	_	0.440	_	0.004	000	_	0007
3 Douglas Rd	2.95	260 To	G	94%	3%	2% 0% 1% Benefit Rd	0%	С	0.140	F	0.634	290	G	2007
		From				Battlefield Blvd								
4 Indian Creek Rd	5.92	970	G	94%	2%	3% 1% 1%	0%	С	0.094	F	0.563	1100	G	2007
		То				WCL Virginia Beach								
Crossways Blvd	0.32	13000	G	99%	0%	Volvo Pkwy 0% 0% 0%	0%	С	0.095	F	0.539	14000	G	2007
5 Crossways Blvd	0.52	То	Ŭ	3370	070	Eden Way North	078	-	0.033	'	0.555	14000	0	2007
_		From				Greenbriar Pkwy								
6 Woodlake Dr	0.23	21000	G	97%	1%	1% 0% 1%	0%	С	0.091	F	0.708	23000	G	2007
		То				Old Greenbriar Pkwy								
Old Greenbriar Rd	0.43	12000	G	97%	1%	Woodlake Dr 1% 0% 1%	0%	С	0.085	F	0.526	13000	G	2007
7 Old Greenbriar Rd	0.40	12000		01 70	170	Military Hwy	070		<u> </u>		0.020	10000		2001
7 Old Greenbriar	0.46	4800	G	96%	1%	2% 1% 1%	0%	F	0.085	F	0.587	5200	G	2007
$\overline{}$		To				Providence Rd								
O		From				Ballahack Rd							_	
8 Bunch Walnuts Rd	3.01	890 To	G	96%	1%	2% 1% 1% Benefit Rd	0%	С	0.092	F	0.624	980	G	2007
		From				WCL Va Beach								
9 Paramont Ave	1.11	5000	G	98%	1%	1% 0% 0%	0%	С	0.097	F	0.53	5500	G	2007
		То				Military Hwy								
		From				Benefit Rd								
10 Sign Pine Rd	1.73	1900 <sub>To</sub>	G	96%	1%	2% 1% 1% Battlefield Blvd	0%	С	0.097	F	0.781	2100	G	2007
		From	I		CD 14	68 Battlefield Blvd, Atlantic	Avo							
(11) Campostella Rd	0.44	14000	G	96%	0%	1% 1% 2%	0%	F	0.089	F	0.520	15000	G	2007
		To From	-			131-8640 Providence Rd								
(11) Campostella Rd	1.34	13000	G	96%	0%	1% 1% 2%	0%	F	0.085	F	0.543	14000	G	2007
		То			S	SR 246 Liberty St; Border Rd								
Churchland Blud	0.57	From	<u> </u>	000/	00/	Western Branch Blvd	00/		0.004	_	0.546	6200	0	2007
(8524) Churchland Blvd	0.57	5700	G	99%	0%	0% 0% 0%	0%	С	0.084	F	0.516	6300	G	2007
(8524) Churchland Blvd	0.09	15000	G	99%	0%	Towne Point Rd 0% 0% 0%	0%	F	0.086	F	0.541	17000	G	2007
(8524) Churchiand Bivd	0.00	То		0070	070	WCL Portsmouth	070		0.000	•	0.011	11000		2001
		From				SR 191 Jolliff Rd								
8527 Dock Landing Rd	0.27	5700	G	99%	0%	0% 0% 0%	0%	F	0.095	F	0.553	6300	G	2007
		From				I-664			$\exists$					
(8527) Dock Landing Rd	0.89	6300	G	98%	1%	1% 0% 0%	0%	С	0.096	F	0.569	6900	G	2007
Dock Landing Rd	0.24	6000 From	G	98%	10/	Eagle Hill Dr  1% 0% 0%	0%	F	0.094	F	0.540	6500	G	2007
(8527) Dock Landing Rd	0.24	0000		90%	1%		0%	Г	0.094	Г	0.540	6500	G	2007
(8527) Dock Landing Rd	2.23	6700	G	98%	1%	Devon Dr 1% 0% 0%	0%	С	0.093	F	0.502	7300	G	2007
8527 Dock Landing Rd	2.20	To		3370	1 70	SR 337 Portsmouth Blvd	<u> </u>				3.002			
		From			133-	-659 Pughsville Rd; CL Suff								
8529 Pughsville Rd	0.85	8500	G	87%	0%	1% 3% 9%	0%	С	0.094	F	0.560	9200	G	2007
		From				I-664			$\neg$ —				_	
8529 Pughsville Rd	0.16	20000 To	G	98%	1%	1% 0% 0% 131-8530; Taylor Rd	0%	С	0.09	F	0.596	21000	G	2007
		From				Pughsville Rd								
(8529) Taylor Rd	1.65	15000	G	98%	1%	1% 0% 0%	0%	F	0.089	F	0.546	16000	G	2007
		To				US 17								
(8530) Taylor Rd	1.70	23000	G	99%	0%	SR 337 Portsmouth Blvd 0% 0% 0%	0%	С	0.091	F	0.506	25000	G	2007
(8530) Taylor Rd	1.70	<b>23000</b> To		J3 /0	U /0	Bruce Rd	0 /0		0.031		0.500	20000	J	2001

Bruce Rd

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:					D.1				-					
Taylor Rd	0.29	21000	G	99%	0%	0%	uce Rd 0%	0%	0%	F	0.087	F	0.531	23000	G	2007
6530) 1 4)161 1 14	0.20	To	Ť	0070	0,0		Pughsville		0,70	•		•	0.00	20000		
		From:				Ta	ylor Rd									
8531) Dunedin Dr	0.99	1600	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.612	1700	G	2007
		To:				Western	Branch Bl	vd								
$\sim$		From:					ylor Rd									
8532 Bruce Rd	1.54	15000	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.569	16000	G	2007
		From					Neck Rd ruce St									
Tyre Neck Rd	1.26	12000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.513	13000	G	2007
		To:				WCL 1	Portsmouth	l								
		From				Gu	st Lane									
