2014

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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Virginia State Route

Special Routes

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

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

			•				Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ ~~ ~~	From:		L Suffolk												
(13) (58) (460) Military Highwa	y City of Chesapeake (Maint: 64)	2.94 6	69000 A	92%	0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	Α
\$\frac{1}{2}	To: From:		I-664												
(13) (58) (460)	City of Chesapeake (Maint: 64)		10000 G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	11000	G
~ ~ ~	To: From:		is US 13 58; SR 191												
13 (460)(191)	City of Chesapeake		6700 F	91%	1%	2%	2%	4%	0%	F	0.137	F	0.723	7100	F
	To	SR 101 S	S Military Hwy	,											
13) (460) Military Highway	City of Chesapeake		5300 F	91%	1%	2%	2%	4%	0%	F	0.151	F	0.726	5600	F
, c	ombined Traffic Estimates for 2 Parallel Roadways or	this Route:	5300 F								NA			NA	
	To:		I-664; Shaefer	Δve											
13 (460 Military Highway	City of Chesapeake	1	8000 F	91%	1%	2%	2%	4%	0%	С	0.150	F	0.523	8500	F
	To		I-64												
13) (460) Military Highway	City of Chesapeake		16000 F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.527	17000	F
13) (400)	To		e Washington												
13 (460 Military Highway	City of Chesapeake		6000 F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.53	17000	F
13) (460)	Tre			07.70	070		1 70	1 /0	070	·	0.100	•	0.00	17000	•
13 (460 Military Highway	City of Chesapeake		96 Canal Dr 27000 A	97%	0%	1%	1%	1%	0%	С	0.135	Α	0.569	29000	Α
13) (460)	The state of the s				070		1 70	1 /0	0 70	Ū	0.100	,,	0.000	20000	, ,
13 Military Highway	City of Chesapeake		Bainbridge Blvd 28000 F	97%	0%	1%	1%	1%	0%	F	0.107	F	0.525	30000	F
13 Willitary Flighway	ony or onesapeake			31 70	0 70	1 70	1 /0	1 /0	0 70	•	0.107	•	0.525	30000	
13 Military Highway	City of Chesapeake		I-464 2 3000 F	97%	0%	1%	1%	1%	0%	F	0.102	F	0.514	24000	F
13 Military Highway	Oity of Offesapeake			31 /6	0 76	1 /6	1 /0	1 /0	0 /6	'	0.102	'	0.514	24000	
Military Highway	City of Changes also		postella Rd 24000 F	97%	0%	10/	10/	10/	00/	F	0.100	F	0.501	25000	F
13 Military Highway	City of Chesapeake	0.65 2	24000 F	97%	0%	1%	1%	1%	0%	Г	0.103	Г	0.591	25000	Г
Military I limburgu	To- From:		Battlefield Blvd		10/	10/	00/	10/	00/		0.000		0.550	00000	_
13 Military Highway	City of Chesapeake	0.72 2	24000 F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.556	26000	F
~~	To: From:		llison Dr									_			_
13 Military Highway	City of Chesapeake	0.41 2	27000 F	97%	1%	1%	0%	1%	0%	С	0.096	F	0.603	29000	F
~	To: From:		nbrier Pkwy												
13 Military Highway	City of Chesapeake		80000 F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.501	32000	F
~	10.		irginia Beach												
Dama	City of Changes (Mainty CA)		O I-64 WEST								NIA			NIA	
13 Ramp	City of Chesapeake (Maint: 64)	0.35 4-W FROM RT 130		HIGHWA	v						NA			NA	
	From:		O I-64 EAST	HOHWA		<u> </u>									
13 Ramp	City of Chesapeake (Maint: 64)		13000 G								0.1	F		13000	G
13)		4-E FROM RT 130		HIGHWA	Y						· · ·	•			_
	From:		ND FROM RT												
13 Ramp	City of Chesapeake (Maint: 64)		6200 G								0.124	F		6200	G
	To:	I-464-S	FROM RT 13												

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

		,					T.,	ıalı			V		Dir		
Route	Jurisdiction		QA		Bus		Tru 3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
(13) Ramp	City of Chesapeake (Maint: 64)	US 13 I-464-N002A TO AN 0.23 3400	G	M RT							0.099	F		3400	G
<u>~</u>	1α:	I-464-N FROM R	T 13												
~~~	From:	North Carolina State	e Line												
George Washington Hwy	City of Chesapeake	3.58 <b>12000</b>	Α	93%	0%	1%	1%	5%	0%	С	0.099	Α	0.706	13000	Α
~~~	To: From:	131-8796 Ballahac													
George Washington Hwy	City of Chesapeake	6.71 13000	F	93%	0%	1%	1%	5%	0%	F	0.093	F	0.723	13000	F
~~~	Te: From:	Bus US 17 George Washi		_											
Dominion Blvd	City of Chesapeake	3.86 <b>12000</b>	G	95%	0%	1%	1%	3%	0%	F	NA			12000	G
~~~	To: From:	SR 165 Cedar R													
(17) Dominion Blvd	City of Chesapeake	0.94 25000	G	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.581	26000	G
<u> </u>	To: From:	SR 166 Bainbridge	Blvd			\neg									
17 Dominion Blvd	City of Chesapeake	1.60 28000	G	95%	0%	1%	1%	3%	0%	F	NA			29000	G
<u>~</u>	To: From:	SR 190 Great Bridge	e Blvd												
17 Dominion Blvd	City of Chesapeake	0.28 41000	G	95%	0%	1%	1%	3%	0%	F	NA			42000	G
\bigcirc	To:	SR 168 Oak Grove Co	onnector												
~~~	From:	US 17 (Ramp)	)												
(17) (17) Ramp	City of Chesapeake (Maint: 64)	0.30		See	e US 17	for dire	ctional	traffic v	olume e	stima	tes for th	is seç	gment.		
