2008

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.

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		ECL Suffolk													
(13) (58) (460) Military Highway	City of Chesapeake (Maint: 64	) 2.41	67000	Α	92%	0%	1%	1%	6%	0%	С	0.096	Α		70000	Α
<del>\$</del> \$ \$	To- From:		I-664													
13 (58) (460)	City of Chesapeake (Maint: 64	) 0.64	11000	G	92%	0%	1%	1%	6%	0%	F	0.099	F	0.530	11000	G
$\bigcirc$	To:		Bus US 13	1												
	City of Chesapeake		S 58; SR 191	F	89%	1%	3%	20/	40/	0%	F	NA			7000	F
(13) (460) (191)	City of Chesapeake	0.18	6400		09%	170	3%	2%	4%	0%	Г	INA			7000	г
	From:		1, S Military		2001	407		201	407	201		0.440			5000	
(13) (460) Military Highway	City of Chesapeake	0.45	5400	F	89%	1%	3%	2%	4%	0%	F	0.116	F		5800	F
Con	nbined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5400	F								NA			NA	
~~~	To- From:	Ramp from	n I-664; Sha		e											
(13) (460) Military Highway	City of Chesapeake	2.44	8600	G	89%	1%	3%	2%	4%	0%	С	NA			9400	G
$\bigcirc\bigcirc\bigcirc$	To		I-64				\neg \vdash									
13 460 Military Highway	City of Chesapeake	1.37	17000	F	98%	0%	1%	1%	0%	0%	F	0.098	F		19000	F
	Toc	US 17 Ged	orge Washing	oton Hu	737											
13 460 Military Highway	City of Chesapeake	1.01	17000	F	98%	0%	1%	1%	0%	0%	F	0.102	F		19000	F
(13) (400)	7															
Military Lightron	City of Chesapeake		196 Canal D 30000)r F	98%	0%	1%	1%	0%	0%	С	0.406	В		20000	F
13 460 Military Highway	City of Chesapeake	2.20	30000		90%	0%	1 70	170	U70	0%	C	0.126	Ь		30000	Г
~~	To- From:		6 Bainbridge								_					
(13) Military Highway	City of Chesapeake	0.31	27000	F	98%	0%	1%	1%	0%	0%	F	0.096	F		30000	F
\	To: From:		I-464													
13 Military Highway	City of Chesapeake	0.78	26000	F	98%	0%	1%	1%	0%	0%	F	0.092	F		29000	F
$\stackrel{\smile}{\smile}$	To	Ca	ımpostella R	d												
13 Military Highway	City of Chesapeake	0.65	27000	F	98%	0%	1%	1%	0%	0%	F	0.103	F		29000	F
	To	SD 169	8 Battlefield	Blvd												
Military Highway	City of Chesapeake	0.72	28000	F	97%	1%	1%	1%	1%	0%	F	NA			31000	F
(13)	ony or orrecapeante			•	0.70	1,70		170	170	070	•				01000	•
Military I Eabourge	City of Change and a		Allison Dr		97%	40/	40/	40/	40/	00/		NIA			24000	
Military Highway	City of Chesapeake	0.41	28000	F	97%	1%	1%	1%	1%	0%	С	NA			31000	F
~~	To: From:		eenbrier Pkw	_												
(13) Military Highway	City of Chesapeake	1.67	30000	F	97%	1%	1%	0%	1%	0%	F	0.093	F		33000	F
<u> </u>	То:	SCL	Virginia Be	ach												
~~	From:		Carolina State													
(17) George Washington Hwy	City of Chesapeake	3.58	12000	Α	94%	0%	1%	0%	5%	0%	С	0.1	Α		12000	Α
~	To- From:	131-8	796 Ballahac	k Rd												
George Washington Hwy	City of Chesapeake	6.71	12000	F	94%	0%	1%	0%	5%	0%	F	0.083	F		13000	F
	To:	BUS US 17 C	Tenroe Wash	nington 1	Hwy		<u> </u>									
17 Dominion Blvd	City of Chesapeake	3.86	9700	F	96%	0%	1%	1%	2%	0%	F	0.078	F		10000	F

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

	City	ui Chesabe	аке												
Jurisdictio	on Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	Q'
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
From:				000/	00/	40/	407	00/	00/	_	0.005	^	0.050	00000	
City of Chesap	peake 0.94	29000	Α	96%	0%	1%	1%	2%	0%	C	0.085	А	0.653	30000	
To: From:															
City of Chesar	peake 1.60	25000	F	96%	0%	1%	1%	2%	0%	F	0.075	F		26000	
To- From:	SR 190) Great Bridge	Blvd			\Box \vdash									
City of Chesar	peake 0.28	39000	F	96%	0%	1%	1%	2%	0%	F	0.078	F		41000	
To	SR 168 0	Oak Grove Co	nnector												
City of Chesapeake		our Grove Co			See I-46	4 for di	ectional	traffic v	olume es	stimate	es for this	s sean	nent.		
		51000	G							F		_		58000	
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From:		I-464													
City of Chesapeake	(Maint: 64) 4.31			;	See I-64	4 for dir	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	68000	G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.572	73000	
To-		I-64													
City of Chesar	peake 0.90		F	96%	0%	1%	1%	1%	0%	F	0.078	F		22000	
			**												
From:				060/	00/	10/	40/	40/	00/		0.000			14000	
City of Chesap	peake 1.00	14000	Г	90%	0%	1 70	1 70	170	0%	C	0.062	Г		14000	
To- From:															
City of Chesar				96%	0%	1%	1%	1%	0%	F	NA			26000	
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City of Chesap	Deake 0.09	13000	•	3370	070	1 70	070	070	076	'	0.032	'		13000	
To: From:															
City of Chesap			Α	99%	0%	1%	0%	0%	0%	С	0.098	Α		23000	
Tor		ECL Suffolk													
From:		7 Dominion E													
City of Chesar	peake 4.07	4300	F	94%	0%	1%	0%	5%	0%	F	0.092	F		4300	
To	SF	R 165 Cedar R	ld			\neg \vdash									
Oit of Ohanan	I 4.40	04000	_	0.40/	00/	40/	00/	50 /	00/	_	0.074	_		0.4000	
City of Chesa _t	peake 1.19		Г	94%	0%	1%	0%	5%	0%	Г	0.074	Г		24000	
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City of Chesapeake	(Maint: 64) 2.41	67000	Α	92%	0%	1%	1%	6%	0%	C	0.096	А		70000	
To		I-664													
From			_	020/	0%	1%	40/	C0/	00/	F	0.099	F	0.530	11000	
City of Chesapeake	(Maint: 64) 0.64	11000	G	92%	0 /0	170	1%	6%	0%	г	0.099		0.550	11000	
City of Chesapeake					078	1% ————	1%	0%	0%	Г	0.099	'	0.330	11000	
City of Chesapeake Take From: City of Chesap	SR 191 Jolliff I				2%	1%	0%	1%	0%	C	0.100	' 	0.550	7700	
	City of Chesa City of Chesapeake Combined Traffic Estimates for 2 Paralle City of Chesapeake Combined Traffic Estimates for 2 Paralle City of Chesapeake	Jurisdiction Length From SR City of Chesapeake 0.94	Section Length AADT	City of Chesapeake	Durisdiction Length AADT QA 4Tire SR 165 Cedar Rd	Surface Surf	Durisdiction	SR 165 Cedar Rd SR 165 Edar Rd	Length AADT QA 4Tire Bus Continue City of Chesapeake Cit	Length AADT QA 4Tire Bus True True	Length AADT QA 4Tire Bus Ture 2Ade 3+Axle 1Trail 2Trail 2Trail	Length AADT QA 4Tire Bus Truck 2Axis 3+Axis 1Trail 2Trail 2Tra	SR 168 Date Franche SR 168 Corder SR 168 Sector State St	March Marc	SR 165 Cedur Rd SR 165 Ced

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		—
Route	Jurisdictio	n Length	n AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ast	From:	Wo	CL Virginia B	Beach												
ast 64	City of Chesapeake	(Maint: 64) 0.98	64000	G	97%	0%	0%	1%	2%	0%	F	0.096	В		63000	(
	Combined Traffic Estimates for 2 Paralle	l Roadways on this Route	: 122000	G	97%	0%	0%	1%	2%	0%	F	NA			126000	
ast	To: From:	Gr	eenbrier Park	cway												
64)	City of Chesapeake	(Maint: 64) 1.49	59000	G	97%	0%	0%	1%	2%	0%	F	NA			62000	
	Combined Traffic Estimates for 2 Paralle	,	e: 110000	G	97%	0%	0%	1%	2%	0%	F	NA			118000	
	Tox	SR	168 Battlefiel	d Blvd												
ast 64	City of Chesapeake		49000	F	93%	1%	1%	1%	4%	0%	C	0.081	F		53000	
94)	Combined Traffic Estimates for 2 Paralle	,		F	95%	0%	1%	1%	3%	0%	F	0.081	F		106000	
	Tallo	Troddways of this front	I-464	•	3070	070		170	070	070		0.001	<u>'</u>		100000	
st ~~	From:	(1.1 : 1.01)			040/	40/	40/	00/	00/	201	_	0.000	_		00000	
17	City of Chesapeake	•	33000	G	91%	1%	1%	2%	6%	0%	F	0.082	F	0.570	36000	
	Combined Traffic Estimates for 2 Paralle	•		G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.572	73000	
ast	To: From:	US 17 G	eorge Washi	ngton Hy	vy											
ast 64	City of Chesapeake	(Maint: 64) 1.46	33000	G	91%	1%	1%	2%	6%	0%	F	0.084	F		35000	
	Combined Traffic Estimates for 2 Paralle	l Roadways on this Route	e: 66000	G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.513	70000	
ast	Tau From:	US 13, U	IS 460 Milita	ry Highw	'ay											_
54)	City of Chesapeake	(Maint: 64) 2.31	36000	Α	91%	1%	1%	2%	6%	0%	С	0.107	Α		39000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	e: 70000	Α	91%	0%	<u>1%</u>	2%	6%	0%	С	0.105	Α		75000	
	То:	<u> </u>	I-264, I-664	1												
est	From:		CL Virginia E													
54	City of Chesapeake	,	58000	Α	97%	0%	0%	1%	2%	0%	C	0.096	Α		63000	
	Combined Traffic Estimates for 2 Paralle				97%	0%	0%	1%	2%	0%	F	NA			126000	
est	To: From:	Gr	reenbrier Park	cway												_
\$\frac{1}{64}	City of Chesapeake	(Maint: 64) 1.78	51000	G	97%	0%	0%	1%	1%	0%	F	0.086	F		56000	
	Combined Traffic Estimates for 2 Paralle	l Roadways on this Route	: 110000	G	97%	0%	0%	1%	2%	0%	F	NA			118000	
	To	SR 1	168 Battlefiel	d Blvd												_
est	rioii.									001	N.I	0.074	N		53000	
$\overline{}$	City of Chesapeake	(Maint: 64) 0.82	49000	N	97%	0%	0%	1%	1%	0%	Ν	0.01	1.4		00000	
\neg	City of Chesapeake Combined Traffic Estimates for 2 Paralle	,		N N	97% 95%	0% 0%	0% 1%	1% 1%	1% 3%	0% 0%	N N	NA			106000	
4 168	•	el Roadways on this Route	98000 US 17	N												
168	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	e: 98000 US 17 168 Battlefield	N d Blvd	95%	0%	1%	1%	3%	0%		NA			106000	
168	Combined Traffic Estimates for 2 Paralle To Prom: City of Chesapeake	Roadways on this Route SR 1 (Maint: 64) 0.49	US 17 49000 49000	N d Blvd	95%	0%	1%	1% 1%	3% 1%	0%		NA 0.074	F		106000 53000	
168	Combined Traffic Estimates for 2 Paralle	Roadways on this Route SR 1 (Maint: 64) 0.49	98000 US 17 168 Battlefield 49000 e: 98000	N d Blvd	95%	0%	1%	1%	3%	0%		NA			106000	