Deep Creek Blvd	0.60	4500	G	98%	1%	1%	0%	0%	0%	С	0.105	F	0.602	4900	G	2007
<u> </u>		To:				SCL I	ortsmouth									
O		From					S 460									
Liberty St	0.40	4300 To:	G	87%	1%	2%	3%	7%	0%	F	0.080	F	0.542	4700	G	2007
							Norfolk									
8592) Berkley Ave	0.39	2600	G	98%	1%	ECI 1%	Norfolk 0%	0%	0%	С	0.083	F	0.618	2800	G	2007
Berkley Ave	0.38	<b>2000</b> To:		JU /0	1 /0		field Ave	U /0	U /0	U	0.003	r	0.010	2000	3	2007
		From					k Street				Ī					
Rosemont Ave	0.13	590	G	80%	0%	2%	1%	17%	0%	F	0.121	F	0.771	650	G	2007
5550)		To:					1 Street									
<u> </u>		From:				I	Hill St								_	
Rosemont Ave	0.37	1300	G	80%	0%	2%	1%	17%	0%	С	0.095	F	0.81	1400	G	2007
		From:				US 460 B		siva			_					
S597) Chesapeake Dr	0.45	2700	G	99%	0%	Bainb 1%	ridge Blvd 0%	0%	0%	С	0.095	F	0.559	3000	G	2007
Chesapeake Dr	0.40	To:	Ĕ	3370	070		peake Ave		070		0.055	•	0.555	3000	J	2001
		From:					uell St				i					
Freeman Ave	0.65	4200	G	60%	2%	3%	7%	28%	0%	С	0.086	F	0.535	4600	G	2007
5555		To					[-464									
8598) Freeman Ave	0.25	7900 From:	G	60%	2%	3%	7%	28%	0%	F	0.075	F	0.639	8600	G	2007
6536)		To					ridge Blvd					•				
		From				Mili	tary Hwy									
8599) Cavalier Blvd	1.24	11000	G	87%	1%	2%	3%	7%	0%	С	0.093	F	0.502	12000	G	2007
<u> </u>		To:				SCL I	ortsmouth									
		From:				Mili	tary Hwy									
8601) Deep Creek Blvd	0.94	3200	G	97%	1%	1%	0%	0%	0%	С	0.101	F	0.714	3500	G	2007
<u> </u>		From:					st Lane Creek Blvo	ı			_					
Gust Lane	0.44	6400	G	99%	0%	1%	0%	0%	0%	С	0.107	F	0.552	7000	G	2007
		To:					ortsmouth									
		From				Sir G	alahad Dr									
8602) Camelot Blvd	0.59	8800	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.599	9600	G	2007
$\bigcirc$		To				Deep	Creek Blvo	l			$\neg$ —					
8602) Camelot Blvd	0.32	4900 From:	G	87%	1%	2%	3%	7%	0%	F	0.093	F	0.637	5400	G	2007
$\bigcirc$		To				George W	ashington l	Hwy								
		From:				Mili	tary Hwy									
6604) Galberry Rd	2.41	2400	G	97%	1%	1%	0%	0%	0%	С	0.136	F	0.735	2600	G	2007
		From			US	S 17 George	Washingt	on Hwy								
Shell Rd	0.87	5100	G	99%	0%	1%	0%	0%	0%	F	0.134	F	0.584	5600	G	2007
$\bigcirc$		To				Fii	man St				$\neg$ —					
8604) Shell Rd	0.81	4800	G	97%	1%	1%	0%	0%	0%	С	0.118	F	0.652	5200	G	2007
\ /		To				C	anal Dr									

						City of Cit										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			C	1 D.:				-					
8604) Shell Rd	1.12	2900	G	99%	0%	Cana 1%	0%	0%	0%	F	0.119	F	0.660	3200	G	2007
8004) 011011110		To	Ť	0070	070	Militar		070	0,0	•		-	0.000	0200	•	200.
		From				Shel	1 Rd				Ī					
(8605) Canal Dr Ext	0.51	5300	G	98%	1%		0%	0%	0%	С	0.1	F	0.559	5800	G	2007
$\bigcirc$		To				Militar	y Hwy									
		From				Bainbrid	lge Blvd									
(8622) Portlock Rd	0.89	4700	G	97%	1%		0%	0%	0%	С	0.096	F	0.519	5100	G	2007
		То				Campos										
Dunbartan Dd	0.06	From	<u> </u>	000/	00/	Provide		00/	00/	_	0.000	_	0.633	2000	0	2007
Beast Dunbarton Rd	0.06	2700	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.632	2900	G	2007
O Book and an Bul	0.40	From	<u> </u>	000/	00/	Longdale			00/			_	0.040	4700		0007
8635 Dunbarton Rd	0.18	1600	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.612	1700	G	2007
O Durch and a C D d	0.40	From	<u> </u>	000/	00/	Crown C		00/	00/			_	0.500	750		0007
<sub>8635</sub> Dunbarton Rd	0.16	690	G	99%	0%	0% Longdale	0% Crossont	0%	0%	F	0.097	F	0.593	750	G	2007
		From	! :													
8640) Providence Rd	1.55	18000	G	99%	0%	Campos 1%	0%	0%	0%	F	0.1	F	0.539	20000	G	2007
Providence Rd	1.00	. 5000		5570	370			J / U	J /U	•	J.,	•	0.000	20000	-	2001
8640) Providence Rd	0.99	17000	G	99%	0%	Ango:	ra Dr 0%	0%	0%	С	0.103	F	0.576	18000	G	2007
Providence Rd	0.33	То		33 /0	070	WCL Virg			070	<u> </u>	0.103	'	0.570	10000	J	2001
		From				Militar					i I					
8645) Sparrow Rd	0.23	5400	G	98%	0%		0%	0%	0%	F	0.086	F	0.559	5900	G	2007
		To				Provide										
8645) Sparrow Rd	0.84	9700	G	98%	0%		0%	0%	0%	С	0.089	F	0.557	11000	G	2007