<del>*</del> *	To:	I-464 (Ramp)													
	City of Chesapeake (Maint: 64)	I-464 4.31			00   04	for direc	tional tr	offic vo	luma aa	tim at	es for this		mant		
[17] [64]			_									_		0.4000	_
Combin	ned Traffic Estimates for 2 Parallel Roadways o	on this Route: <b>89000</b> I-64	F	93%	1%	1%	1%	5%	0%	F	0.086	F	0.510	94000	F
	From: IS-0	0064-E(B)/IS-00064-E296A(F	R)/TO R	Γ 17 ΝΟ	RT										
17 (64) Ramp	City of Chesapeake (Maint: 64)	0.23	-,,			for direc	tional tr	affic vo	lume es	timate	es for this	sear	nent.		
(17) (04)	the state of the s	-00017-P(U)/IS-00064-E296A	(R)/FRC									3			
	From:	I-64													
(17) George Washington Hwy	City of Chesapeake	0.90 <b>24000</b>	F	97%	0%	1%	1%	1%	0%	F	0.073	F	0.561	25000	F
$\smile$	Τœ	US 13: US 460 Milita	rv Hwv												
17 George Washington Hwy	City of Chesapeake	1.00 <b>14000</b>	F	97%	0%	1%	1%	1%	0%	С	0.08	F	0.607	15000	F
	Tol	CD 106 C 1D	. 1												
17 George Washington Hwy	City of Chesapeake	SR 196 Canal R 0.63 <b>28000</b>	F F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.639	29000	F
(17) George Washington Hwy	City of Chesapeake	SCL Portsmout		9170	076	1 70	1 70	1 70	0%	Г	0.000	Г	0.039	29000	Г
•	From:	WCL Portsmout													
17 Western Branch Blvd	City of Chesapeake	0.69 <b>18000</b>	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.517	18000	F
	То	131-8524 Churchland													
(17)	City of Chesapeake	0.56 <b>23000</b>	A BIVO	99%	0%	1%	0%	0%	0%	С	0.100	Α	0.51	24000	Α
(17)	Ta	ECL Suffolk		JJ /0	0 /0	1 /0	U /0	U /0	U /0	J	0.100	^	0.01	27000	Λ.
N	From		FOT												
North	City of Changage (Maint C4)	US 17 TO I-64 WI	ESI								NA			NIA	
(17) Ramp	City of Chesapeake (Maint: 64)		NOPTE	,		<del></del>					NA			NA	
•	10"	I-64-W FROM US 17	NORTH												

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

Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 17 Ramp	City of Chesapeake (Maint: 6	US 17 I-64-E296B 4) 0.17 N I-64-E FROM	IA								NA			NA	
North 17 Ramp	City of Chesapeake (Maint: 6		T 168 SOUTH IA DM RT 17 NO								NA			NA	
North (17) Ramp	City of Chesapeake (Maint: 6		Γ 464 NORTH <b>300 G</b> Γ 17 NORTH		R						0.139	F		6200	G
North (17) Ramp	City of Chesapeake (Maint: 6	•	IA								NA			NA	
North (17) Ramp	City of Chesapeake (Maint: 6	,	TO RT 64 WE  000 G -W291X Gap	ST							0.092	F		27000	G
North 17 Ramp	City of Chesapeake (Maint: 6	4) 0.30 <b>2</b> 4	minion Blvd 100 G North	95%	0%	1%	1%	3%	0%	F	0.102	F		2500	G
South 17 Ramp	City of Chesapeake (Maint: 6		I-64 WEST	Н							NA			NA	
South (17) Ramp	City of Chesapeake (Maint: 6	4) 0.29 <b>12</b>	S 17 200 G	95%	0%	1%	1%	3%	0%	F	NA			1300	G
Bus 17 George Washington Hwy	City of Chesapeake	4.07 <b>43</b>	minion Blvd 300 G	93%	0%	1%	1%	5%	0%	F	NA			4300	G
Bus 17 George Washington Hwy	City of Chesapeake	1.19 <b>24</b>	Cedar Rd  000 G  -64	93%	0%	1%	1%	5%	0%	F	NA			24000	G
(58) (13) (460) Military Highway	City of Chesapeake (Maint: 6	4) 2.94 <b>69</b>	Suffolk <b>000 A</b> 664	92%	0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	Α
58 (13) (460)	City of Chesapeake (Maint: 6		000 G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	11000	G
ALT 460 Airline Blvd	City of Chesapeake		S 13 Military F 900 F ortsmouth	Highway 97%	2%	1%	0%	1%	0%	С	0.088	F	0.52	7300	F
East 58 Ramp	City of Chesapeake (Maint: 6	TO ROUTE 66 4) 0.77 N I-664-E FROM ROU	IA								NA			NA	

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

Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000   Combined T	-			-					Tru	ıck			K		Dir		
Sept   City of Chesapeake (Maint: 64)   0.17   NA	Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
Fold-W FROM ROUTE SAL ISARD REATS		From:			VESTNO	ORTH											
Visit   Visi	58 Ramp	City of Chesapeake	,		128-16	OFAST							NA			NA	
September   City of Chesapeake (Maint: 64)   0.28   NA	West	From:															
		City of Chesapeake			EASTSU	ОІП							NA			NA	
Sept   City of Chesapeake (Maint: 64)   0.22   NA   NA   NA   NA   NA   NA   NA	-	Τα		ROUTE 58.	,13&460	WEST											
		From:		OUTE 664 V	VESTNO	ORTH											