/est	Combined Traffic Estimates for 2 Paralle To Prom: City of Chesapeake Combined Traffic Estimates for 2 Paralle Traffic From:	el Roadways on this Route SR 1 (Maint: 64) 0.49 el Roadways on this Route	98000 US 17 168 Battlefield 49000 98000 I-464	N d Blvd F F	95% 97% 95%	0% 0% 0%	1% 0% 1%	1% 1% 1%	3% 1% 3%	0% 0% 0%		0.074 0.081	F F		106000 53000 106000	
(est 64)	Combined Traffic Estimates for 2 Paralle To Prom: City of Chesapeake	Roadways on this Route SR I (Maint: 64) 0.49 Roadways on this Route (Maint: 64) 0.41	98000 US 17 168 Battlefield 49000 9: 98000 I-464 33000	N d Blvd	95%	0%	1%	1% 1%	3% 1%	0%		NA 0.074	F		106000 53000	

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	rck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Vest	From:		Great Brid		222/				=0.				_			
64) [17]	City of Chesapeake	,	35000	G	92%	0%	1%	2%	5%	0%	F _	0.099	F		37000	(
	Combined Traffic Estimates for 2 Paralle	<u> </u>		G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.572	73000	(
est	To: From:	US 17 Ge	orge Washi	ngton Hv	vy											
64)	City of Chesapeake	(Maint: 64) 1.86	33000	G	92%	0%	1%	2%	5%	0%	F	0.089	F		35000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	66000	G	91%	0%	1%	2%	6%	0%	F	0.086	F	0.513	70000	(
	To	US 13, U	JS 460 Mili	itary Hwy	7											
est 4	City of Chesapeake	(Maint: 64) 1.65	35000	Α	92%	0%	1%	2%	5%	0%	С	0.107	Α		37000	
4)	Combined Traffic Estimates for 2 Paralle	,		A	91%	0%	1%	2%	6%	0%	С	0.107	A		75000	
	To:	,	I-264, I-664		9170	076		2/0	076	076	C	0.103	^		73000	
	From:	Bus US 17 0	George Was	hington I	Hwv											
Cedar Rd	City of Chesap		5400	F	97%	2%	1%	0%	0%	0%	С	0.096	F		5900	
	To		West Rd				<u> </u>									
Cedar Rd	From:U City of Chesap	peake 1.29	4100	F	97%	2%	1%	0%	0%	0%	F	0.1	F		4500	
50)	To:		7 Dominior	n Blvd			Ť	-,-	-,-		-		-			
	From:		R 104 Dom													
G5 Cedar Rd	City of Chesap	peake 0.28	23000	F	97%	1%	1%	1%	1%	0%	С	0.085	F		25000	
	To- From:	Bel	ls Mill Rd V	West												
Cedar Rd	City of Chesap	peake 2.01	27000	F	97%	1%	1%	1%	1%	0%	F	0.093	F		30000	
	Too From:	131-879	8 Bells Mil	1 Rd East	:		\neg									
Cedar Rd	City of Chesap	peake 1.73	24000	F	97%	1%	1%	1%	1%	0%	F	NA			26000	
<i></i>	To:	Bus SR	168 Battlef	ield Blvd												
Bus 65) (168) Battlefield Blvd	City of Chesap	peake 0.26	27000	F	98%	0%	1%	0%	0%	0%	С	NA			29000	
Battlefield Blvd	City of Chesap					076	1 /0	076	076	0 /6	C	INA			29000	
Mt Discourt Dat	To: From:		168 Battlet			40/		40/	40/	00/		0.404			40000	
Mt Pleasant Rd	City of Chesap	peake 0.75	17000	F	97%	1%	1%	1%	1%	0%	F	0.101	F		18000	
	To: From:		Great Bridg													
Mt Pleasant Rd	City of Chesap	peake 2.57	17000	F	97%	1%	1%	1%	1%	0%	С	0.101	F		19000	
	To: From:	131-86	66 Centervil	le Tpke												
Mt Pleasant Rd	City of Chesap	peake 4.53	9800	F	97%	0%	1%	1%	1%	0%	С	0.11	F		11000	
<u> </u>	To. From:	131-8667	Fentress A	irfield R	d											
Mt Pleasant Rd	City of Chesap	peake 0.91	9900	F	97%	0%	1%	1%	1%	0%	F	0.114	F		11000	
<i>)</i>	To:	WC	L Virginia E	Beach												
	From:	US 1	7 Dominion	n Blvd												
Bainbridge Blvd	City of Chesap	peake 2.05	5200	F	86%	1%	2%	6%	6%	0%	F	0.126	F	0.819	5200	
	To	SR 190) Great Brid	lge Blvd												
Bainbridge Blvd	City of Chesap		9400	F	86%	1%	2%	6%	6%	0%	С	0.094	F		9400	
	To	TIC	13 Military	Hwy												
66) (460) Bainbridge Blvd	Fram. City of Chesap		11000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	
n // 4nu / Danibilago Diva	City of Officsap	0.17		•	01/0	1/0	1 /0	1 / 0	1 / 0	0 / 0		5.000			12000	

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesape					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	I	Freeman Ave													
166 (460) Bainbridge Blvd	City of Chesapeake	1.25	12000	G	97%	1%	1%	1%	1%	0%	F	NA			13000	G
	To: From:	C	hesapeake Di	ř												
166)(460)Bainbridge Blvd	City of Chesapeake	0.81	8200	F	97%	1%	1%	1%	1%	0%	С	NA			8900	F
	To:		37 Poindexte													
166) 460 Poindexter St	City of Chesapeake	0.56	ainbridge Blv 8100	F F	96%	1%	1%	1%	1%	0%	С	0.092	F		8800	F
166 A60 Poindexter St	City of Criesapeake	0.56		Г	90%	170	170	1 70	170	0%	C	0.092	Г		0000	Г
200-101	From:	0.00	Liberty St	_	000/	40/		40/	40/	00/	_	NIA			7000	
166 460 22nd St	City of Chesapeake	0.39	6600	G	96%	1%	1%	1%	1%	0%	F	NA			7200	G
	10.		SCL Norfolk													
	From:		Carolina State		070/	00/		00/	407	00/	_	0.404			04000	
168 Battlefield Blvd	City of Chesapeake	1.79	23000	Α	97%	0%	0%	2%	1%	0%	С	0.184	Α		21000	Α
	To: From:	Bus SR 168 Ba														
168 Chesapeake Expressway	City of Chesapeake (Maint: T	OL) 2.92	11000	F	97%	0%	0%	2%	1%	0%	F	0.088	F		10000	F
<u> </u>	To: From:	Bus SR 168 Battlefi	eld Blvd; Ne	ar India	n Creek R	d										
168) Chesapeake Expressway	City of Chesapeake (Maint: T	OL) 2.94	11000	F	97%	0%	0%	2%	1%	0%	F	0.088	F		10000	F
	To	Ti	lillcrest Pkwy	7												
168) Chesapeake Expressway	City of Chesapeake (Maint: T		29000	F	97%	0%	0%	2%	1%	0%	F	0.085	F		27000	F
108)	7-J	,								-,-						
168 Great Bridge Bypass	City of Chesapeake	E	nd Toll Road 29000	F	97%	0%	0%	2%	1%	0%	F	0.085	F		27000	F
168 Great Bridge Bypass	Oity of Officsapeare			-	51 70	070	<u> </u>	270	1 /0	070		0.005	'		27000	'
	From:		168 Battlefiel		070/	00/		00/	407	00/	_	0.005	_		0.4000	
168 Great Bridge Bypass	City of Chesapeake	0.20	26000	F	97%	0%	0%	2%	1%	0%	F	0.085	F		24000	F
	To: From:		Hanbury Rd													
(168) Great Bridge Bypass	City of Chesapeake	1.50	43000	F	97%	0%	0%	2%	1%	0%	F	0.094	F		39000	F
<u> </u>	To: From:	SR 16	55 Mt Pleasan	nt Rd												
168 Great Bridge Bypass	City of Chesapeake	2.49	64000	F	97%	0%	0%	2%	1%	0%	F	0.094	F		59000	F
\bigcirc	To	Bus SR	168 Battlefie	ld Blvd												
168 Oak Grove Connector	City of Chesapeake	1.82	64000	F	97%	0%	0%	2%	1%	0%	F	0.094	F		59000	F
	To		I-64													
168 (64)	From: City of Chesapeake (Maint: (64) 0.82	1-04			See I-6	4 for dir	ectional t	raffic vo	lume es	timate	s for this	seam	ent		
168 64	Combined Traffic Estimates for 2 Parallel Roadw		98000	N	95%	0%	1%	1%	3%	0%	N	NA	ocgii	iorit.	106000	N
	To:		I-64; US 17	- 11	3370	070		170	370	070	11	INA			100000	
	From:		I-64													
168) Battlefield Blvd	City of Chesapeake	0.82	42000	G	96%	0%	1%	1%	2%	0%	С	0.104	F	0.55	42000	G
\smile	To	US	13 Military H	lwy			\neg \vdash									
168 Battlefield Blvd	City of Chesapeake	0.47	21000	F	96%	0%	1%	1%	1%	0%	F	0.084	F		22000	F
	To:		ampostella Ro	A												
168 Atlantic Ave	City of Chesapeake	0.42	15000	a F	96%	0%	1%	1%	1%	0%	F	0.094	F		16000	F
(108)/Alianilo AVE	City of Chesapeake	0.42 P	13000	•	JU /0	U / U	1 /0	1 /0	1 /0	0 /0	•	0.034	•		10000	1

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

_						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Providence Rd												
168) Atlantic Ave	City of Chesapeake	1.16 17000 B	96%	0%	1%	1%	2%	0%	F	0.117	Α	0.615	18000	В
$\overline{}$	To	Old Atlantic Avenue			\neg \vdash									
168) Atlantic Ave	City of Chesapeake	0.39 9800 F	96%	0%	1%	1%	1%	0%	F	0.110	F		10000	F
	To	SR 246 Liberty Rd												
168	City of Chesapeake	0.35 16000 F	96%	0%	1%	1%	1%	0%	F	NA			17000	F
	То:	SCL Norfolk												
Bus	From:	SR 168 Chesapeake Expressway; Batt	lefield Blvo	d										
168 Battlefield Blvd	City of Chesapeake	2.70 12000 F	97%	0%	0%	2%	1%	0%	F	0.086	F		13000	F
	To	Indian Creek Rd												
Bus 168)Battlefield Blvd	City of Chesapeake	1.55 15000 F	97%	0%	0%	2%	1%	0%	F	0.086	F		16000	F
166) Battiericia Biva	only of officoapeano		0170	070		270	170	070	•	0.000	•		10000	
Bus	From:	Centerville Tpke												
168 Battlefield Blvd	City of Chesapeake	3.78 15000 F	97%	0%	0%	2%	1%	0%	F	0.083	F		16000	I
Bus	Tas From:	Great Bridge Bypass												
168)Battlefield Blvd	City of Chesapeake	0.28 8300 F	98%	0%	1%	0%	0%	0%	F	0.086	F		9000	
100)	To	131-8802 Hanbury Rd												
Bus	From:	•												
Battlefield Blvd	City of Chesapeake	1.70 14000 F	98%	0%	1%	0%	0%	0%	F	0.083	F		16000	I
Bus	To: From:	SR 165 S, Mount Pleasant Rd, John	stown Rd											
168) 165) Battlefield Blvd	City of Chesapeake	0.26 27000 F	98%	0%	1%	0%	0%	0%	С	NA			29000	ı
	Tax	SR 165 North; Cedar Road	1		—									
Bus 168)Battlefield Blvd	City of Chesapeake	,	98%	0%	1%	0%	0%	0%	F	0.083	F		35000	
168 Battlefield Bivd	City of Criesapeake			U70	170	076	076	0%	Г	0.063	Г		33000	
Bus	To: From:	SR 190 Great Bridge Blvd	l											
Battlefield Blvd	City of Chesapeake	0.19 33000 F	98%	0%	1%	0%	0%	0%	F	NA			36000	١
\smile	To	SR 168 Great Bridge Bypas	SS											
Bus 168)Battlefield Blvd	City of Chesapeake	1.37 40000 F	98%	0%	1%	0%	0%	0%	F	NA			44000	ı
168 Battoricia Biva	The street of th			070		070	070	070	•	100			11000	
Bus	From:	Hollywood Rd; Oak Grove I												
Battlefield Blvd	City of Chesapeake	0.68 48000 F	98%	0%	1%	0%	0%	0%	F	NA			52000	
Bus	Tas From:	Volvo Pkwy												
Battlefield Blvd	City of Chesapeake	0.65 54000 F	98%	0%	1%	0%	0%	0%	F	0.081	F		59000	ı
	To:	I-64												
	From:	SR 166 Bainbridge Blvd			Ī				-		-			
190)Great Bridge Blvd	City of Chesapeake	0.83 4500 F	88%	2%	3%	5%	3%	0%	С	0.120	F		4900	F
\mathcal{L}	To	131-8763 Campostella Rd	l .											