0043) -1		To														
8645) Sparrow Rd	0.57	3300 From	G	98%	0%	Indian R	0%	0%	0%	F	0.105	F	0.616	3600	G	2007
9045) <b>Spa</b>	0.0.	To		0070	070			0,0	0,0	•		-	0.0.0	0000	Ū	
8645) Sparrow Rd	0.28	1700	G	98%	0%	Little Be	0%	0%	0%	F	0.099	F	0.645	1800	G	2007
Sparrow Rd	0.20	То	Ť	0070	070	Golder		070	070	•			0.0 10	1000	Ü	2001
		From				SR 168 Cam		Rd								
8647) Border Rd	0.47	7100	G	97%	1%		0%	0%	0%	С	0.087	F	0.565	7800	G	2007
$\cup$		To				Wingfie										
NA/in official Acce	0.00	From	<u> </u>	070/	40/	Borde		00/	00/	_	0.000	_	0.500	4500	_	2007
Wingfield Ave	0.08	4100	G	97%	1%		0%	0%	0%	F	0.090	F	0.593	4500	G	2007
	0.40	From	<u> </u>	2001	407	131-8592 B			201			_	0.500	0400	_	0007
Wingfield Ave	0.48	2900 <sub>To</sub>	G	98%	1%	1% Tatemst	0%	0%	0%	С	0.086	F	0.502	3100	G	2007
		From				Wingfie										
8647) Tatemstown Rd	0.34	4300	G	98%	1%		0%	0%	0%	С	0.091	F	0.57	4700	G	2007
$\overline{}$		To				SR 407 India	an River	Rd								
$\widehat{}$		From				Battlefie	eld Blvd									
8648) Albemarle Dr	1.19	3800	G	99%	0%		0%	0%	0%	С	0.14	F	0.944	4100	G	2007
		To	<u> </u>			Ceda	r Rd									
						Mt Ple	easant									
		From		0=0:				401				_	0		_	
8649 Woodford Dr	0.28	280	G	97%	1%	1%	0%	1%	0%	С	0.131	F	0.539	310	G	2007
8649 Woodford Dr	0.28	<b>280</b>		97%	1%	1% Royal (	0% Oak Dr	1%	0%	С	0.131	F	0.539	310	G	2007
O O O O O O O O O O O O O O O O O O O		280 To				1% Royal ( Walnu	0% Oak Dr nt Ave									
O O O O O O O O O O O O O O O O O O O	0.28	<b>280</b>		97%	2%	1% Royal 0 Walnu 1%	O% Oak Dr ot Ave O%	0%	0%	C F	0.131	F F	0.539	910	G G	
8650 Cornick Ave	0.14	280 From 830 From	G	97%	2%	1% Royal C Walnu 1% Oleand	O% Oak Dr It Ave O% Ier Ave	0%	0%	F	0.107	F	0.62	910	G	2007
O O O O O O O O O O O O O O O O O O O		280 To 830	G G			1% Royal C Walnu 1% Oleand 1%	O% Oak Dr It Ave O% Her Ave O%									2007
8650 Cornick Ave	0.14	280 To From 830 From 1300	G G	97%	2%	1% Royal C Walnu 1% Oleand 1% Sparro	O% Dak Dr at Ave O% der Ave O% ow Rd	0%	0%	F	0.107	F	0.62	910	G	2007
8650 Cornick Ave	0.14	280 To From 830 From 1300	G G	97%	2%	1% Royal C Walnu 1% Oleand 1% Sparro Dougl	O% Dak Dr at Ave O% der Ave O% ow Rd	0%	0%	F	0.107	F	0.62	910	G	2007 2007 2007 2007

						City of Ci	nesapeake								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From													
8653) West Rd	5.27	1800	G	94%	2%	Benef 1%	it Road 2% 1%	0%	С	0.09	F	0.686	2000	G	2007
8653) West Rd	5.21	To		94 /0	2 /0		ion Blvd	0 /6		0.09	-	0.000	2000	G	2007
		From					efit Rd			$\dashv$					
8655) Shilelagh Rd	6.96	630	G	92%	2%	2%	3% 1%	0%	С	0.125	F	0.544	680	G	2007
6653) Crimologii i ta	0.00	To	Ē	0270			ion Blvd		<u> </u>	<u> </u>	•	0.0	000	•	
		From				Battlefi	ield Blvd								
8656) Benefit Rd	1.96	2600	G	93%	2%	3%	1% 1%	0%	С	0.171	F	0.845	2800	G	2007
$\bigcirc$		To				Sion I	Pine Rd								
8656) Benefit Rd	1.92	2900 From	G	93%	2%	3%	1% 1%	0%	F	0.112	F	0.817	3100	G	2007
0000		To													
8656 Benefit Rd	3.16	1100 From	G	94%	2%	2%	own Rd 2% 1%	0%	С	0.134	F	0.883	1200	G	2007
Benefit Rd	0.10	То	Ť	J-170	270		glas Rd	- 070	<u> </u>	-0.10-i	•	0.000	1200	Ü	2001
		From					tlantic Ave								
Old Atlantic Ave	0.31	4800	G	94%	2%	2%	2% 1%	0%	F	0.089	F	0.553	5200	G	2007
0037)		To								_	•				
8657) Cascade Blvd	0.44	1100 From	G	94%	2%	2%	Liberty St 2% 1%	0%	F	0.119	F	0.732	1200	G	2007
(8657) Cascade Bivd	0.11	То	Ť	0 170	270		mpostella Rd				·	0.7 02	1200	Ü	2001
		From					dge Blvd								
8658 Booker St	0.58	780	G	99%	0%	1%	0% 0%	0%	С	0.114	F	0.691	850	G	2007
		To					idge Blvd								
		From			В	US SR 168 I	Battlefield Blvd								
8661) Centerville Tnpk	3.76	6400	G	96%	1%	2%	1% 1%	0%	С	0.120	F	0.7	7000	G	2007
		To				Etheridge '	Manor Blvd			¬					
8661) Centerville Tnpk	1.03	6400 From	N	96%	1%	2%	1% 1%	0%	N	0.120	N	0.7	7000	N	2007
'		To													
8661) Centerville Tnpk	1.14	9100	G	96%	1%	2%	ress Rd 2% 0%	0%	С	0.096	F	0.605	9900	G	2007