City of Chesapeake (Maint: 64)	(58) Ramp	City of Chesapeake											NA			NA	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 128000	<u> </u>	10:				) WEST											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 128000	East	City of Chesanaaka				97%	Nº/-	10/-	0%	20/-	<b>n</b> º/-	E	U U88	E		70000	G
City of Chesapeake (Maint: 64)   2.13   44000   G   97%   0%   1%   1%   2%   0%   F   0.089   F   48000   G   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   6	64)	· · · · · · · · · · · · · · · · · · ·	,									F		'			
City of Chesapeake (Maint: 64)   2.13   44000   G   97%   0%   1%   0%   2%   0%   F   0.089   F   48000   G   64   64   64   64   64   64   64		Two				0070	0 70		070	170	070					100000	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 87000 G 97% 0% 1% 1% 2% 0% F NA 94000 G	East	From:				070/	00/	10/	00/	00/	00/		0.000	_		40000	
SR 168 Bartlefield   Biv    SR 168	(64)											F		F			
City of Chesapeake (Maint: 64)   0.58   56000   G   97%   0%   1%   0%   2%   0%   F   0.084   F   62000   G		Combined Trainc Estimates for 2 Faraner	-			9170	076	1 70	1 70	270	U 70	Г	INA			94000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 111000	East	From:															
East   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Show   Fast   Show   Show   Fast   Show   Show   Fast   Show   Sh	(64)	,	,									•		F			
City of Chesapeake (Maint: 64) 4.31 44000 F 92% 1% 1% 1% 5% 0% F 0.085 F 47000 F 0.090		Combined Traffic Estimates for 2 Parallel	Roadways on this Route	111000	G	97%	0%	1%	1%	2%	0%	F	NA			120000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 F 93% 1% 1% 1% 5% 0% F 0.086 F 0.510 94000 F    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 79000 F 93% 1% 1% 1% 5% 0% F 0.102 F 42000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 79000 F 93% 1% 1% 1% 5% 0% F 0.090 F 0.574 83000 F 1	East	To:		I-464													
City of Chesapeake (Maint: 64)   1.46   40000   F   92%   1%   1%   1%   5%   0%   F   0.102   F   42000   F   64   64   64   64   64   64   64	(64) $(17)$	,	'		F	92%	1%	1%	1%	5%	0%	F	0.085	F		47000	F
City of Chesapeake (Maint: 64) 1.46 40000 F 92% 1% 1% 1% 5% 0% F 0.102 F 42000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 79000 F 93% 1% 1% 1% 5% 0% F 0.090 F 0.574 83000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 92% 1% 1% 1% 5% 0% C 0.091 A 43000 A 43000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 5% 0% C 0.091 A 0.504 85000 A C C 0.091 A 0.504 85000 A C C 0.091 A 0.504 85000 A C C C C 0.091 A 0.504 85000 A C C C C C C C C C C C C C C C C C	$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	89000	F	93%	1%	1%	1%	5%	0%	F	0.086	F	0.510	94000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 79000 F 93% 1% 1% 1% 5% 0% F 0.090 F 0.574 83000 F    US 13, US 460 Military Highway	Fast	To: From:	US 17 G	eorge Washir	ngton Hy	vy											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 79000 F 93% 1% 1% 1% 5% 0% F 0.090 F 0.574 83000 F    US 13, US 460 Military Highway	64	City of Chesapeake	(Maint: 64) 1.46	40000	F	92%	1%	1%	1%	5%	0%	F	0.102	F		42000	F
City of Chesapeake (Maint: 64) 2.31 41000 A 92% 1% 1% 1% 5% 0% C 0.091 A 43000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%		Combined Traffic Estimates for 2 Parallel	Roadways on this Route	79000	F	93%	1%	1%	1%	5%	0%	F	0.090	F	0.574	83000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Tot	Fast	To:	US 13, U	S 460 Militar	y Highw	ay		<u> </u>									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 A 93% 1% 1% 1% 5% 0% C 0.090 A 0.504 85000 A    Tot	East	City of Chesapeake	(Maint: 64) 2.31	41000	Α	92%	1%	1%	1%	5%	0%	С	0.091	Α		43000	Α
City of Chesapeake (Maint: 64)   0.26   6500   G   95%   1%   1%   2%   0%   C   0.129   F   6500   G	(04)	•	,												0.504		
City of Chesapeake (Maint: 64)   0.26   6500   G   95%   1%   1%   2%   0%   C   0.129   F   6500   G		To:	,														
Tot   131-8665 FROM RT 64 EAST	East	From:		GREENBR	IER PAI	RKWAY											
East   I-64-E289X TO GREENBRIER PARKWAY   GAMPIN   GAMPIN	(64) Ramp	City of Chesapeake					1%	1%	1%	2%	0%	С	0.129	F		6500	G