190)Great Bridge Blvd	City of Chesapeake	0.30 9500 F	88%	2%	3%	5%	3%	0%	F	0.096	F		10000	F
	To:	I-64			\neg									

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesar					Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		I-64													
190 Great Bridge Blvd	City of Chesap	peake 0.26	11000	F	96%	2%	1%	0%	0%	0%	F	NA			12000	F
	To: From:		7 Dominion										_			
190 Great Bridge Blvd	City of Chesap	peake 2.34	11000	F	96%	2%	1%	0%	0%	0%	С	0.1	F		12000	F
	To: From:		168 Battlefi													
190 Kempsville Rd	City of Chesar	peake 0.48	25000	F	97%	0%	1%	1%	0%	0%	F	0.107	F		28000	F
	To: From:		Clearfield Av													_
190 Kempsville Rd	City of Chesar	peake 0.81	28000	F	97%	0%	1%	1%	0%	0%	С	NA			30000	F
$\overline{}$	To: From:		reenbrier Pk													
190 Kempsville Rd	City of Chesar	peake 1.81	19000	F	99%	0%	1%	0%	0%	0%	F	NA			21000	F
<u> </u>	To: From:		Volvo Pkwy				\Box \vdash									
190 Kempsville Rd	City of Chesar		30000	F	99%	0%	1%	0%	0%	0%	F	NA			32000	F
<u> </u>	To:		L Virginia B													
	From:		91, S Militar		000/	407		00/	407	001	_				7000	_
191 (13) (460)	City of Chesap		6400 IRLINE BL	F	89%	1%	3%	2%	4%	0%	F	NA			7000	F
	From:		58 Airline I													
191)Jolliff Rd	City of Chesar		2900	F	98%	1%	1%	0%	0%	0%	С	0.100	F		3200	F
	Tac	De	ock Landing	Rd												
191) Jolliff Rd	City of Chesap		3000	F	99%	0%	1%	0%	0%	0%	С	0.162	F		3200	F
	To:	SR 33	7 Portsmout	th Blvd												
	From:	US	13 Military	Hwy												
196 Canal Dr	City of Chesar	peake 0.96	13000	F	98%	0%	1%	0%	0%	0%	С	NA			14000	F
<u> </u>	To	US 17 Ge	eorge Washii	ngton Hv	vy											
	From:		460 Poindex													
246 Liberty St	City of Chesap	peake 0.39	7200	F	96%	1%	2%	1%	1%	0%	С	NA			7800	F
<u> </u>	To: From:		Latham Stree	et												
246)Liberty St	City of Chesar		4600	F	96%	1%	2%	1%	1%	0%	F	NA			5000	F
<u> </u>	To	SR 1	68 Camposte	ella Rd												
East 264)	From:		I-64; I-664													
264)	City of Chesapeake	•	25000	G	95%	0%	1%	1%	3%	0%	F	0.105	F		27000	C
	Combined Traffic Estimates for 2 Paralle			G	95%	0%	1%	1%	3%	0%	F	NA			54000	G
	10.	W	CL Portsmo													
Vest 264)	City of Chesapeake	(Maint: 64) 1.17	I-64; I-664 25000		96%	0%	0%	1%	20/	00/	_	0.10F	F		27000	_
264)	•	• •		G					2%	0% 0%	F	0.105	г			(
	Combined Traffic Estimates for 2 Paralle		CL Portsmo	G outh	95%	0%	1%	1%	3%	0%	Г	NA			54000	G
	From:		ECL Suffoll													
337) Portsmouth Blvd	City of Chesar		12000	F	94%	1%	1%	2%	2%	0%	С	0.086	F		13000	F
331). 31011104111 2114	To:		R 191 Joliff		0170	1,3		-/0	-/-	0 / 0	_	3.000	•		.0000	•

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ck			K	211	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		l 191 Joliff I													
Portsmouth Blvd	City of Chesapeake	0.68	16000	F	94%	1%	1%	2%	2%	0%	F	0.082	F		18000	
	To: From:		I-664													
37) Portsmouth Blvd	City of Chesapeake	0.60	31000	F	98%	0%	1%	0%	1%	0%	F	0.086	F		33000	
<u> </u>	To	Cap	pri Circle W	est												
Portsmouth Blvd	City of Chesapeake	0.67	21000	F	98%	0%	1%	0%	1%	0%	С	0.083	F		23000	
<u> </u>	To:		Taylor Rd													
Portsmouth Blvd	City of Chesapeake	0.24	26000	F	98%	0%	1%	0%	1%	0%	F	0.083	F		28000	
31)	To															
Portsmouth Blvd	City of Chesapeake	0.49	ck Landing 28000	F F	98%	0%	1%	0%	1%	0%	F	0.084	F		30000	
37) I Orisinodin Bivd	Tro		CL Portsmoi		30 /0	070	1 70	070	1 /0	070	•	0.004	'		30000	
	From:		CL Portsmou													
37) Jordan Bridge	City of Chesapeake (Maint: TO	DL) 0.39	7300	N	96%	1%	1%	0%	1%	0%	Ν	0.123	Ν	0.585	7800	
<i>)</i>	To:	Toll A	uthority Bou	undary												
Poindexter St	City of Chesapeake	0.11	7300	G	96%	1%	1%	0%	1%	0%	F	0.123	F	0.585	7800	
	To		I-464													
Poindexter St	City of Chesapeake	0.56	11000	F	96%	1%	1%	0%	1%	0%	F	NA			12000	
37)	To:		0 Bainbridge		0070	.,,		0,0	.,0	0,0	•				000	
_	From		60; Poindex	ter St												
Bainbridge Blvd	City of Chesapeake	0.74	1600	F	96%	1%	1%	0%	1%	0%	F	0.153	F	0.82	1800	
<u> </u>	To:		SCL Norfolk	ζ												
	From:		ECL Norfoll													
07) Indian River Rd	City of Chesapeake	0.71	19000	F	99%	0%	1%	0%	0%	0%	F	0.095	F		21000	
<u> </u>	To: From:	(Daklette Ave	e			\neg \vdash									
ndian River Rd	City of Chesapeake	0.90	26000	F	99%	0%	1%	0%	0%	0%	С	NA			28000	
<i></i>	To:	WCI	L Virginia B	each												
	From:	I	ECL Suffolk													
60 58 13 Military Highway	City of Chesapeake (Maint: 64	4) 2.41	67000	Α	92%	0%	1%	1%	6%	0%	С	0.096	Α		70000	
	To		I-664													
60 (58) (13)	City of Chesapeake (Maint: 64	4) 0.64	11000	G	92%	0%	1%	1%	6%	0%	F	0.099	F	0.530	11000	
	To:	II	S 58; SR 19	01												
60 (13) (191)	City of Chesapeake	0.18	6400	F	89%	1%	3%	2%	4%	0%	F	NA			7000	
30 (13)	To-					.,.		_,,	.,,		-					
Military Highway	City of Chesapeake	0.45	1, S Militar 5400	F F	89%	1%	3%	2%	4%	0%	F	0.116	F		5800	
,0)(.0)	Combined Traffic Estimates for 2 Parallel Roadwa		5400	F	0370	1 /0	370	270	470	070	•	NA	'		NA	
	Familia Lauriales IVI 2 Faiallei Roduwa											1 1/7			INA	
Military I limburgu	From:		Military Hw		000/	40/	20/	20/	407	00/		NIA			0.400	
60 13 Military Highway	City of Chesapeake	2.44	8600	G	89%	1%	3%	2%	4%	0%	С	NA			9400	
	To: From:		I-64													
60 13 Military Highway	City of Chesapeake	1.37	17000	F	98%	0%	1%	1%	0%	0%	F	0.098	F		19000	

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	US 17 Ge	eorge Washii	ngton Hv	vy											
460 (13) Military Highway	City of Chesape	eake 1.01	17000	F	98%	0%	1%	1%	0%	0%	F	0.102	F		19000	F
~ ~	To: From:		R 196 Canal	Dr												
460 $\left(13\right)$ Military Highway	City of Chesape		30000	F	98%	0%	1%	1%	0%	0%	С	0.126	В		30000	F
~ ~	To: From:		Military Hw 13 Military													
460 (166) Bainbridge Blvd	City of Chesape		11000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	F
1.00) 1.00)	To		Freeman Av	'e												
460 166 Bainbridge Blvd	From: L City of Chesape		12000	G	97%	1%	1%	1%	1%	0%	F	NA			13000	
100 (100)	To		hesapeake A	***												
160 166 Bainbridge Blvd	From: ∟ City of Chesape		8200	F	97%	1%	1%	1%	1%	0%	С	NA			8900	F
100 100	To:		337 Poindex	ter St		.,,	TÎ.	.,,		-,-						
~~	From:		ainbridge Bl													
166 Poindexter St	City of Chesape	eake 0.56	8100	F	96%	1%	1%	1%	1%	0%	С	0.092	F		8800	F
~	To- From:		Liberty St													
160 166 22nd St	City of Chesape		6600	G	96%	1%	1%	1%	1%	0%	F	NA			7200	(
~ ~	10*		SCL Norfol	k												
ALT 460 (58 (Airline Blvd	City of Chesape	eake 1.72	Joliff Rd 7100	F	95%	2%	1%	0%	1%	0%	С	0.100	F		7700	ı
Airline Blvd	City of Chesape		CL Portsmo		95%	270	170	0%	170	0%	C	0.100	Г		7700	ı
orth	From		JS 17; SR 16				_									_
164) (17)	L City of Chesapeake (N		24000	G	95%	0%	1%	1%	2%	0%	F	0.122	F		27000	(
+04) (17)	Combined Traffic Estimates for 2 Parallel		51000	G	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	58000	(
	To	•	I-64													
lorth	From:	Moint: 64) 0.64			050/	00/	40/	40/	20/	00/	_	0.110	_		20000	(
464	City of Chesapeake (Note: Combined Traffic Estimates for 2 Parallel		26000	G G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%		0.112 0.082	F	0.636	30000 57000	(
	Combined Trainic Estimates for 2 Farallel	•			95%	0%	170	1 70	270	0%	Г	0.062	Г	0.030	37000	•
lorth	From:		13 Military	Hwy												
464)	City of Chesapeake (N	•	20000	G	95%	0%	1%	1%	2%	0%	F	0.123	F		23000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.716	47000	(
orth	To: From:		Freeman Av	e			\Box \vdash									
164)	City of Chesapeake (N	Maint: 64) 1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.159	Α		27000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	Α	95%	0%	1%	1%	2%	0%	С	0.108	Α		50000	,
1. (1	To ra-	SR	337 Poindex	ter St												
North 464)	City of Chesapeake (N		24000	G	95%	0%	1%	1%	2%	0%	F	0.116	F		28000	(
404)	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	NA	'		51000	(
	To:		SCL Norfoli		JJ 70	070	1 /0	1 /0	2/0	0 /0	•	11/-1			31000	

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesar					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
South	From:		JS 17; SR 10													
464) (17)	City of Chesapeake		27000	G	95%	0%	1%	1%	2%	0%	F	0.098	F		31000	(
$\smile \smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	51000	G	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	58000	(
South	To: From:		I-64													
464)	City of Chesapeake	(Maint: 64) 0.98	24000	G	95%	0%	1%	1%	2%	0%	F	0.11	F		27000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	50000	G	95%	0%	1%	1%	2%	0%	F	0.082	F	0.636	57000	(
	To.	US	13 Military	Hwy												
60uth 464)	City of Chesapeake	(Maint: 64) 0.84	22000	G	95%	0%	1%	1%	2%	0%	F	0.105	F		24000	(