0001)		To			. , ,						•	0.000	0000	•	
8661) Centerville Tnpk	1.25	16000	G	97%	0%	1%	Pleasant Rd	0%	F	0.097	F	0.654	17000	G	2007
See1) Centerville I npk	1.20	To	<u> </u>	31 /0			itts Station Rd	070	<u> </u>	0.037	'	0.054	17000	G	2001
		From					tation Rd								
8661) Centerville Tnpk	0.46	8500	G	97%	0%	1%	1% 1%	0%	С	0.099	F	0.640	9300	G	2007
$\bigcirc$		To From					Elbow Rd								
8661) Centerville Tnpk	1.76	7300	G	97%	0%	1%	ow Rd 1% 1%	0%	F	0.096	F	0.677	7900	G	2007
(8661) Centerville Tnpk	1.70	7 300 To		91 /0	0 /6		a Beach	076		0.090	-	0.077	7 900	G	2007
		From					sville Rd								
8662) Green Tree Rd	0.73	6900	G	98%	0%	1%	1% 0%	0%	С	0.102	F	0.585	7600	G	2007
0002) 0.0011 1.00 1.10	00	To	Ť	0070	070		rove Rd		<u> </u>	<u> </u>	•	0.000		•	
<u> </u>		From				Battlefi	ield Blvd								
(8662) Oak Grove Rd	0.86	8200	G	98%	0%	1%	0% 0%	0%	С	0.083	F	0.528	9000	G	2007
		To				Green	Tree Rd								
<u> </u>		From	ـــــــــا	0501	401		efit Rd				_	0.6	4400	_	
8663 Johnstown Rd	5.94	3800 <sub>To</sub>	G	95%	1%	1%	2% 1%	0%	С	0.093	F	0.648	4100	G	2007
			<u> </u>				ield Blvd			<del></del>					
8664) Woodbridge Dr	0.40	From	G	99%	0%	Johnst 1%	own Rd 0% 0%	0%	С	0.096	F	0.604	1200	G	2007
woodbridge Dr	0.19	1100 <sub>To</sub>		JJ 70	U-70		ield Dr	U70		0.096	Г	0.004	1200	J	2007
		From					oridge Dr								
8664) Briarfield Dr	0.68	2400	G	99%	0%	0%	0% 0%	0%	С	0.107	F	0.563	2600	G	2007
$\overline{}$		To				Ced	ar Rd			ユ					
		From				Provid	ence Rd								
8665) Dunbarton Rd	0.65	5400	G	99%	0%	1%	0% 0%	0%	С	0.096	F	0.535	5900	G	2007
$\smile$		To				US 13 Mi	ilitary Hwy			$\neg$ —					
8665) Greenbrier Pkwy	0.28	35000	G	98%	0%	1%	1% 0%	0%	F	0.077	Ν	0.599	37000	G	2007

						City of Chesap	eake								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
0 1 5	0.00	From:	<u> </u>	000/	00/	Woodlake D					_	0.500	04000	0	0007
(8665) Greenbrier Pkwy	0.22	57000	G	98%	0%	1% 1%	0%	0%	F	0.077	F	0.599	61000	G	2007
		To:				I-64				$\Box$					-
(8665) Greenbrier Pkwy	0.94	83000	G	98%	0%	1% 1%	0%	0%	F	0.081	F	0.534	90000	G	2007
		To:	-			Eden Way				$\neg$ —					
(8665) Greenbrier Pkwy	0.42	43000	G	98%	0%	1% 1%	0%	0%	F	0.08	F	0.580	47000	G	2007
$\bigcirc$		To				Volvo Pkwy	7								
(8665) Greenbrier Pkwy	1.78	27000	G	98%	0%	1% 1%	0%	0%	С	0.092	F	0.626	30000	G	2007
,		To								_					
8665) Butts Station Rd	2.08	12000	G	98%	0%	SR 190 Kempsvii 1% 1%	0%	0%	F	0.105	F	0.710	13000	G	2007
8665) Butts Station Rd	2.00	To:		30 70		176 176 131-8661 Centervil		070	'	0.103	'	0.7 10	13000	G	2001
		From:								_					
Plankwater Pd	2.62	2800	G	90%	1%	WCL Va Bea	<sup>ch</sup> 2%	00/	С	0.098	F	0.774	2100	G	2007
8667 Blackwater Rd	2.02	<b>2000</b> To:		90 /6	1 /0	3% 4% Fentress Airfield		0%		0.096	-	0.774	3100	G	2007
		From:				Blackwater R									
(8667) Fentress Airfield Rd	0.15	4500	G	94%	1%	1% 3%	1%	0%	С	0.099	F	0.736	4900	G	2007
		To:				SR 165 Mt Pleasa	ınt Rd								
		From:				Battlefield Bl	vd								
(8668) Hickory Rd East	0.81	4000	G	95%	2%	2% 0%	0%	0%	С	0.175	F	0.843	4300	G	2007
		To				Conto millo To	1			_					
8668) Head Of River Rd	4.89	1200	G	95%	1%	Centerville T <sub>f</sub> 2% 1%	1%	0%	С	0.106	F	0.718	1300	G	2007
(8668) Head Of River Rd	4.09	To:		95 /6	1 /0	WCL Virginia B		076	-	0.100	-	0.7 10	1300	G	2007
										+					
A adulas Dal	0.40	From:	<u> </u>	000/	00/	Battlefield Bl		00/			_	0.500	4000	0	0007
(8674) Ashley Rd	0.42	3600 To:	G	99%	0%	0% 0%	0%	0%	С	0.108	F	0.588	4000	G	2007
			<u> </u>			Mt Pleasant F									-
O	0.70	From:	<u> </u>	000/	00/	Campostella I		201			_	0.040	4400	_	0007
(8695) Lindale Dr	0.70	3800 To:	G	99%	0%	1% 0%	0%	0%	С	0.118	F	0.849	4100	G	2007
		From:				Debaun Ave Lindale Dr	<del>)</del>			-					
8695) Debaun Ave	0.33	5000	G	98%	0%	1% 0%	0%	0%	С	0.101	F	0.747	5400	G	2007
6093) <b>2</b> 6 2 4 4 1 1 1 1	0.00	To:	Ť	0070	070	Battlefield Bl		0,0			•	· · · · ·	0.00		_00.