G4         Ramp         City of Chesapeake (Maint: 64)         0.25         15000 G         G         0.099 F         15000 G		To:															
□ 131-8665 FROM RT 64 EAST	East	City of Changes				RKWAY							0 000	F		15000	G
	64) namp	Only of Offesapeake	,			T							0.055	ı		13000	G
East Front I-64-E BEG. COLL ROAD TO GREENBRIER PA	Fast	From:					Α										
East	Ramp	City of Chesapeake											0.101	F		25000	G
To: I-64-E289A TO GREENBRIER PARKWAY		To:	I-64-E289A TC	GREENBR.	IER PAI	RKWAY											

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

Route	Jurisdiction	Length AADT QA	A 4Tire Bus	Truck 2Axle 3+Axle 1Tr		QC K	QK or	Dir Factor	AAWDT	QW
East 64 Ramp	City of Chesapeake (Maint: 64)	64-E289A TO GREENBRIER P 0.13 <b>19000 G</b>		_		0.09	2 F		19000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	5-W001A FROM GREENBRIE 0.23 <b>29000 G</b>				0.08	2 F		29000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>13000 G</b>		_		0.08	7 F		13000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	5-E001A FROM GREENBRIER 0.22 <b>NA</b>				NA			NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	SLIP RAMP TO EXIT 290 CO  0.40 NA E END COLL RD FROM GREE		_ <del></del>		NA			NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	-E TO RT 168 NORTH-BATTL 0.27 <b>4100 G</b> SR 168 FROM I-64 EAS	94% 0%	1% 2% 3%	% 0%	C 0.09	2 F		4100	G
East 64 Ramp	City of Chesapeake (Maint: 64)	-E TO RT 168 SOUTH-BATTLI 0.23 <b>11000 G</b> SR 168 FROM I-64 EAS	98% 0%		6 0%	C 0.10	2 F		11000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 East 0.60 <b>20000 G</b>				0.10	4 F		20000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 A 0.10 <b>16000 G</b>				0.10	7 F		16000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefie 0.20 <b>25000 G</b>				0.09	6 F		25000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 B 0.12 <b>14000 G</b>				0.09	7 F		14000	G
East   64   I-64   E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefie  0.20 NA  I-64 E	eld Blvd S	_ <del>_</del>		NA			NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64 East 0.25 <b>9700 G</b> I-464 North				0.08	4 F		9700	G
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64-E TO RT 104 VIA RT 0.23 <b>21000 G</b> I-464-S FROM I-64 EAS				0.08	8 F		21000	G
East (64) (17) Ramp	City of Chesapeake (Maint: 64)	I-64-E TO RT 17 NORT 0.23 <b>6200 G</b> US 17 FROM I-64 EAS'	Н			0.07	4 F		6200	G

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Leng	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		E TO RT 17													
(64) Ramp	City of Chesapeake	,	5000	G								0.100	F		5000	G
	10:		7-N014B FR0													
East	From:	I-64-E TO RT			GHWAY								_			
64 Ramp	City of Chesapeake	· /		G			_					0.142	F		4600	G
	10.		1-8599 FROM		EAST											
West	From:		CL Virginia I		1000/	00/	00/	00/	00/	00/	_	0.000			00000	
64	City of Chesapeake	,		A	100%	0%	0%	0%	0%	0%	С	0.093	Α		68000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 128000	G	98%	0%	0%	0%	1%	0%	F	NA			138000	G
West	To: From:	C	reenbrier Parl	kway												
( <del>64</del> )	City of Chesapeake	(Maint: 64) 2.10	43000	G	97%	0%	1%	1%	1%	0%	F	0.094	F		46000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>87000</b>	G	97%	0%	1%	1%	2%	0%	F	NA			94000	G
	Tac		168 Battlefiel	ld Dlud												
West	From:															
(64) (168)	City of Chesapeake	,		N	97%	0%	1%	1%	1%	0%	N	NA			58000	N
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout		N	97%	0%	1%	1%	2%	0%	N	NA			120000	N
West	10: From:	SP	US 17 168 Battlefiel	ld Blvd			-									
64)	City of Chesapeake			G	97%	0%	1%	1%	1%	0%	F	NA			58000	G
04)	Combined Traffic Estimates for 2 Parallel	,			97%	0%	1%	1%	2%	0%	F	NA			120000	
	Tool	- Todawayo on timo riodi			0.70			. , 0	_,,	0,70	•				0000	<b>.</b>
West	From:		I-464													
(64) (17)	City of Chesapeake	,		F	93%	0%	1%	1%	5%	0%	F	0.087	F		33000	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>76000</b>	F	93%	1%	1%	1%	5%	0%	F	NA			81000	F
West	To: From:	SR 1	90 Great Brid	lge Blvd												