464)	Combined Traffic Estimates for 2 Paralle	,		G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.716	47000	(
	To:				3070	070		170	270	070	•	0.000		0.710	47000	
outh	From:		eeman Avei													
164)	City of Chesapeake	,	20000	Α	95%	0%	1%	1%	2%	0%	С	0.137	Α		23000	
•	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	44000	Α	95%	0%	1%	1%	2%	0%	С	0.108	Α		50000	
outh	To: From:	C	Collector Ro	ad												
164)	City of Chesapeake	(Maint: 64) 0.43	20000	G	95%	0%	1%	1%	2%	0%	F	NA			23000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	44000	G	95%	0%	1%	1%	2%	0%	F	NA			51000	
	То:		SCL Norfol	k												
ast	From:		WCL Suffol													
Hampton Roads Beltway	City of Chesapeake		37000	F	94%	0%	1%	1%	4%	0%	F	NA			40000	
	Combined Traffic Estimates for 2 Paralle	-		F	94%	0%	1%	1%	4%	0%	F	NA			80000	
	_	East I-664 is	s signed a	s Souti	h I-664											
ast	To: From:	64-6	59 Pughsvil	le Rd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.02	39000	G	94%	0%	1%	1%	4%	0%	F	0.090	F		42000	
	Combined Traffic Estimates for 2 Paralle		77000	G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.531	83000	(
		East I-664 is	s signed a	s Souti	h I-664											
	To:	SR 33	7 Portsmout	th Blvd												
ast 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.10	40000	G	94%	0%	1%	1%	4%	0%	_	0.086	F		44000	(
664 Trampion Roads Beilway	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	-	0.081	F	0.542	81000	Ì
	Combined Hame Estimates for 2 Farane	East I-664 is				076	1 /0	1 /0	4/0	0 /6		0.001		0.542	81000	,
	Tol															
ast	From:		Dock Landi													
Hampton Roads Beltway	City of Chesapeake	,	35000	G	94%	0%	1%	1%	4%	0%	F	0.105	F		38000	
	Combined Traffic Estimates for 2 Paralle	•		G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.565	81000	
		East I-664 is	s signed a	s Souti	h I-664											
ast	To: From:	US 13, US 58.	, US 460 M	iliatry Hi	ghway											
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.13	58000	G	94%	0%	1%	1%	4%	0%	F	0.094	F		63000	
	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	NA			116000	(
		East I-664 is														
	To:	US 13, US 46														

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	US 13, US 46	0 Military H	Iighway	South											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.73	54000	G	94%	0%	1%	1%	4%	0%	F	0.099	F		58000	G
	Combined Traffic Estimates for 2 Paralle	•		G	94%	0%	1%	1%	4%	0%	F	NA			111000	G
	_ -	East I-664 is			n I-664											
	То:		I-64; I-264													
West	From:		WCL Suffoll													
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.62	37000	F	94%	0%	1%	1%	4%	0%	F	NA			40000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	74000	F	94%	0%	1%	1%	4%	0%	F	NA			80000	F
		West I-664 is	s signed a	s Nort	h I-664											
A/ 4	To: From:	64-65	9 Pughsville	Road												
West 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.10	38000	G	94%	0%	1%	1%	4%	0%	F	0.078	F		41000	G
664) Hampton Rodds Beitway	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.531	83000	G
	Combined Traine Estimates for 21 arane	West I-664 is				070	1 70	170	770	070	•	0.002	•	0.551	03000	O
	Tol		7 Portsmout													
West	From:	SR 33	/ Portsmout	n Biva												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.03	35000	G	94%	0%	1%	1%	4%	0%	F	0.080	F		38000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	75000	G	94%	0%	1%	1%	4%	0%	F	0.081	F	0.542	81000	G
		West I-664 is	s signed a	s Nort	h I-664											
	To:	Doo	k Landing R	Road												
West 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.48	40000	G	94%	0%	1%	1%	4%	0%	F	0.086	F		43000	G
664 Trampion Roads Beitway	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	0.083	E	0.565	81000	G
	Combined Trainic Estimates for 21 arane	West I-664 is				070	1 /0	1 70	470	076	•	0.003	•	0.303	01000	O
	-		ŭ													
West	To: From:	US 13, US 58.	US 460 Mi	litary Hi	ghway											
664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.21	49000	G	94%	0%	1%	1%	4%	0%	F	0.09	F		53000	G
\smile	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	108000	G	94%	0%	1%	1%	4%	0%	F	NA			116000	G
		West I-664 is	s signed a	s Nort	h I-664											
	To:		I-64; I-264													

						City of Chesap	eake								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	:			Bus SR 168				-					
(F144)	0.10	NA				Dus 3K 100				NA			NA		
		То				Dead End									
O 5 111 51	0.00	From				Tintern St					_	0.500	0.40	_	0000
F ₁₄₅ Bulldog Rd	0.06	840 To	G			Dead End				0.148	F	0.598	840	G	2008
		From	:			Dead End				1					
F ₁₄₆ Technology Dr	0.05	1500	G			D cua Dia				0.132	F	0.669	1500	G	2008
		То			131	-8695 Debaun Ave;	Lindale Di	T							
O = 0:	0.40	From				Dead End					_	0.5	40	_	0000
F ₁₄₈ Tennyson St	0.10	40 To	G			SR 190 Great Bridg	e Blvd			0.161	F	0.5	40	G	2008
		From	:			Mullen Rd	C DIVG								
F ₁₅₀ Libertyville Rd	0.34	1300	G			Withen Ku				0.112	F	0.608	1300	G	2008
		To	:			SR 166 Bainbridge	Blvd								
<u> </u>		From				Southway St				_]	_	_		_	
F ₁₅₁ Firman St	0.17	100 To	G			D., 1D. 1				0.233	F	0.511	100	G	2008
_		From				Dead End	thwey			 					
F ₁₅₃ Rotunda Ave	1.67	470	G	89%	1%	US 13 Military Hig 3% 3%	thway 3%	0%	С	0.118	F	0.566	510	G	2008
		To	-			WCL Portsmou			-	¬				_	
F ₁₅₃ Rotunda Ave	0.69	470 From	N	89%	1%	3% 3%	3%	0%	N	0.118	N	0.566	510	N	2008
		То	:			124-8540 Greenwo	od Dr								
$\overline{}$		From	:			Dorcas Rd									
F ₁₅₆ Burns St	0.12	60	G			DdE.d				0.246	F	0.516	60	G	2008
		From] :I			Dead End	\ 1								
F336) Jolliff Rd	0.19	30	G			SR 191 Jolliff F	Ka			0.222	F	0.583	30	G	2008
1339		To				Dead End									
		From				Dead End									
F337 Branchview Way	0.47	60	G							0.128	F	0.5	60	G	2008
		To	<u> </u>			SR 191 Jolliff F				<u> </u>					
(F683) Blake St	0.32	From 840	G			SR 190 Great Bridg	e Blvd			0.092	F	0.614	840	G	2008
F683) DIANC OI	0.02	To	Ť			Dead End				0.032	'	0.014	040	J	2000
		From	:			SR 190 Great Bridg	e Blvd								
F684) Finck Lane	0.13	690	G							0.253	F	0.563	690	G	2008
\subseteq		То				Dead End									
NA NASSAGE A LA CONTRACTOR DE LA CONTRAC	0.00	From	<u> </u>			Dead End				0.047	_	0.504	40	-	0000
F ₈₀₈ W Military Hwy	0.06	40 To	G			FR-923; US 5	8			0.247	F	0.524	40	G	2008
		From	:			Dead End									
F809)	0.65	100	G			Dead Elid				0.168	F	0.571	100	G	2008
		То				US 58 Military Hig	hway						-		
		From				US 13 Military Hig	hway								
F812 Ridgeway Ave	0.46	70	G							0.179	F	0.519	70	G	2008
		To	1			Dead End									
F923) Snowden St	0.58	20	G			US 58 Military Hig	phway			0.381	F	0.625	20	G	2008
F923 Snowden St	0.50	20 To				Dead End				0.361	r	0.020	20	3	2000
		From	1			Churchland Bly	/d			i					
1 Towne Point Rd	0.07	23000	F	96%	2%	1% 1%	1%	0%	F	0.086	F		25000	F	2008
\bigcirc		To			124	-8520 JB-131 NCL (e							
		From				JB-131-NC State									
2 Backwoods Rd	0.73	1500	F	99%	0%	0% 0%	0%	0%	С	0.107	F		1700	F	2008
$\overline{}$		To				131-8796 Ballahac	k Rd			L					

						City of Ches	ареаке								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:													
Davides Dd	2.05		F	060/		S 17 George Was		00/		0.106	_	0.656	200	_	2000
3 Douglas Rd	2.95	270		96%	2%	1% 19 Benefit l		0%	С	0.106	F	0.656	300	F	2008
		From	I							<u> </u>					
☐ Indian Creek Rd	5.92	2100	F	96%	1%	3us US 168 Battl		0%	С	0.101	F	0.529	2300	F	2008
4 Indian Creek Rd	0.02	To:	Ė	3070	170	WCL Virginia		070			•	0.020	2000	•	2000
		From:				Volvo Pk									
5 Crossways Blvd	0.32	11000	F	99%	0%	0% 09		0%	С	0.096	F		12000	F	2008
<u> </u>		To:				Eden Way									
		From:				Greenbriar	Pkwv								
6 Woodlake Dr	0.23	23000	F	97%	1%	1% 09		0%	С	0.081	F		25000	F	2008
		To:				Old Greenbria	ır Pkwy								
		From				Woodlake	Dr								
7 Old Greenbriar Rd	0.43	11000	F	97%	1%	1% 09	% 1%	0%	С	0.09	F		11000	F	2008
\cup		To:				US 13 Milita									
Old Creath size	0.40	From:	<u> </u>	000/	00/	Military I		00/		0.000	_	0.504	4700	_	2000
7 Old Greenbriar	0.46	4300 To	F	99%	0%	1% 09		0%	F	0.098	F	0.584	4700	F	2008
						Providence									
Dunch Walnuta Dd	2.04	From:	F	000/	10/	Ballahack		00/		0.120	_	0.600	1200	_	2000
8 Bunch Walnuts Rd	3.01	1200 _{To:}		99%	1%	0% 09 Benefit l		0%	С	0.128	F	0.699	1300	F	2008
		From:													
Paramont Ave	1.11	4600	F	98%	1%	WCL Va B		0%	С	0.110	F		5000	F	2008
9 Paramont Ave	1.11	4000 To:		90 /6	1 /0	US 13Militar		076	C	0.110			3000		2000
		From:	1 1							1					
Sign Pine Rd	1.73	2200	F	99%	0%	Benefit l		0%	С	0.097	F	0.72	2400	F	2008
(10) Sign Pine Rd	1.75	To	<u> </u>	3370		Bus SR 168 Battl		070		0.007		0.72	2400	Į.	2000
		From:				58 Battlefield Bl		uo.							