		From:								1					
(8717) Volvo Pkwy	0.30	990	G	99%	0%	Crystalwood Ci	0%	0%	F	0.097	F	0.548	1100	G	2007
(8717) VOIVO PKWy	0.50	330		3370	070		070	070		0.037	'	0.540	1100	O	2001
O 1/1 - 51	0.00	From:	<u> </u>	000/	00/	Byron St	201	201				0.070	40000		0007
(8717) Volvo Pkwy	0.26	11000	G	99%	0%	0% 0%	0%	0%	С	0.09	F	0.679	12000	G	2007
<u> </u>		To: From				Independence P	kwy			$\supset$					
(8717) Volvo Pkwy	0.25	15000	G	99%	0%	0% 0%	0%	0%	F	0.094	F	0.658	16000	G	2007
$\overline{}$		To				Battlefield Bl	vd			$\neg$ —					
(8717) Volvo Pkwy	1.38	26000	G	98%	0%	1% 0%	1%	0%	С	0.085	F	0.500	28000	G	2007
(0/11)		To:				Greenbrier Pk									
		From				Greenbriar Pk	wy								
(8717) Volvo Pkwy	0.45	23000	G	98%	0%	1% 0%	1%	0%	F	0.096	F	0.672	26000	G	2007
$\overline{}$		To:			21 00-	Eden Way									
Value Derland	4.40	Prom-	<u> </u>			Eden Way; 8717-V					_	0.600	22222	0	2007
(8717) Volvo Parkway	1.49	21000 To:	G	98%	0%	1% 0%	1%	0%	F	0.098	F	0.668	23000	G	2007
						Dead End									
0.11	0.70	From:	<u> </u>	0001	407	Docklanding I		001			_	0.570	0400	_	000-
(8757) Coffman Blvd	0.70	1900 To:	G	98%	1%	1% 0%	0%	0%	С	0.093	F	0.572	2100	G	2007
						Portsmouth Bl	vd								
		From:				Great Bridge B									
<u> </u>															0007
(8763) Campostella Rd	1.34	6500	G	96%	2%	1% 0%	0%	0%	С	0.099	F	0.658	7100	G	2007
(8763) Campostella Rd	1.34	To	G	96%	2%	1% 0% Military Hw		0%	С	0.099	F	0.658	7100	G 	2007
Campostella Rd	1.34	6500 From: 16000	G G	96%	2%			0%	C F	0.099	F 	0.658	7100 18000	G G	2007

						City of Chesa									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Ninerinia Aura	0.50	From	<u> </u>	000/	40/	Bainbridge B		00/			_	0.540	4.400	0	2007
8771) Virginia Ave	0.50	1300	G	98%	1%	1% 0%		0%	С	0.137	F	0.549	1400	G	2007
		From	:			Chesapeake A Virginia Av									
(8771) Chesapeake Ave	1.12	3400	G	97%	2%	1% 0%		0%	С	0.086	F	0.605	3700	G	2007
'		To								_					
8771) Chesapeake Ave	0.41	3100 From	G	97%	2%	Park Ave 1% 0%		0%	F	0.093	F	0.597	3300	G	2007
Chesapeake Ave	0.41	3100 To		91 /0	2 /0	Poindexter		076	-	0.093		0.591	3300	G	2007
		From								_					
O Davida Assa	0.07		<u> </u>	000/	40/	Bainbridge B		00/	_		_	0.000	4000	0	0007
8776 Park Ave	0.37	1600	G	98%	1%	1% 0%	0%	0%	С	0.088	F	0.608	1800	G	2007
		To From				Chesapeake A	Ave								
8776) Park Ave	0.35	4700	G	98%	1%	1% 0%	0%	0%	F	0.091	F	0.611	5100	G	2007
		To				Atlantic Av	ve								
		From				Dead End	i								
8778) Barnes Rd	0.45	920	G	64%	0%	3% 1%	32%	0%	С	0.104	F	0.65	1000	G	2007
$\cup$		To				Bainbridge B	Blvd								
		From		· · ·		George Washingt	on Hwy								
8796) Ballahack Rd	11.72	860	G	95%	1%	2% 1%		0%	С	0.106	F	0.608	940	G	2007
		To													
	0.10	5300 From	G	95%	1%	Old Battlefield 2% 1%		0%	F	0.094	F	0.532	5800	G	2007
8796	0.10	J300 To	_	93 /6	1 /0	SR 168	1 /0	076	-	0.094		0.552	3000	G	2007
			<del></del>							-					
O Develop I I'll Del	0.00	From	<u> </u>	000/	00/	W Branch B		00/			_	0.500	40000	0	0007
Poplar Hill Rd	0.23	11000	G	99%	0%	0% 0%		0%	С	0.084	F	0.523	13000	G	2007
		10	<u> </u>			Churchland E	Blvd								
		From				Cedar Rd									
8798) Bells Mill Rd	2.38	1500	G	98%	0%	1% 0%		0%	С	0.089	F	0.529	1600	G	2007
		То	<u> </u>			Cedar Rd									
$\sim$		From				Washington									
8799) Waters Rd	0.36	8800	G	98%	0%	1% 1%	0%	0%	С	0.089	F	0.587	9600	G	2007
$\overline{}$		To				Cedar Rd 1	65								
_		From				Cedar Rd									
8800) Millville Rd	1.11	1800	G	96%	0%	1% 2%	1%	0%	С	0.081	F	0.525	2000	G	2007
$\bigcirc$		To				Burson D	r								
		From				Cedar Rd									
Shipyard Rd	1.05	1600	G	97%	0%	1% 2%	0%	0%	С	0.092	F	0.586	1800	G	2007
$\bigcirc$		To						0,0							
						Burson D		0,0							
		From	一				r								
8802) Hanbury Rd	1.00		G	99%	0%	Johnstown l	r Rd	0%	С	0.104	F	0.577	8200		2007
8802 Hanbury Rd	1.00	7500 To	G	99%	0%	Johnstown l	r Rd 0%			0.104	F	0.577	8200	G	2007
Hanbury Rd	1.00	<b>7500</b>	G	99%	0%	Johnstown I 1% 0% Battlefield I	r Rd 0% Rd			0.104	F	0.577	8200	G	2007
		<b>7500</b> To				Johnstown I 1% 0% Battlefield I Battlefield B	r Rd 0% Rd	0%	С						