West (64) (17)	City of Chesapeake	(Maint: 64) 3.86	45000	F	93%	0%	1%	1%	5%	0%	F	0.086	F		47000	F
(64) (17)	Combined Traffic Estimates for 2 Parallel	` '		F	93%	1%	1%	1%	5%	0%	F	0.086	F	0.510	94000	F
	Tallot					170		1 70	070	0 70	•	0.000	•	0.010	0.000	•
West	From:		George Washi													
(64)	City of Chesapeake	(Maint: 64) 1.86	39000	F	93%	0%	1%	1%	5%	0%	F	0.089	F		40000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>79000</b>	F	93%	1%	1%	1%	5%	0%	F	0.090	F	0.574	83000	F
W	To: From:	US 13	, US 460 Mili	itary Hw	у		$\Box$									
West 64	City of Chesapeake	(Maint: 64) 1.65	40000	Α	93%	0%	1%	1%	5%	0%	С	0.092	Α		41000	Α
04)	Combined Traffic Estimates for 2 Parallel	,		A	93%	1%	1%	1%	5%	0%	C	0.090	Α	0.504	85000	A
	To:	riodawaya ari tina riodi	I-264, I-664		30 /0	1 /0		170	0 70	0 /0	O	0.000	,,	0.004	00000	,,
West	From:	I-64-W289X TO 0			WAVWE	TZ										
West 64 Ramp	City of Chesapeake			G	95%	1%	1%	1%	2%	0%	С	0.116	F		6500	G
04)	To:		55 FROM RT				TĨ.		_,,		-		-			-
West	From:	I-64-W289X TO				ST	i									
(64) Ramp	City of Chesapeake			G	LIVIAL EA	1						0.085	F		11000	G
	To:	,	65 FROM RT		ST											

Route	Jurisdiction	Length <b>AADT</b>		ire Bus		Truc 3+Axle			QC	K Factor	QK F	Dir Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (Maint: 64)				 					NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)									NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)									NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	4-W289A TO GREENBRIE 0.16 <b>NA</b>	ER PARKWAY	WEST						NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	8665-W001B FROM GREE 0.14 <b>19000</b> 4-W END COLL ROAD FR	G		<del> </del> _					0.098	F		19000	G
West 168 Ramp	City of Chesapeake (Maint: 64)	I-64 W	<b>G</b> 86	6% 1%	1%	2%	9%	1%	С	0.078	F		2900	G
West Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64)	I-64 W 0.30 <b>8600</b> Bus SR 168 Battlef	<b>G</b> 97	7% 0%	1%	0%	1%	0%	С	0.111	F		8600	G
West 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)									NA			15000	G
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)				J-					NA			NA	
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)			1 S						NA			NA	
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)				-					NA			NA	
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 I	Battlefield Blvd	l N						NA			NA	
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp to I-64 E : 0.51 NA I-64 W	Exit 289		<del> </del> _					NA			NA	
West Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	SR 168 Oak Grove	<b>G</b> 95	5% 0%	1%	1%	3%	0%	F	0.131	F		3300	G
West (64) Ramp	City of Chesapeake (Maint: 64)	I-64-W TO RT 16 0.49 <b>8400</b>								0.127	F		8400	G

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (Maint: 64	US 17-N017A FROM RT 17 N ) 0.05 <b>NA</b> 1SR 168-P FROM RT 64 WEST &								NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W BEGIN COLL ROAD TO	RT 464							NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W TO RT 190 EAST & WEST-0 0.20 <b>3100 G</b> SR 190 FROM I-64 WES'		I						0.094	F		3100	G
West 64 Ramp	From City of Chesapeake (Maint: 64	I-64 West	95%	0%	1%	1%	3%	0%	F	0.092	F		5600	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W TO RT 1300- MILITARY F								0.088	F		4700	G
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Washington 2.70 <b>13000</b> F		1%	1%	0%	0%	0%	С	0.091	F	0.53	14000	F
165 Cedar Rd	City of Chesapeake	US 17 Dominion Blvd 0.28 <b>23000 G</b>	99%	0%	0%	0%	0%	0%	С	NA			24000	G
165 Cedar Rd	City of Chesapeake	Bells Mill Rd West 2.01 <b>30000 F</b>	99%	0%	0%	0%	0%	0%	F	0.095	F	0.603	32000	F
165 Cedar Rd	City of Chesapeake	131-8798 Bells Mill Rd Ea 1.73 <b>26000 F</b>	99%	0%	0%	0%	0%	0%	F	0.08	F	0.546	28000	F
Bus 165 168 Battlefield Blvd	City of Chesapeake	Bus SR 168 Battlefield Blv 0.26 <b>30000 F</b>	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	32000	F
165 Mt Pleasant Rd	City of Chesapeake	BUS SR 168 Battlefield Bl 0.75 <b>20000 F</b>	vd 97%	1%	1%	1%	1%	0%	F	0.120	F	0.551	21000	F
165 Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge Bypa 2.57 <b>19000 F</b>	97%	1%	1%	1%	1%	0%	С	0.1	F	0.511	20000	F