(11) Campostella Rd	0.44	13000	F	96%	0%	1% 19		0%	F	0.087	F		14000	F	2008
(1) Campostona i ta	• • • • • • • • • • • • • • • • • • • •	т			070				•		•			•	
Compostella Pd	1 21	13000	F	96%	0%	131-8640 Provi		0%	F	0.082	F		14000	F	2008
(11) Campostella Rd	1.34	13000 To:		90%		R 246 Liberty St		0%	Г	0.062	Г		14000	Г	2006
		From:			ن د										
(8524) Churchland Blvd	0.57	6200	F	99%	0%	Western Bran		0%	С	0.080	F		6700	F	2008
(8524) Churchland Blvd	0.57	0200		99 /0	0 /6			076	C	0.000			0700		2000
Observation of Physics	0.00	From:	<u> </u>	000/	00/	Towne Poi		00/		٠,			4.4000	_	0000
(8524) Churchland Blvd	0.09	12000 To:	F	99%	0%	1% 09		0%	F	NA			14000	F	2008
						WCL Portsi									
Dook Landing Dd	0.07	From:	Ļ	000/	007	SR 191 Joll		00/		0.007	_		E 400	_	2000
8527 Dock Landing Rd	0.27	4900	F	99%	0%	1% 09	% 0%	0%	F	0.087	F		5400	F	2008
<u> </u>		From	<u> </u>			I-664					_				
(8527) Dock Landing Rd	0.89	5200	F	99%	1%	0% 09	% 0%	0%	С	0.103	F		5700	F	2008
<u> </u>		To: From:				Eagle Hil	Dr								
(8527) Dock Landing Rd	0.24	4800	F	99%	1%	0% 09	% 0%	0%	F	0.101	F	0.622	5200	F	2008
$\overline{}$		To	-			Devon I	Or			<u> </u>					
(8527) Dock Landing Rd	2.23	5300 From:	F	99%	0%	1% 09		0%	С	0.105	F		5800	F	2008
\bigcirc		To				SR 337 Portsmo	outh Blvd								
		From			133-6	659 Pughsville R	d; ECL Suffo	lk							
(8529) Pughsville Rd	0.85	9000	F	93%	1%	1% 29		0%	С	0.093	F		9700	F	2008
\cup		To				I-664									
(8529) Pughsville Rd	0.16	21000	F	98%	1%	1% 19	% 0%	0%	С	NA			22000	F	2008
0023) 1 23/12/11/0	2	To:	Ė		. , ,	131-8530; Ta		- / 0		7				-	_500
		From				Pughsville	Rd								
(8529) Taylor Rd	1.65	15000	F	98%	1%	1% 19		0%	F	NA			16000	F	2008
$\overline{}$		To:			Ţ	JS 17 Western B	ranch Blvd								

						City of (Chesape	eake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	.1			CD 227 D	, ,1	D1 1			-					
8530 Taylor Rd	1.70	22000	F	99%	0%	0%	ortsmouth 0%	0%	0%	С	0.090	F		24000	F	2008
8530 Taylor Rd	0.29	22000 From	F	99%	0%	0%	ruce Rd 0% Pughsvill	0% e Rd	0%	F	0.095	F		24000	F	2008
		From	 :l					e Ru			<u>.</u>					
Dunedin Dr	0.99	1600 _{то}	F	98%	0%	1% US 17 Wes	oylor Rd 0% Stern Branc	0% ch Blvd	0%	С	0.086	F	0.63	1800	F	2008
8532) Bruce Rd	1.54	From 12000	F	97%	0%		aylor Rd 2%	0%	0%	С	0.089	F		13000	F	2008
		To					Neck Rd									
8532) Tyre Neck Rd	1.26	9900 To	F	99%	0%	0%	0%	0%	0%	С	0.088	F		11000	F	2008
		From	<u>1</u> 				Portsmout	th								
8547) Deep Creek Blvd	0.60	4900	F	99%	0%	1%	ost Lane	0%	0%	С	0.085	F		5300	F	2008
		From	1				Portsmout									
8591 Liberty St	0.40	4100 To	F	93%	1%	1%	60 22nd S 4% L Norfolk	2%	0%	F	0.086	F	0.517	4500	F	2008
		From					L Norfolk									
8592) Berkley Ave	0.39	1800 _{To}	F	97%	1%	1%	1% gfield Ave	0%	0%	С	0.087	F	0.526	1900	F	2008
		From	:				nk Street									
Rosemont Ave	0.13	1000 _{To}	F	82%	1%	2%	2%	13%	0%	F	0.105	F	0.81	1100	F	2008
Rosemont Ave	0.37	From 1400	F	82%	1%	2%	Hill St 2%	13%	0%	С	0.106	F	0.715	1500	F	2008
		To					Bainbridge									
Chananasha Da	0.45	From	<u> </u>	000/	40/		Bainbridge		00/		0.000	_		2000	_	2000
Chesapeake Dr	0.45	2700 To	F	98%	1%	1% Chesa	0% apeake Av	0% e	0%	С	0.089	F		2900	F	2008
		From	:				Buell St									
Freeman Ave	0.65	4700 _{To}	F	61%	0%	3%	8%	28%	0%	С	0.102	F		5100	F	2008
8598) Freeman Ave	0.25	7800	 F	61%	0%	3%	I-464 8%	28%	0%	F	0.089	F		8500	F	2008
8598) 1 Teernait7 (Ve	0.20	To	:	0170	070		Bainbridge		070		0.000			0000	•	2000
		From				US 13 & 4	60 Militar	y Hwy								
8599 Cavalier Blvd	1.24	9000 To	F	93%	1%	1%	4% Portsmout	2%	0%	С	0.089	F		9700	F	2008
		From	:			US 13 & 4	60 Militar	y Hwy								
8601) Deep Creek Blvd	0.94	3000	F	97%	1%	1%	0%	0%	0%	С	0.092	F		3200	F	2008
$\overline{}$		To					ist Lane Creek Blv	vd.								
8601) Gust Lane	0.44	5800 _{To}	F	99%	0%	0%	0% Portsmout	0%	0%	С	0.085	F		6300	F	2008
		From	:				Galahad Di									
8602) Camelot Blvd	0.59	7700	F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.594	8300	F	2008
8602) Camelot Blvd	0.32	4900	F	93%	1%	1%	Creek Blv	2%	0%	F	0.088	F	0.606	5300	F	2008
		To	1			S 17 Georg										
8604) Galberry Rd	2.41	2900	F	97%	1%	US 13 & 4 1%	60 Militar 0%	y Hwy 0%	0%	С	0.104	F		3200	F	2008
<u> </u>		To From	:		U:	S 17 Georg		gton Hwy			\Box					
Shell Rd	0.87	4900 To	F	98%	1%	1% Fi	0% rman St	0%	0%	F	0.096	F	0.599	5400	F	2008
· · · · · · · · · · · · · · · · · · ·			_	·	_	·				_		_			_	

						City of	Chesapea	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1				· C4				-1					
Shell Rd	0.81	4300	F	99%	1%	1%	irman St 0%	0%	0%	С	0.105	F		4700	F	2008
Chall Dd	1 10	From	<u> </u>	000/	40/		Canal Dr	00/	00/	_	0 112		0.700	2400		2000
Shell Rd	1.12	2900 _{To}	F	98%	1%	1%	0% l60 Military	0% Hyvy	0%	F	0.113	F	0.702	3100	F	2008
		From						IIWy								
8605) Canal Dr Ext	0.51	5700	F	96%	1%	s	Shell Rd 0%	0%	0%	С	0.102	F		6200	F	2008
8605 Canal Dr Ext	0.01	To	•	3070			60 Military		070		0.102	•		0200	•	2000
		From	1				66 Bainbrid				i					
Portlock Rd	0.89	5700	F	97%	1%	1%	0%	0%	0%	С	0.096	F		6200	F	2008
50229		То					postella Rd									
		From					vidence Rd									
8635) Dunbarton Rd	0.06	2400	F	99%	1%	0%	0%	0%	0%	F	0.082	F		2700	F	2008
\bigcirc		To				Longo	lale Crescen	t			— —					
8635) Dunbarton Rd	0.18	1400	F	99%	1%	0%	0%	0%	0%	С	0.093	F	0.593	1500	F	2008
0033		To									_					
8635 Dunbarton Rd	0.16	610 From	F	99%	1%	0%	vn Crescent 0%	0%	0%	F	0.107	F	0.504	660	F	2008
₈₆₃₅ Dunbarton Rd	0.10	То	•	3370	170		lale Crescen		070	•	0.107	•	0.004	000	•	2000
		From					postella Rd				i					
8640) Providence Rd	1.55	16000	F	98%	1%	1%	0%	0%	0%	F	0.1	F		17000	F	2008
0040)		To									_					
8640 Providence Rd	0.99	17000	F	98%	1%	1%	ngora Dr 0%	0%	0%	С	0.104	F		18000	F	2008
Providence Rd	0.55	То		3070	1 /0		/irginia Bea		070		0.104	•		10000	į	2000
		From					itary Hwy									
8645) Sparrow Rd	0.23	4900	F	98%	1%	1%	0%	0%	0%	F	NA			5400	F	2008
8043)	0.20		-		. , ,			0,0	0,0	•				0.00	•	
8645) Sparrow Rd	0.84	10000	F	98%	1%	1%	vidence Rd 0%	0%	0%	С	NA			11000	F	2008
Sparrow Rd	0.04	10000		90 /0	1 /0			0 /6	0 /6	C	INA			11000		2008
O	0.57	From	<u> </u>	000/	40/		n River Rd	00/	00/			_	0.504	0700	_	0000
Sparrow Rd	0.57	3400	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.594	3700	F	2008
$\overline{}$		To From					e Beaver Rd									
8645 Sparrow Rd	0.28	1700	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.525	1800	F	2008
<u> </u>		To				Go	ldcrest Dr									
O 5 1 51	0.47	From	L	070/	00/		Campostella		001			_		4000	_	0000
8647 Border Rd	0.47	4400 To	F	97%	2%	1%	0%	0%	0%	С	0.097	F		4800	F	2008
		From					gfield Ave order Rd									
8647) Wingfield Ave	0.08	2400	F	97%	2%	1%	0%	0%	0%	F	0.112	F	0.565	2600	F	2008
•		To														
8647) Wingfield Ave	0.48	1600	F	96%	2%	131-839	2 Berkley A	0%	0%	С	0.103	F	0.532	1800	F	2008
Wingfield Ave	0.40	То	•	3070	270		mstown Rd	070	070		-0.100	•	0.002	1000	•	2000
		From					gfield Ave									
(8647) Tatemstown Rd	0.34	3500	F	98%	1%	1%	0%	0%	0%	С	0.095	F		3900	F	2008
<u> </u>		То				SR 407 I	ndian River	Rd								
<u> </u>		From					8 Battlefield									
8648) Albemarle Dr	1.19	5700	F	99%	0%	0%	0%	0%	0%	С	0.119	F		6200	F	2008
		To	<u> </u>				edar Rd									
	2.22	From	ب	0501	001		Pleasant	001	001	_		_	0.544	000	_	0000
8649 Woodford Dr	0.28	270	F	95%	3%	1%	0%	0%	0%	С	0.104	F	0.514	300	F	2008
		То	<u> </u>				yal Oak Dr									
Constate As	0.44	From	<u> </u>	0001	401		alnut Ave	00/	00/		0.000	_	0.001	0.40	_	0000
(8650) Cornick Ave	0.14	770	F	98%	1%	0%	0%	0%	0%	F	0.099	F	0.634	840	F	2008