	1.00	<b>7500</b>	G G	99%	2%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1%	Rd 0% Rd Slvd 1%			0.104	F F	0.577	8200 3100	G G	
		7500 To  From 2800				Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant	Rd	0%	С						
8803) Hillwell Rd	2.36	7500 To From 2800 To	G	96%	2%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant	Rd	0%	C	0.114	F	0.818	3100	G	2007
8803) Hillwell Rd		7500 To From 2800 To From 3800				Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant 1% 0%	Rd 0% Rd 50 1% Rd Rd 70% Rd 70%	0%	С						2007
8803) Hillwell Rd	2.36	7500 To  Prom 2800 To  From 3800 To	G	96%	2%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant 1% 0% Centerville T	Rd 0% Rd 1% Rd Rd Rd Pkd Pkd Pkd Pkd Pkd Pkd Pkd Pkd Pkd Pk	0%	C	0.114	F	0.818	3100	G	2007
Hillwell Rd  8804 Fentress Rd	2.36	7500 To From 2800 To From 3800 To From From To	G G	96%	2%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant 1% 0% Centerville T	Rd 0% Rd 1% Rd Rd 0% Chke Chke	0%	C C	0.114	F	0.818	3100	G G	2007
Hillwell Rd  8804 Fentress Rd	2.36	7500 To From 2800 To From 3800 To From 5700	G	96%	2%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant 1% 0% Centerville T Centerville T 0% 0%	Rd	0%	C	0.114	F	0.818	3100	G	2007
Hillwell Rd  8804 Fentress Rd	2.36	7500 To From 2800 To From 3800 To From 5700 To	G G	96%	2%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant 1% 0% Centerville T	Rd	0%	C C	0.114	F	0.818	3100	G G	2007
8803 Hillwell Rd 8804 Fentress Rd 8805 Elbow Rd	2.36 1.80 3.05	7500 To From 2800 To From 3800 To From 5700 To	G G G	96%	2% 1% 0%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant 1% 0% Centerville T Centerville T 0% 0% WCL Virginia Volvo Pkw	Rd 0% Rd 1% Rd Rd 0% Pke 50 0% Beach	0%	C C C	0.114 0.093 0.128	F F	0.818 0.601 0.624	3100 4200 6200	G G	2007
8803) Hillwell Rd  8804) Fentress Rd  8805) Elbow Rd	2.36	7500 To From 2800 To From 3800 To From 5700 To	G G	96%	2%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant 1% 0% Centerville T 0% 0% WCL Virginia	Rd 0% Rd 1% Rd Rd 0% Pke 50 0% Beach	0%	C C	0.114	F	0.818	3100	G G	2007
8803) Hillwell Rd  8804) Fentress Rd  8805) Elbow Rd	2.36 1.80 3.05	7500 To From 2800 To From 3800 To From 5700 To	G G G	96%	2% 1% 0%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant 1% 0% Centerville T Centerville T 0% 0% WCL Virginia Volvo Pkw 0% 0%	Rd	0%	C C C	0.114 0.093 0.128	F F	0.818 0.601 0.624	3100 4200 6200	G G	2007
8803) Hillwell Rd  8804) Fentress Rd  8805) Elbow Rd  8806) Eden Way N	2.36 1.80 3.05	7500 To From 2800 To From 3800 To From 5700 To	G G G	96%	2% 1% 0%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant 1% 0% Centerville T Centerville T 0% 0% WCL Virginia Volvo Pkw	Rd O% Rd Slvd O% Rd Rd Rd O%	0%	C C C	0.114 0.093 0.128 0.128	F F	0.818 0.601 0.624	3100 4200 6200	G G	2007 2007 2007
8803) Hillwell Rd  8804) Fentress Rd  8805) Elbow Rd  8806) Eden Way N	2.36 1.80 3.05	7500 To From 2800 To From 3800 To From 5700 To From 11000	G G G	96% 98% 99%	2% 1% 0%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant 1% 0% Centerville T Ow 0% WCL Virginia Volvo Pkw 0% 0% White Oak Cro	Rd O% Rd Slvd N N N N N N N N N N N N N N N N N N N	0%	C C C	0.114 0.093 0.128	F F F	0.818 0.601 0.624	3100 4200 6200	G G G	2007 2007 2007
8803) Hillwell Rd  (8804) Fentress Rd  (8805) Elbow Rd  (8806) Eden Way N	2.36 1.80 3.05	7500 To From 2800 To From 3800 To From 5700 To From 11000	G G G	96% 98% 99%	2% 1% 0%	Johnstown I 1% 0% Battlefield I Battlefield B 1% 1% Mt Pleasant Mt Pleasant 1% 0% Centerville T Centerville T 0% 0% WCL Virginia Volvo Pkw 0% 0% White Oak Cree	Rd O% Rd Slvd N N N N N N N N N N N N N N N N N N N	0%	C C C	0.114 0.093 0.128 0.128	F F F	0.818 0.601 0.624	3100 4200 6200	G G G	2007 2007 2007 2007 2007 2007

					Oity C	or Chesar	JULINO							
Route	Length AADT	QA	4Tire	Bus			ruck le 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From:				Ra	ainbridge Bl	lvd		1					
Anne Ave	450	G			Ба	monage Bi	ivu		0.089	F	0.61	450	G	2007
	To					Arlie Street	t							
	From:					Canal Dr								
Baywood Trail	370	G							0.114	F	0.523	370	G	2007
	To:					Meiggs Rd	<u> </u>							