165 Mt Pleasant Rd	City of Chesapeake	131-866 Centerville Tpke 4.53 <b>10000 F</b>	97%	1%	1%	1%	0%	0%	С	0.116	F	0.547	11000	F
165 Mt Pleasant Rd	City of Chesapeake	131-8667 Fentress Airfield 0.91 <b>11000 F</b> WCL Virginia Beach	97%	1%	1%	1%	0%	0%	F	0.117	F	0.634	11000	F
166 Bainbridge Blvd	City of Chesapeake	US 17 Dominion Blvd 2.05 <b>3900 G</b>	89%	1%	2%	4%	4%	0%	F	NA			4400	G
166 Bainbridge Blvd	City of Chesapeake	SR 190 Great Bridge Blvd 0.69 <b>8900</b> F US 13 Military Hwy	i 89%	1%	2%	4%	4%	0%	С	0.100	F	0.541	10000	F

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 13	3 Military Hwy												
166)(460)Bainbridge Blvd	City of Chesapeake	0.74	11000 F	96%	1%	1%	0%	2%	0%	F	0.097	F	0.596	12000	F
	To: From:	Fre	eeman Ave			$\neg$ $\vdash$									
166)(460)Bainbridge Blvd	City of Chesapeake	1.25	11000 F	96%	1%	1%	0%	2%	0%	F	0.090	F	0.509	11000	F
	Too	Che	esapeake Dr			<b>—</b> —									
166)(460)Bainbridge Blvd	City of Chesapeake	0.81	8700 F	96%	1%	1%	0%	2%	0%	С	0.088	F	0.575	9200	F
	To:	SR 33'	7 Poindexter St												
	From:		nbridge Blvd												
166 (460) Poindexter St	City of Chesapeake	0.56	6900 F	98%	0%	1%	0%	0%	0%	С	0.098	F	0.558	7400	F
	To: From:	I	Liberty St												
166)(460)22nd St	City of Chesapeake	0.39	5500 F	98%	0%	1%	0%	0%	0%	F	0.121	F	0.584	5800	F
	Тα	SC	CL Norfolk												
	From:	North Ca	arolina State Lin	)											
168 Battlefield Blvd	City of Chesapeake	1.79	24000 A	97%	0%	0%	1%	1%	0%	С	0.167	Α	0.536	22000	Α
$\smile$	Toc	Bus SR 168 Batt	tlefield Blvd: Gal	lbush Rd		<u> </u>									
168)Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.92	9400 G	97%	0%	0%	1%	1%	0%	F	NA			8700	G
		SR 168 Battlefiel	ld Dlyde Noon Inc	lian Cuaals I	0.4										
168)Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.94	9400 G	97%	0%	0%	1%	1%	0%	F	NA			8700	G
168 Onesapeane Expressivay	only of officoupeans (Maint: 102)			01 70	0 70		1 /0	1 /0	0 70	•	14/1			0700	G
Channella Francisco	City of Change also (Mainty TOL)		llcrest Pkwy	070/	00/		10/	10/	00/	F	NIA			01000	_
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	0.25	34000 G	97%	0%	0%	1%	1%	0%	г	NA			31000	G
	Too From:		d Toll Road												
168 Great Bridge Bypass	City of Chesapeake	1.76	34000 G	97%	0%	0%	1%	1%	0%	F	NA			31000	G
<u> </u>	To: From:	Bus SR 10	68 Battlefield Bl	vd											
168 Great Bridge Bypass	City of Chesapeake	0.20	29000 F	97%	0%	0%	1%	1%	0%	F	0.085	F	0.588	27000	F
$\smile$	Tα	Н	Ianbury Rd												
168)Great Bridge Bypass	City of Chesapeake		44000 F	97%	0%	0%	1%	1%	0%	F	0.088	F	0.644	42000	F
3 11	Tod	CD 165	: Mt Dl t D d												
168)Great Bridge Bypass	City of Chesapeake		71000 F	97%	0%	0%	1%	1%	0%	F	0.096	F	0.707	67000	F
168 Great Bridge Bypass	only of onesapeane				0 70		1 /0	1 /0	0 70	'	0.000	•	0.707	07000	'
0-1-00	To:		68 Battlefield Bl		00/		40/	40/	00/	_	0.004	F	0.050	00000	
168 Oak Grove Connector	City of Chesapeake	1.82	70000 F	97%	0%	0%	1%	1%	0%	F	0.091	F	0.658	66000	F
	To: From:		I-64												
168) (64)	City of Chesapeake (Maint: 64)	0.50									es for this	s seg	ment.		
Coml	bined Traffic Estimates for 2 Parallel Roadways or			97%	0%	1%	1%	2%	0%	Ν	NA			120000	N
	To:		-64; US 17												
168 (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	168 CD Rd	0	60 I-64	for direc	rtional tr	affic vo	lume ec	timat	es for this	2 200	ment		
168 64 I-64 W Exit 290	Oily of Offesapeake (Maille 64)				UU 1-04	ioi direc	Juonai II	anio VO	iuiiie es	umalt	IUI IIII	s segi	ment.		
168 (64) I-64 W Exit 290	From:		to Bus SR 168 S												
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10		S	ee I-64	tor direc	ctional tr	attic vo	lume es	timate	es for this	s seal	ment.		

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

		Oity of Officsapeane											
Route	Jurisdiction	Length AADT QA	4Tire	Bus			(	( )( ;	K	QK	Dir	AAWDT	QW
	From:	Ramp From SR 168 S			ZAXIE	3+Axie i	Trail 2Trai		Factor		Factor		
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20	S	ee I-64	for dire	ctional traf	fic volume e	stimat	es for this	s sea	ment.		