<u> </u>		To From					ander Ave									
(8650) Cornick Ave	0.60	1100	F	98%	1%	0%	0%	0%	0%	С	0.102	F	0.667	1100	F	2008
\ /		To	1			Sn	arrow Rd									

						City of C	chesape	ane								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From									-					
8653) West Rd	0.79	230	F	97%	1%	Doi	uglas Rd 0%	0%	0%	F	0.1	F	0.893	250	F	2008
8653) West Rd	0.79	230		9176	170	170	0%	0%	U76	Г	0.1	г	0.093	250	Г	2006
○ Wast Dd	F 07	From	<u> </u>	070/	40/		nefit Rd	00/	00/		0.007		0.500	4000		2000
West Rd	5.27	1100 To	F	97%	1%	1%	0% ominion B	0%	0%	С	0.097	F	0.526	1200	F	2008
		From						ivu			<u> </u>					
8655) Shillelagh Rd	6.96	650	F	97%	1%	вег	nefit Rd 0%	0%	0%	С	0.116	F	0.634	700	F	2008
Shillelagh Rd	0.50	To	· •	31 70	1 /0		ominion B		070		0.110	•	0.004	700	į	2000
		From	:		I	Bus US 168					<u> </u>					
8656) Benefit Rd	1.96	1200	F	95%	3%	1%	1%	0%	0%	С	0.13	F	0.673	1300	F	2008
0030)		To									1					
8656 Benefit Rd	1.92	1900	F	95%	3%	1%	Pine Rd	0%	0%	F	0.116	F	0.521	2000	F	2008
Benefit Rd	1.02	1500		3070	070			070	070			•	0.021	2000	•	2000
Donafit Dal	2.40	From	<u> </u>	000/	40/		stown Rd	00/	00/		0 117		0.004	4000		2000
Benefit Rd	3.16	940 To	<u>.F</u>	98%	1%	1%	0% uglas Rd	0%	0%	С	0.117	F	0.661	1000	F	2008
		From	! .!								<u> </u>					
Old Atlantic Ave	O 21	5000	F	98%	1%	SR 168 1%	Atlantic A 0%	ve 0%	0%	F	NA.			5400	F	2008
Old Atlantic Ave	0.31	3000		30%	1 70				U70	Г	NA —			5400	Г	2008
0	0.44	From	<u> </u>	0007	407		5 Liberty S		001	_			0.50	000		0000
(8657) Cascade Blvd	0.44	810	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.58	880	F	2008
		-	<u> </u>			SR 168 C										
Poolsor Ct	0.50	From Od O	╚	070/	20/	SR 166 B			00/		0.152	_	0.705	000	_	2000
Booker St	0.58	910 To	. F	97%	2%	1% SR 190 Gr	0%	0%	0%	С	0.153	F	0.725	990	F	2008
			<u> </u>													
Conton illo Toko	2.76	From	F	069/	2%	3us SR 168 1%			00/	С	0.134	F		6500	F	2000
661 Centerville Tpke	3.76	6000		96%	2 /0	1 /0	1%	0%	0%		0.134	-		0300		2008
O 0 1 11 T 1	4.00	From	<u> </u>	000/	00/		e Manor B		00/			_		0000		2000
661 Centerville Tpke	1.03	8200	F	96%	2%	1%	1%	0%	0%	F	0.104	F		8900	F	2008
$\widehat{}$		From					tress Rd									
8661 Centerville Tpke	1.14	8600	F	98%	1%	1%	1%	0%	0%	С	0.104	F		9400	F	2008
<u> </u>		To From				SR 165 M	It Pleasan	t Rd								
8661 Centerville Tpke	1.25	15000	F	96%	1%	2%	1%	0%	0%	F	0.101	F		16000	F	2008
$\overline{}$		To	:			131-8665 E										
8661) Centerville Tpke	0.46	8600	F	96%	1%	2%	Station Ro 1%	0%	0%	С	0.102	F		9300	F	2008
Centerville Tpke	0.40	To		3070	1 /0)5 Elbow I		070		0.102	'		3300	•	2000
		From					bow Rd									
8661) Centerville Tpke	1.76	7900	G	96%	1%	2%	1%	0%	0%	F	NA			8600	G	2008
\bigcirc		To	:			ECL	Va Beach									
		From				SR 190 K	Cempsville	Rd								
(8662) Green Tree Rd	0.73	6800	F	99%	0%	0%	0%	0%	0%	С	0.105	F		7400	F	2008
$\overline{}$		To			т		Grove Rd	1 D11								
8662) Oak Grove Rd	0.86	7100	F	98%	0%	3us US 168 0%	0%	1%	0%	С	0.095	F		7700	F	2008
0ak Grove Rd	0.00	To	:	3070	070		n Tree Rd	1 /0	070		0.000	•		7700	į	2000
		From									ì					
3663) Johnstown Rd	5.94	3200	F	98%	1%	1%	nefit Rd 0%	0%	0%	С	0.095	F		3400	F	2008
3663 Johnstown Rd	3.34	5200 To	<u> </u>	3070		Bus US 168			070		0.000	•		3400	į	2000
		From	·				stown Rd				i					
8664) Woodbridge Dr	0.19	880	F	99%	0%	1%	0%	0%	0%	С	0.107	F	0.664	960	F	2008
5505110g0 D1	0.10	To	-	5576	270		rfield Dr	570	- 70		<u> </u>	•	0.50		•	_000
		From					dbridge Dr									
8664) Briarfield Dr	0.68	2500	F	98%	0%	1%	0%	0%	0%	С	0.113	F	0.547	2700	F	2008
\smile		To	•			Sr 165	Cedar Ro	l								
		From				Provi	idence Rd									
8665) Dunbarton Rd	0.65	5800	F	98%	1%	1%	0%	0%	0%	С	0.115	F		6300	F	2008
\smile		To	:			US 13 N	Military H	wy								

						City of C	hesapeak	е								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	•	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
O	0.00	From	<u> </u>	200/	201		Ailitary Hwy		001		<u>ا</u>			00000	_	0000
Greenbrier Pkwy	0.28	30000	F	98%	0%	1%	1%	0%	0%	F	NA			32000	F	2008
		To From	:			Woo	dlake Dr									
8665) Greenbrier Pkwy	0.22	51000	F	98%	0%	1%	1%	0%	0%	F	NA			55000	F	2008
<u> </u>		То					I-64									
8665) Greenbrier Pkwy	0.94	71000	F	98%	0%	1%		0%	0%	F	NA			78000	F	2008
		To				F.1-	XX/									
665) Greenbrier Pkwy	0.42	39000	F	98%	0%	1%	en Way 1%	0%	0%	F	NA			43000	F	2008
Greenbrier Pkwy	0.42	33000		30 70	070	1 /0	1 /0	0 70	070	'				43000	'	2000
		From	:				vo Pkwy									
Greenbrier Pkwy	1.78	25000	F	98%	0%	1%	1%	0%	0%	С	0.094	F		27000	F	2008
<u> </u>		To				SR 190 K	empsville R	d								
Butts Station Rd	2.08	11000	F	98%	0%	1%		0%	0%	F	0.105	F		12000	F	2008
		To	:			131-8661 C	enterville T ₁	pke								
		From	:				Va Beach				ī					
Blackwater Rd	2.62	2600	F	93%	1%	1%		2%	0%	С	0.092	F		2800	F	2008
Blackwater Rd	2.02	2000 To		5570	1 /0		Airfield Rd		0 /0		0.002	'		2000	'	2000
		From	:				water Rd									
Fentress Airfield Rd	0.15	4200	F	85%	2%	9%		2%	0%	С	0.1	F		4600	F	2008
<u> </u>		To				SR 165 M	It Pleasant R	d								
		From	:		1	Rus SR 168	Battlefield E	Blvd								
Hickory Rd East	0.81	3700	F	94%	3%	2%		0%	0%	С	0.173	F		4100	F	2008
out Last	0.01	5,00		J-7/0	0 /0			J / U	J /U		0.170	•		+100	'	2000
<u> </u>		From	·				ville Tpke									
Head Of River Rd	4.89	1600	F_	98%	1%	1%		0%	0%	С	0.092	F	0.625	1800	F	2008
		To	:			WCL Vi	rginia Beach	l			J					
_		From	:		I	Bus SR 168	Battlefield E	31vd								
Ashley Rd	0.42	3300	F	98%	1%	1%	0%	0%	0%	С	0.114	F	0.61	3600	F	2008
		To	:			SR 165 M	It Pleasant R	d								
		From	:			Campo	ostella Rd									
Lindale Dr	0.70	3000	F	99%	0%	0%		0%	0%	С	0.087	F		3200	F	2008
		To	:			DeB	aun Ave									
_		From	:			Line	dale Dr									
Bees DeBaun Ave	0.33	3800	F	98%	0%	0%	0%	0%	0%	С	0.084	F	0.561	4200	F	2008
		To	:			SR 168 Ba	attlefield Blv	⁄d								
		From	:			Crystalv	wood Circle									
Nolvo Pkwy	0.30	800	F	99%	0%	0%		0%	0%	F	0.084	F	0.553	870	F	2008
, , ,																
	0.00	From	<u> </u>	200/	201		ron St	00/	201			_		0000		
Yolvo Pkwy	0.26	8300	F	99%	0%	0%	0%	0%	0%	С	0.096	F		9000	F	200
		To From				Independ	dence Pkwy									
Nolvo Pkwy	0.25	13000	F	99%	0%	0%	0%	0%	0%	F	0.098	F		14000	F	2008
		To			1	Rue SD 168	Battlefield E	21vd								
Nolvo Pkwy	1.38	24000	F	98%	0%	1%		1%	0%	С	0.093	F		26000	F	2008
VOIVO PKWY	1.00	_ 1000		5570	0 /0			. ,0	J /U			•		_0000	'	2000
		From					orier Pkwy	40:			<u> </u>	_				
Yolvo Pkwy	0.45	21000	<u>_F</u>	98%	0%	1%		1%	0%	F	0.102	F		23000	F	200
\smile		To			101.0		en Way	1 121								
Value Diagra	1 10			000/			ay; 8717-Vo			_	0.106	_		26000	_	200
Volvo Pkwy	1.49	24000		98%	0%	1%		1%	0%	F	0.106	F		26000	F	200
<u> </u>		To	<u>1</u>			Dea	ad End									
		From	:			Dockla	anding Rd							-		
Coffman Blvd	0.70	1700	F	97%	1%	1%	0%	0%	0%	С	0.110	F	0.562	1900	F	2008
\mathcal{L}		To	:			SR 337 Po	rtsmouth Bl	vd								
		From	-			SR 190 Gre	eat Bridge Bl	lvd								
Campostella Rd	1.34	7600	F	98%	1%	1%		0%	0%	С	0.092	F		8300	F	200
	-								-							
On	4.00	From	<u> </u>	050/	407		Military Hwy		001					40000		
8763) Campostella Rd	1.06	15000	<u>_F</u>	95%	1%	1%		1%	0%	С	0.087	F		16000	F	2008
<u> </u>		To				SR 168 Ba	attlefield Blv	/d								

Rouse Length AADT QA 4Tife Bus 2AAA6 9 AA760 17401 2Trail							City of C	Chesape	eake								
15	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Park Ave	City of Chesapeake																
Chesspeake Ave	A Constate Acres	0.50		<u> </u>	000/	40/				00/			_	0.505	4000	_	0000
Virginity Ave	8771) Virginia Ave	0.50	1400		98%	1%				0%	Ċ	0.130	F	0.565	1600	F	2008