	From:	_			Centerv	ille Turnpik	ke South			_				
Beaverdam Rd	500 <sub>To:</sub>	G				D:4 I	D.1		0.101	F	0.644	500	G	2007
	From:					ong Ridge F			<u> </u>					
Beckley Lane	300	G			W	illow Oak l	Dr		 0.149	F		330	G	2007
Bookiey Lane	To:				G:	rantham La	ine		7	•		000	Ü	200
	From:				Br	ier Cliff Cr	rest							
Birchleaf Rd	210	G				ior chiir cr			0.145	F		230	G	200
	To				N	Mill Pond D	)r							
	From				- 5	Shipyard Ro	d							
Burson Dr	800	G							0.105	F	0.714	800	G	200
	To:	<u> </u>			Or	rangewood l	Rd		<u> </u>					
	From	<u> </u>			J	Denver Ave	е		<u>ا</u>	_				
Chatanooga St	530	G				W-t D.1			0.101	F		580	G	200
	From:					Waters Rd								
Coastal Way	1300	G			Ba	attlefield Bl	lvd		 0.106	F		1400	G	200
Coastal VV ay	To:	_				Sams Dr			0.100	'		1400	G	200
	From:	_				Cedar Rd			ì					
Conquest Dr	1400	G				ccua ru			0.122	F		1600	G	200
•	To				Albe	ermarle Dr	Shea							
	From:				G.W	Vashington l	Hwy							
Conrad Ave	1900	G							0.087	F	0.565	2100	G	200
	To					Butler St								
	From				C	Gibson Driv	/e							
Cottonwood Lane	150	G					9		0.118	F		170	G	200
	From					Lenore Trai			 T					
Cypress St	840	G				Wilson Rd			 0.132	F	0.513	840	G	200
Оургозз от	To:					Isaac St			0.132	•	0.515	040	J	200
	From					Vellen St								
Debbs Lane	260	G				v cheh bt			0.108	F		280	G	200
	To					Rellen St								
	From:	:				Warrick Rd	L.							
Dove Dr	210	G							0.152	F		230	G	200
	To	<u> </u>			I	Butterfly D	r							
	From:					Kalmar Dr							_	
Essex Dr	<b>700</b>	G							0.113	F		770	G	200
		<u> </u>			K	Cings Way I	)r							
Etheridge Manor Blvd	From: <b>12000</b>	G				Jule Dr			0.096	F		13000	G	200
Emenage Manor DIVO	12000 To:				S	Shifford Lan	ne		0.030	r		13000	G	200
	From:	一				denbridge I			+					
Etheridge Rd	2500	G				achoriuge I	<i>J</i> 1		0.097	F	0.633	2500	G	200
						Fentress Ro	d	 						
<u> </u>	From					Saul Dr								
Eva Blvd	550	G							0.100	F		600	G	200
	To:					Marge Dr								
	From:				Gr	eenbrier Pk	cwy							
Fairway Dr	2000	G							0.122	F	0.716	2000	G	200
	To				(	Cranston Di	r	 -						

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	CC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake	From:				Shell Rd		-					
Fireman St	700	G			Shell Ru		0.089	F		760	G	200
	To				Tuttle St							
	From:				Cecilia Terr							
Flemming Circle	350	G					0.105	F	0.579	350	G	200
	To:	<u> </u>			Cedar Rd							
Forest Cove Rd	From: 450	<u> </u>			Bramblewood Ct		0.089	_	0.500	450	G	200
Forest Cove Rd	45U	G			Winslow Ave		0.089	F	0.598	450	G	200
	From:	_			Johnston Rd							
Frank Dr	1100	G			Johnston Rd		0.102	F	0.711	1200	G	200
	To:				Battlefield Blvd				•			
	From				Country Rd							
Franklin St	2400	G					0.085	F	0.517	2400	G	200
	To				Bainbridge Blvd							
	From:				Albert Ave							
Gilmerton Rd	5300	G					0.092	F		5800	G	200
	10:				Geneve Ave							
Croondoll Pd	From:	G			Collins Blvd.		0.100	F		260	C	200
Greendell Rd	230 <sub>то</sub>				Ashland Dr		0.109	Г		260	G	200
	From:				Galahad Dr		1					
Guenevere Dr	1600	G			Galaliad Di		0.1	F		1800	G	200
	To:				Sean Dr		<b>一</b>	-			-	
	From				Barksdale							
Hawksley Rd	390	G					0.101	F		420	G	200
	To				Glenview Rd							
	From:				Pinecliff Dr							
Hollygate Lane	390	G					0.103	F		420	G	200
	10:	<u> </u>			Briarwood Dr							
Llumain adem Wasala Dhu	From:	<u> </u>			Placid Way		0.004	_		000	0	200
Hunningdon Woods Blv	900 To:	G			Kempsville Rd		0.084	F		980	G	200
	From:				Canal Rd		1					
Iowa St	680	G			Callal Ku		0.111	F		740	G	200
	To:				Oklahoma Dr		$\neg$	-			-	
	From				Gregg St							
Joyner Rd	260	G					0.134	F		280	G	200
	To				Grant St							
	From:				Parker Rd						,	
Keeling Dr	550	G					0.111	F	0.508	550	G	200
	To:	<u> </u>			Lobdell Ct							
Maran Laur	From:	<u> </u>			Indian River Rd			_		0.40	_	000
Kemp Lane	310	G			E. Kemp Lane		0.104	F		340	G	200
	From:	<u> </u>					-					
Laurel Ave	540	G			Cobb Ave		0.086	F		600	G	200
	To	Ť			Rokeby Ave			•		500	9	200
	From:				Cornick Ave		i					
Lilac Ave	1400	G					0.099	F		1500	G	200
	To				Davis Ave							
	From				Dunn St							
Lincoln Rd	170	G					0.155	F	0.667	170	G	200