168 (64) 1 3 1 11 2 3 11	Tα	Ramp to SR 168, Bus SR 19				otional trai		otiiiiat	00 101 1111	o oog			
	From:	Ramp to Bus SR 168	00										
168 (64) Ramp	City of Chesapeake (Maint: 64)	0.18	S	ee I-64	for dire	ctional traf	fic volume e	stimat	es for this	s seg	ment.		
	Tα	D CD 1/0											
Bus	From:	Bus SR 168											
168 168 Battlefield Blvd	City of Chesapeake	0.35 <b>66000 N</b>	99%	0%	1%	0%	0% 0%	Ν	0.08	Ν	0.509	70000	Ν
$\bigcirc$	To:	End Bus SR 168											
	From:	I-64; US 17	000/	10/	101	40/	00/ 00/	_	0.400	_	0.570	07000	_
168 Battlefield Blvd	City of Chesapeake	0.54 <b>35000 F</b>	96%	1%	1%	1%	2% 0%	F	0.108	F	0.578	37000	F
<u> </u>	To: From:	US 13 Military Hwy											
168 Battlefield Blvd	City of Chesapeake	0.47 <b>21000 F</b>	96%	1%	1%	1%	2% 0%	F	0.080	F	0.505	23000	F
	To:	Campostella Rd											
168 Atlantic Ave	City of Chesapeake	0.42 <b>15000 F</b>	96%	1%	1%	1%	2% 0%	F	0.095	F	0.583	16000	F
168 Auditie Ave	Oity of Officsapeake	0.42 13000 1	30 78	1 70	1 /0	1 /0	270 070	'	0.000	'	0.500	10000	'
	Te: From:	Providence Rd											
168 Atlantic Ave	City of Chesapeake	1.16 <b>16000 A</b>	96%	1%	1%	1%	2% 0%	С	0.114	Α	0.567	17000	Α
<u> </u>	To:	Old Atlantic Avenue			<b>—</b>								
168 Atlantic Ave	City of Chesapeake	0.39 <b>8700 F</b>	96%	1%	1%	1%	2% 0%	F	0.102	F	0.630	9300	F
	To	CD 246 LT . D1											
168 Campostella Rd	City of Chesapeake	SR 246 Liberty Rd 0.35 <b>15000 F</b>	96%	1%	1%	1%	2% 0%	F	0.093	F	0.594	16000	F
168 Campostella Ru	City of Chesapeake	SCL Norfolk	30 /6	1 /0	1 /0	1 /0	2/0 0/0	'	0.093	'	0.594	10000	'
North	From:	SR 168; 1SR 168-P SR 168-N	015B										
168 Ramp	City of Chesapeake (Maint: 64)	0.21 <b>NA</b>							NA			NA	
	10.	US 17-N017C TO RT 64 WI	EST		ļ								
North	From:	SR 168; 1SR 168-P SR 168-N	015A										
(168)Ramp	City of Chesapeake (Maint: 64)	0.28 <b>NA</b>							NA			NA	
<u> </u>	To	SR 168-N015C TO RT 17 SOUT	H & 190										
North	City of Change also (Mainty CA)								0.404	F		10000	_
(168)Ramp	City of Chesapeake (Maint: 64)	0.05 <b>17000 G</b>							0.131	Г		18000	G
North	From: US	17-N017B FROM RT 17 NORTH	TO 464 NO	OR									
(168)Ramp	City of Chesapeake (Maint: 64)	0.07 <b>5600 G</b>							0.127	F		5900	G
(108)	To:	I-64-W291A US 17-N017	,		1				0	•		0000	0.