F 95% 2% 1% 0% 0% 0% 0% 0			From						/e								
Park Ave	Chesaneake Ave	1 12	3400	ᄂ	06%	20/2			O%	0%		0.101	F		3800	F	2008
Chesapeake Ave	8771) Chesapeake Ave	1.12	3400		30 /0	2 /0	1 70	070	070	0 70		0.101	'		3000	'	2000
See 246 Princhester's N			From	:													
184 184	8771) Chesapeake Ave	0.41	2400	F	96%	2%	1%	0%	0%	0%	F	0.104	F		2600	F	2008
Park Ave	\bigcirc		To	:			SR 246	Poindexte	er St								
Park Ave 0.37 1500 F 97% 1% 1% 1% 0% 0% C 0.097 F 0.568 1600 F 2008			From	:			US 460 B	ainbridge	Blvd								
Checkpetide Ave Checkpetid	8776) Park Ave	0.37	1500	F	97%	1%	1%	1%	0%	0%	С	0.097	F	0.568	1600	F	2008
Park Ave 0.35 4200 F 97% 1% 1% 1% 0% 0% F 0.08 4500 F 2008			To				CI	1 4									
Tries	Dorle Ave	0.25			070/	10/				00/		0.007		0.6	4500		2000
Second S	8776) Park Ave	0.35			97%	1%				0%	Г	0.097	Г	0.6	4500	Г	2008
Barrier Rd				1			Old A	tiantic Av	ve								
11.72 750 F 97% 0% 1% 1% 0% 0% 0% C 0.104 F 0.798 810 F 2008				:													
1.12 1.00	8778) Barnes Rd	0.45	1300	_ <u>F</u> _	74%	0%	4%	3%	19%	0%	С	0.127	F		1400	F	2008
Part	$\overline{}$		To	:			US 460 B	ainbridge	Blvd								
Column			From	:		US	S 17 George	e Washing	gton Hwy								
Second State Sta	8796) Ballahack Rd	11.72	750	F	97%	0%	1%	1%	0%	0%	С	0.104	F	0.798	810	F	2008
Secondary Columbia	\bigcirc		То				Old D	tloffal 1 D	lud								
SR 168 Bartlefield Bivol SR 168 Bartlefield Bivol SR 168 Bartlefield Bivol SR 168 SR 168 Bartlefield Bivo	Rallahack Pd	0.10			070/	∩ 0/.				∩º/-	F	0.104	NI	0.709	6200	C	2000
1000 F 99% 0% 0% 0% 0% 0% 0% 0	8796) Dallallack Ku	0.10	3700 To		91 /0	0 /6				0 /6	-	0.104	IN	0.790	0200	G	2000
Poplar Hill Rd				<u>. </u>													
Churchland Bivol SR 165 W. Cedur Rd SR 165 Rd 16	<u> </u>															_	
SR 165 W, Cedur Rd	₈₇₉₇) Poplar Hill Rd	0.23	13000	<u>_F</u>	99%	0%	0%	0%	0%	0%	С	NA			15000	F	2008
Second S	<u> </u>		To	c:			Churc	hland Blv	/d								
SR 165 E, Cedar Rd			From	:			SR 165	W, Cedar	Rd								
SR 165 E, Cedar Rd	8798) Bells Mill Rd	2.38	1700	F	98%	1%	1%	1%	0%	0%	С	0.106	F	0.779	1900	F	2008
Second S			To	:			SR 165	E, Cedar	Rd								
SR 165 Cedar Rd SR 165 Ced			From	:			Wash	nington D	r								
SR 165 Cedar Rd SR 165 Mr SR	waters Rd	0.36	8700	F	97%	1%		_		0%	С	0.094	F		9500	F	2008
SR 165 Cedar Rd	8799) 17 41670 114	0.00	To	Ė	0.70	.,,				0,0			•		0000	•	
Milly Rd 1.11 1600 F 98% 1% 1% 9% 0% 0% 0% 0% 0 0 0% 0 0% 0 0 0% 0 0 0% 0 0 0 0			F														
Burson Dr	MULTIL D.I	4.44		<u> </u>	000/	40/				00/		0.400	_	0.700	4000	_	0000
Surson Dr	8800) Milliville Rd	1.11			98%	1%			0%	0%	C	0.106	г	0.726	1800	г	2008
8801 Shipyard Rd 1.05 920 F 98% 1% 1% 0% 0% 0% 0% C 0.082 F 0.578 990 F 2008 Front			10	1			Bu	irson Dr				J					
Burson Dr Johnstown Rd 1.00 7800 F 98% 1% 1% 0% 0% 0% C 0.098 F 8400 F 2008			From				SR 16	5 Cedar R	Rd								
Substitute Sub	(8801) Shipyard Rd	1.05	920	_ <u>F</u> _	98%	1%	1%	0%	0%	0%	С	0.082	F	0.578	990	F	2008
Hanbury Rd 1.00 7800 F 98% 1% 1% 0% 0% 0% 0% C 0.098 F 8400 F 2008 Bus SR 168 Battlefield Rd Bus SR 168 Battlefield Blvd SR 165 Mt Pleasant Rd From SR 165 Mt Pleasant Rd 1.80 3000 F 98% 1% 1% 0% 0% 0% 0% C 0.107 F 3200 F 2008 From SR 165 Mt Pleasant Rd Centerville Tpke Bus SR 165 Mt Pleasant Rd From SR 165 Mt Pleasant Rd Centerville Tpke WCL Virginia Beach From WCL Virginia Be	<u> </u>		To	:			Bu	ırson Dr									
Bus SR 168 Battlefield Rd Bus SR 168 Battlefield Rd			From	:			John	stown Rd	1								
Bus SR 168 Battlefield Rd Bus SR 168 Battlefield Rd	8802) Hanbury Rd	1.00	7800	F	98%	1%	1%	0%	0%	0%	С	0.098	F		8400	F	2008
8803 Hillwell Rd 2.36 2800 F 98% 1% 1% 0% 0% 0% C 0.094 F 0.562 3000 F 2008 SR 165 Mt Pleasant Rd SR 165 Mt Pleasant Rd			To				Bus SR 16	8 Battlefic	eld Rd								
8803 Hillwell Rd 2.36 2800 F 98% 1% 1% 0% 0% 0% 0 C 0.094 F 0.562 3000 F 2008 SR 165 Mt Pleasant Rd SR 165 Mt Pleasant Rd			From	:							•		•			_	
SR 165 Mt Pleasant Rd SR 1	Hillwell Rd	2 36			98%					0%	C	0.094	F	0.562	3000	F	2008
SR 165 Mt Pleasant Rd	0003	2.00	To	Ė	JU /0	1 /0				J /0		J.034	•	0.002	3000	'	2000
Sk Fentress Rd 1.80 3000 F 98% 1% 1% 0% 0% 0% C 0.107 F 3200 F 2008			_														
Centerville Tpke Section Centerville Tp	O = :												_			_	
Section Sect	(8804) Fentress Rd	1.80			98%	1%				0%	С	0.107	F		3200	F	2008
Elbow Rd 3.05 6500 F 100% 0% 0% 0% 0% 0% C 0.114 F 7100 F 2008 From	<u> </u>		To	1			Cente	rville Tpk	ke .								
WCL Virginia Beach Volvo Pkwy WCL Virginia Beach Volvo Pkwy WCL Virginia Beach Volvo Pkwy Wolvo Pkwy White Oak Crossing White Oak Crossi	_		From	:			Cente	rville Tpk	ке								
Volvo Pkwy Volvo Pkwy White Oak Crossing White Oak Crossing White Oak Crossing White Oak Crossing Seden Way N 0.85 12000 F 99% 1% 0% 0% 0% 0% 0% 0% C NA 12000 F 2008 C NA C NA 12000 F 2008 C NA C N	8805) Elbow Rd	3.05	6500	F	100%	0%	0%	0%	0%	0%	С	0.114	F		7100	F	2008
Eden Way N 0.49 10000 F 99% 1% 0% 0% 0% 0% F 0.101 F 11000 F 2008 White Oak Crossing White Oak Crossing White Oak Crossing Greenbrier Pkwy 8806) Eden Way N 0.85 12000 F 99% 1% 0% 0% 0% 0% F 0.106 F 13000 F 2008	\bigcirc		To	:			WCL V	irginia Be	each								
Eden Way N 0.49 10000 F 99% 1% 0% 0% 0% 0% F 0.101 F 11000 F 2008 White Oak Crossing White Oak Crossing From: Greenbrier Pkwy S806 Eden Way N 0.85 12000 F 99% 1% 0% 0% 0% 0% F 0.106 F 13000 F 2008			From	:			Vol	vo Pkwv									
White Oak Crossing	8806 Eden Wav N	0.49	10000	F	99%	1%			0%	0%	F	0.101	F		11000	F	2008
8806) Eden Way N 0.68 11000 F 99% 1% 0% 0% 0% 0% C NA 12000 F 2008 Greenbrier Pkwy B806) Eden Way N 0.85 12000 F 99% 1% 0% 0% 0% 0% F 0.106 F 13000 F 2008	2000	0.40	. 3030		30 /0	. 70				373	•		•		. 1000	•	_500
Secondary Seco	<u> </u>		From									_					
9806) Eden Way N 0.85 12000 F 99% 1% 0% 0% 0% 0% F 0.106 F 13000 F 2008	(8806) Eden Way N	0.68	11000	F	99%	1%	0%	0%	0%	0%	С	NA			12000	F	2008
9806) Eden Way N 0.85 12000 F 99% 1% 0% 0% 0% 0% F 0.106 F 13000 F 2008	$\overline{}$		To	-			Green	brier Pkw	vv								
	8806) Eden Wav N	0.85	12000	F	99%	1%				0%	F	0.106	F		13000	F	2008
		0.00	To		2070	. 70				2,3	•		•		. 5500	•	_000

					Oity Oi	Oricoapcano								
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		OC.	K actor	QK	Dir Factor	AAWDT	QW	Yea
ty of Chesapeake	Fron	1:			115 460 1	Bainbridge Blvd								
Anne Ave	450	G			03 400 1	Jamonage Biva		ı	۱A			450	G	2008
	Т				I	Arlie St								
	Fron	n:			(Canal Dr								
Baywood Trail	370	G						ı	NΑ			370	G	2008
	To	00			M	eiggs Rd								
	Fron				Centervi	ille Tpke South								
Beaver Dam Rd	500	G				D:1 D1		l	۱A			500	G	2008
		1				g Ridge Rd								
Beckley Lane	Fron 320				Will	ow Oak Dr		0	132	F	0.582	350	F	200
Deckley Laile	320	-			Grar	ntham Lane		0.	132	'	0.302	330	'	200
	Fron	n:				Cliff Crest								
Birchleaf Rd	170	F			Bile	Cim Cicst		0.	133	F	0.589	190	F	200
	To	:			Mil	ll Pond Dr								
	Fron	n:			Sh	ipyard Rd								
Burson Dr	800	G						ı	NΑ			800	G	200
	To	:			Oran	gewood Rd								
	Fron	h.			De	nver Ave								
Chattanooga St	470	F						0.	106	F		510	F	200
	Ti)1				aters Rd								
0 (- 1) //	Fron	<u> </u>		I	Bus SR 16	8 Battlefield Blvd			440	_	0.040	4000	_	000
Coastal Way	1200	F				Sama Du		0.	146	F	0.819	1300	F	200
	Fron	1				Sams Dr			l					
Conquest Dr	1300	F			SR 10	65 Cedar Rd		0	118	F		1400	F	200
Conquest Di	TO TO					Shea Dr		0.	I 10	'		1400	'	200
	Fron	1:		119		ge Washington Hw	N/							
Conrad Ave	1300	F		0.	3 17 Georg	c washington iiw	· y	0.	105	F	0.548	1400	F	200
	To	:			F	Butler St								
	Fron	n:			G	ibson Dr								
Cottonwood Lane	180	F						0.	112	F		190	F	200