	To				Outlaw St							
Lindsey Ave	From: <b>240</b>	G			Lindale Dr		0.120	F		240	G	200

					City of C	nesapeake							
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Chesapeake	From	1			Ranc	gher Ave		1					
Lofurno Rd	200	G			Daug	ilei Ave		0.101	F		220	G	2007
	To				Bour	nds Ave							
	From				Battle	field Blvd							
Marion Dr	1200	G						0.101	F		1200	G	2007
	То				Johns	stown Rd							
	From				Culpe	eper Ave		J				_	
Marlboro St	230 <sub>то</sub>	G			Wine	slow Ave		0.168	F		250	G	2007
	From							<u> </u>					
Masters Row Ct	560	G			Вап	Loop Ct		0.097	F		610	G	200
mastere rien et	To	Ť			Bra	assie Ct			•		0.0		
	From				Hale	edon Rd							
McCosh Dr	980	G						0.101	F		1100	G	200
	To				Duf	field Pl							
	From				Broad	moor Ave							
Michael Dr	80	G				g.		0.185	F		80	G	200
	To					xas St		<del></del> _					
Millwood Ave	1600	G			Clo	over Dr		0.102	F		1800	G	200
Williwood Ave	1 <b>000</b>				FR	oyce Dr		0.102	Г		1800	G	200
	From					ker Rd		1					
Natchez Terr	540	G			1 41	KCI KU		0.114	F		540	G	200
	To				Foxga	te Quarter							
	From				Johns	stown Rd							
Newberry Dr	590	G						0.095	F		640	G	200
	To				Horse	e Run Dr							
	From				Wood	croft Lane							
Oak Dr	<b>320</b>	G						0.106	F		350	G	200
						Neck Rd		<u> </u>					
Old Dr	1300	G			Vict	toria Dr		0.122	F		1400	G	200
Old DI	1300 To	ட்			Bar	rlett Dr		0.122	Г		1400	G	200
	From					stella Road		<u> </u>					
Omar St	440	G			Campo	steria redad		0.091	F		480	G	200
	To				Fa	aye St							
	From				Engl	lish Ave							
Philadelphia St	46	G						0.143	F		50	G	200
	То				Mil	ler Ave							
	From				Ethe	ridge Rd						_	
Poplar Ridge Dr	270 <sub>то</sub>	G			G 11	1.7		0.123	F		270	G	200
	From	<u></u>				wood Lane		+					
Priscilla Lane	<b>790</b>	G			Erik	Paul Dr		0.094	F		790	G	200
i iisolila Laric	To	r –			Lore	tta Lane		0.054	'		750	J	200
	From					nway Dr							
Queenswood Terr	130	G			Gicc	inay Di		0.117	F	0.546	140	G	200
	To				Royal	Grant Dr							
	From				Campo	ostella Rd							
River Creek Rd	530	G						0.111	F		530	G	200
	To				Book	ter Street							
	From				Battle	field Blvd						_	
Robert Hall Blvd	4500	G			* ***	***		0.091	F		4900	G	200
	То					tary Hwy		+					
Shepherds Gate	250	G			Shep	herds Ct		0.122	F		270	G	200
Shephelus Gale	<b>2</b> 50				Logano	s Mill Terr		0.122	٢		210	G	∠00
					Logais								

						Criesapeake							
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1T	(.)(.	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake													
0: 14 !: . 5	Froi				Sir	Meliot Ct			_		000	•	000
Sir Meliot Dr	<b>790</b>	G			- D	1 : 1 D		0.099	F		860	G	2007
	Froi					wbridge Dr							
Smokey Mountain Tr	1300	G			С	Cricket Ct		0.086	F		1300	G	200
Smokey Mountain 11	1300				Woo	odwind Way		0.000	Г		1300	G	200
	Froi	n:				oodberry Dr		1					
Southfield Dr	100	G			WO	odberry Dr		0.12	F		110	G	200
Coulinoid Di	т				В	Bartell Dr		J.12	•		110	Ü	200
	Froi	n:				carlett Dr		1					
Stadium Dr	2000	G			50	carcti Di		0.143	F		2200	G	2007
	Т				Mt I	Pleasant Rd			-				
	Froi	n:			Gold	den Hind Rd							
Strafford Dr	310	G			0010	ion rima ria		0.102	F		340	G	200
	Т				На	arding Dr							
	Froi	n:			Go	oldcrest Dr							
Tanglewood Tr	360	G						0.109	F		390	G	200
	Т	D:			Т	Γrilby Ct							
	From	n·			Fa	airview St							
Tatemstown Rd	2700	G						0.073	F		2900	G	200
	т	n.			F	Peter Rd							
	From	n:			Е	Bruin Rd							
Terry Dr	1100	G						0.092	F		1200	G	200
	Т	0:			Bri	ittany Way							
	Froi	n:			Ві	ulldog Dr							
Tinter St	2500	G						0.088	F		2800	G	200
	т	n.			Vo	olvo Pkwy							
	From	n:			Cam	npostella Rd							
Wadena Rd	840	G						0.106	F		840	G	200
	Т	D:			Gra	atton Street							
	Froi				C	Cedar Rd							
Warrick Rd	1000	G						0.101	F		1100	G	200
	Т				Bu	utterfly Dr							
	Froi				W	Vaters Rd	 		_				
Washington Dr	760	G						0.103	F	0.606	760	G	200
	Т					E. Street							
	Froi	<u> </u>			Ma	gnolia Ave			_			_	
Winslow Ave	370	G						0.138	F		400	G	200
	Т					arlboro St							
	Froi	<u> </u>			Georg	ge Wash. Hwy			_			_	
Yadkins Rd	4000	G						0.097	F		4400	G	200
	Т	D:				I-64							