	Т	:			Le	nore Trail								
	Fron				W	ilson Rd								
Cypress St	840	G						l	NA			840	G	200
	To):]	saac St								
5	Fron				V	ellen St				_			_	
Debbs Lane	220	F				-11 C4		0.	145 	F	0.554	240	F	200
	Fron					tellen St								
Dove Dr	290				W	arrick Rd		0	132	F	0.579	320	F	200
DOVC DI	290	:			Bu	tterfly Dr		0.	102	'	0.019	320	'	200
	Fron	1:				almar Dr								
Essex Dr	650	F			- A			0.	126	F	0.694	700	F	200
	To):			Kin	gs Way Dr								
	Fron	1:				Jule Dr								
Etheridge Manor Blvd	12000	F						0.	097	F	0.585	14000	F	200
	т	a-			Shi	fford Lane								
	Fron	1:			Ede	nbridge Dr								
Etheridge Rd	2500	G			-			Ī	NA			2500	G	200
	Т	00			Fe	ntress Rd								
	Fron	h.			,	Saul Dr								
Eva Blvd	630	F						0.	097	F		680	F	200
	To	1				large Dr								
	Fron				Gree	nbrier Pkwy						0000	_	
Fairway Dr	2000	G			-			l	۱A			2000	G	200
	10	1			Cra	anston Dr								

						Oricoapeane								
	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Tı			K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake	Fron	n:			s	Shell Rd								
Firman St	610	F				nen ru			0.094	F		670	F	200
	Т	»·			Т	Tuttle St								
	From	n:			Ceci	ilia Terrace								
Fleming Circle	350	G							NA			350	G	200
	т	1			Sr 16	55 Cedar Rd								
E .O D.	From	<u> </u>			Bram	iblewood Ct				_	0.553	000	_	000
Forest Cove Rd	290	F			Wi	nslow Ave			0.12	F	0.557	290	F	200
	Fron	<u> </u>				nstown Rd			+					
Frank Dr	1000	F			Joni	istown Kd			0.109	F	0.539	1100	F	200
r raint 51	Т			F	3us SR 168	8 Battlefield Blv	d				0.000	1100	•	200
	From	n:				ountry Rd								
Franklin St	2400	G							NA			2400	G	200
	Т):			US 460 F	Bainbridge Blvd								
	Fron				Al	lbert Ave								
Gilmerton Rd	4700	F							0.089	F	0.534	5100	F	200
	Т					neva Ave								
One and dell Did	From				Col	llins Blvd				_	0.500	040	_	000
Greendell Rd	280	F			Δ.	shland Dr			0.104	F	0.530	310	F	200
	Fron								+					
Guenevere Dr	1300	F			Ga	alahad Dr			0.098	F	0.546	1400	F	200
Cuonovoro Di	Т				S	Sean Dr					0.010	1 100	•	200
	From	1:				ksdale Rd			Ì					
Hawksley Dr	300	F							0.104	F		330	F	200
	т	a*			Gle	enview Rd								
	From	n:			Pir	necliff Dr								
Holly Gate Lane	350	F							0.098	F		380	F	200
	Ti					arwood Dr								
University of the War de Dha	From	<u> </u>			Pla	acid Way				_	0.544	000	_	000
Hunningdon Woods Blv	810	F			SR 1901	Kempsville Rd			0.1	F	0.511	890	F	200
	Fron	.I				Canal Rd								
Iowa St	690	F				anai Ku			0.156	F	0.711	750	F	200
	Т	_			Okl	lahoma Dr				•	0		•	_00
	From	1:			(Gregg St								
Joyner Rd	300	F							0.112	F	0.543	320	F	200
	T):			(Grant St								
	From	n:			Pa	arker Rd								
Keeling Dr	550	G							NA			550	G	200
	Т	_				obdell Ct								
	From				SR 407 I	Indian River Rd				_			_	
Kemp Lane	240	F			Vor	np Lane E			0.087	F	0.66	260	F	200
	Fron								_					
Laurel Ave	540	F			Co	obb Ave			0.113	F		580	F	200
Lauror / Wo	Ј-Т О				Ro	keby Ave			J. 113	'		500	'	200
	From	1:				rnick Ave			i					
Lilac Ave	1300	F							0.101	F		1400	F	200
	Т				Da	avis Ave								
	From	n			Г	Ounn St								
Lincoln Rd	170	G							NA			170	G	200
	Т	00			0	utlaw St		_						
	Fron				Li	indale Dr								
Lindsey Ave	240	G							NA			240	G	200
	Ti):			Wate	erfield Ave								

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Chesapeake	From	1			D1 A							
Lofurno Rd	160	F			Baugher Ave		0.118	F	0.659	180	F	2008
	To	·			Bounds Ave							
	From	:		В	us SR 168 Battlefield Blvd							
Marion Dr	1200	G					NA			1200	G	2008
	То	•			Johnstown Rd							
M II O	From	<u> </u>			Culpeper Ave			_	0.5	400	_	0000
Marlboro St	110	F			Winslow Ave		0.126	F	0.5	120	F	2008
	From	.1										
Masters Row Ct	500				Baff Loop Ct		0.105	F		540	F	2008
Mactors from St	То	:			Brassie Ct			•		0.10	•	2000
	From	:			Haledon Rd							
McCosh Dr	850	F					0.091	F	0.56	930	F	2008
	То				Duffield Pl							
	From	:			Broadmoor Ave							
Michael Dr	80	F					0.139	F	0.826	80	F	2008
	То	•			Texas St							
	From	<u></u>			Clover Dr							
Millwood Ave	1400	F			ED D		0.112	F		1500	F	200
	From	.1			E Royce Dr							
Natchez Terrace	540	G			Parker Rd		 NA			540	G	200
Natchez Terrace	340				Foxgate Quarter					340	G	200
	From	:			Johnstown Rd							
Newberry Dr	820	F			Johnstown Ru		0.101	F		890	F	200
,	To				Horse Run Dr							
	From	:			Woodcroft Lane							
Oak Dr	340	F					0.089	F	0.667	370	F	200
	То				Tyre Neck Rd							
	From				Victoria Dr							
Old Dr	1900 _{то}	F			D 1 0 D		0.216	F	0.628	2000	F	200
		1			Barlett Dr							
Omar St	520	F			Campostella Rd		0.098	F	0.67	560	F	200
Omai St	320 To				Faye St		0.098	-	0.07	300	Г	200
	From	:			English Ave							
Philadelphia St	40	F			Eliglish Ave		0.2	F	0.522	40	F	200
· · · · · · · · · · · · · · · · · · ·	То	:			Miller Ave		٦̈̈	•	0.022	.0	•	_00
	From	:			Etheridge Rd							
Poplar Ridge Dr	270	G					NA			270	G	200
	To	:			Sandlewood Lane							
	From				Erik Paul Dr							
Priscilla Lane	790	G					NA			790	G	200
	То				Loretta Lane							
	From	<u> </u>			Greenway Dr		<u> </u>	_			_	
Queenswood Terrace	130	F			Parel Caret Da		0.144	F		140	F	200
	From	I			Royal Grant Dr							
River Creek Rd	530	G			Campostella Rd		 NA			530	G	200
MIVOI OIGGN MU	530 To				Booker St					550	J	200
	From	·			SR 168 Battlefield Blvd		- 					
Robert Hall Blvd	4800	F			DK 100 Dautcheld DIVU		0.092	F	0.604	5200	F	200
	То				US 13 Military Hwy							
	From				Shepherds Ct		ī					
Shepherds Gate	280	F			•		0.1	F	0.578	310	F	200
-	To	:			Logans Mill Terrace							

					Oity Oi	Oncoapeane								
Route	Length AADT	QA	4Tire	Bus		Truck e 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake	From:	ì			Sir	r Meliot Ct			1					
Sir Meliot Dr	320	F			311	i wenot et			0.129	F	0.585	350	F	200
G	To				Dra	awbridge Dr				•	0.000	000	•	
	From:					Saxon Ct								
Sir Meliot Dr	870	G							NA_			870	G	200
	To:					arapet Rd								
Oscal su Mauratais Tasil	From:	<u> </u>			(Cricket Ct						4000	_	000
Smokey Mountain Trail	1300 _{то}	G			Wa	odwind Way			NA			1300	G	200
	From:													
Southfield Dr	80	F			Wo	oodberry Dr			0.119	F	0.5	90	F	200
Southlield Di	OU To:				F	Bartell Dr			0.119	г	0.5	90	Г	200
	From:								_					
Stadium Dr	1600	F			3	carlett Dr			0.168	F	0.562	1700	F	200
Ottadiam Di	To:	Ė			SR 165	Mt Pleasant Rd				•	0.002	1700	•	200
	From					den Hind Rd			i					
Strafford Dr	350	F			Goil	deli Tilila Ra			0.089	F	0.583	390	F	200
	To:				Н	larding Dr				-			•	
	From				Go	oldcrest Dr								
Tanglewood Trail	310	F				orderest D1			0.128	F		330	F	200
	To					Trilby Ct								
	From:				F	airview St								
Tatemstown Rd	2600	F							0.078	F	0.557	2900	F	200
	To]	Peter Rd								
	From:]	Bruin Rd								
Terry Dr	1500	F							0.09	F	0.508	1700	F	200
	To				Br	ittany Way								
	From:				В	Bulldog Dr								
Tintern St	2300	F							0.1	F	0.521	2500	F	200
	To	<u> </u>			V	olvo Pkwy								
	From:				Can	npostella Rd							_	
Wadena Rd	840	G				a a.			NA			840	G	200
	10:					Gratton St								
Warriah Dal	From:	ᆫ			SR 1	65 Cedar Rd				_	0.500	000	_	000
Warrick Rd	880	F			n.				0.086	F	0.598	960	F	200
						utterfly Dr								
Washington Dr	From: 760				V	Vaters Rd						760	C	200
vv asnington Dr	760	G				E St			NA			760	G	200
	F	l												
Winclow Avo	From:	ᆮ			Ma	agnolia Ave			0 124	F	0.640	270	_	200
Winslow Ave	250	F			M	Iarlboro St			0.134	F	0.649	270	F	200
	From:	l												
Yadkin Rd	4300	F		US	S 1/ Geor	ge Washington Hw	У		0.099	F		4700	F	200
i aukiii Ku	4300 To:	Г				I 64			0.099	F		4700	Г	200
	10:	I				I-64								