N. d	From												
North	City of Changapaka (Maint: 64)	0.38 <b>NA</b>	H & 190						NA			NA	
168 Ramp	City of Chesapeake (Maint: 64)	SR 168-S015A TO RT 17 SOUT	II 6- 100		_				INA			INA	
	1.00		n & 190										
South	From	1SR 168-P TO RT 190								_			_
168 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>15000 G</b>							0.084	F		16000	G
<u></u>	To:	SR 168-N015C TO RT 17 SOUT	H & 190										
South	City of Changes (Mainte CA)								NA			NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>NA</b>	164.64.0		_				NA			NA	
	107	US 17 SR 190 FROM & TO RT 4	104,04 &										

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QI
Bus Dewletical Divid		SR 168 Chesapeake Expressway				00/	10/	10/	00/	_	0.00	F	0.000	10000	F
168 Battlefield Blvd	City of Chesapeake	2.70 <b>15000</b>	F	97%	0%	0%	1%	1%	0%	F	0.09	F	0.666	16000	-
Bus	To: From:	Indian Creek Rd	d												
168 Battlefield Blvd	City of Chesapeake	1.55 <b>18000</b>	F	97%	0%	0%	1%	1%	0%	F	0.09	F	0.631	20000	
Bus	To: From:	Centerville Tpke	e												_
Battlefield Blvd	City of Chesapeake	3.78 <b>19000</b>	F	97%	0%	0%	1%	1%	0%	F	0.084	F	0.646	20000	
<u> </u>	To From	SR 168 Great Bridge I	Bypass												
Bus 68)Battlefield Blvd	City of Chesapeake	0.28 <b>6800</b>	G	99%	0%	1%	0%	0%	0%	F	NA			7200	
08)	та	131-8802 Hanbury					- , -								
Bus 68)Battlefield Blvd	City of Chesapeake		F	99%	0%	1%	0%	00/	0%	F	0.087	F	0.531	13000	
68 Battlefield Blvd	City of Criesapeake		-		0%	1%	0%	0%	0%	Г	0.087	Г	0.531	13000	
Bus	To: From:	SR 165 S, Mount Pleasant Rd,	, Johns												
68 165 Battlefield Blvd	City of Chesapeake	0.26 <b>30000</b>	F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	32000	
Bus	To: From:	SR 165 North; Cedar	Road												
Battlefield Blvd	City of Chesapeake	1.24 <b>36000</b>	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.560	38000	
)	To: From:	SR 190 Great Bridge	Blvd												
Bus 68)Battlefield Blvd	City of Chesapeake	0.17 <b>37000</b>	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.611	39000	
	To	SR 168 Great Bridge I	Bynass												
Bus 68)Battlefield Blvd	City of Chesapeake	1.39 38000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.657	41000	
68 Battlefield Blvd	City of Chesapeake				0 /6	1 /0	0 /6	0 /6	0 /0	'	0.002	'	0.037	41000	
us	From:	Hollywood Rd; Oak Gr													
68 Battlefield Blvd	City of Chesapeake	0.68 <b>49000</b>	F	99%	0%	1%	0%	0%	0%	F	0.090	F	0.622	52000	
lus	To: From:	Volvo Pkwy													
68 Battlefield Blvd	City of Chesapeake	0.58 <b>66000</b>	F	99%	0%	1%	0%	0%	0%	F	0.08	F	0.509	70000	
Bus	To: From:	I-64													
68)(168)Battlefield Blvd	City of Chesapeake	0.35 66000	N	99%	0%	1%	0%	0%	0%	Ν	0.08	Ν	0.509	70000	
<del>9</del> • 9	To:	SR 168 Battlefield I	Blvd												
Bus	From:	Bus SR 168 NB	3												
68 Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 11000	G	99%	0%	0%	0%	0%	0%	С	0.081	F		11000	
	10.	I-64- WB													_
68)Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	Bus SR 168 NB 0.18 <b>9500</b>	G	97%	0%	1%	0%	1%	0%	С	0.08	F		9500	
00)	To:	I-64- EB		31 /0	0 /0			1 /0			0.00				
Bus	From	SR 168 Battlefield B	Blvd S								_		_		
Ramp	City of Chesapeake (Maint: 64)	0.17 <b>3600</b>	G	94%	0%	2%	1%	3%	0%	С	0.076	F		3600	
$\smile$	To	I-64 W													

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

_					_		Truck				K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		8+Axle 17			QC	Factor	QK	Factor	AAWDT	C
Bus	From:	Bus SR 168 Battlef	ield Blvd S	S											
68)Ramp	City of Chesapeake (Maint: 64	0.35 <b>3300</b>	G	86%	1%	1%	2% 9	% 1	%	С	0.094	F		3300	
<u> </u>	To:	I-64 E													
	From:	SR 166 Bainbrio	lge Blvd												
(190) Great Bridge Blvd	City of Chesapeake	0.83 <b>3800</b>	F	93%	0%	1%	3% 2	% C	%	С	0.096	F	0.511	4000	
9	To	131-8763 Campo	etalle Dd												
(190) Great Bridge Blvd	City of Chesapeake	0.30 <b>7900</b>	F	93%	0%	1%	3% 2	% 0	%	F	0.096	F	0.605	8400	
90) 61.641 21.090 21.0	- T		•	0070	0,0		0,0	,	, 0		0.000	•	0.000	0.00	
Overt Dridge Divid	City of Change and a	I-64		000/	00/	10/	10/ 0	0/ 0	0/	F	NIA			10000	
90 Great Bridge Blvd	City of Chesapeake	0.26 <b>12000</b>	G	98%	0%	1%	1% C	% 0	%	F	NA			13000	
	To: From:	US 17 Dominio	n Blvd												
(190) Great Bridge Blvd	City of Chesapeake	2.34 <b>12000</b>	F	98%	0%	1%	1% 0	% 0	%	С	0.101	F	0.615	12000	
<u> </u>	To	Bus SR 168 Battle	field Blvd			$\neg$ $\blacksquare$									
(190) Kempsville Rd	City of Chesapeake	0.48 <b>28000</b>		97%	0%	0%	2% 1	% 0	%	F	0.093	F	0.588	30000	
1	To														
190)Kempsville Rd	City of Chesapeake	Clearfield A 0.81 <b>28000</b>		97%	0%	0%	2% 1	% C	%	С	0.093	F	0.539	30000	
190 Kempsville nu	Oity of Offesapeake	0.81 28000	Г	91 /0	0 /0	0 /6	2/0 I	/0 C	/0	C	0.093	'	0.559	30000	
	To: From:	Greenbrier P													
90)Kempsville Rd	City of Chesapeake	1.81 <b>20000</b>	F	98%	0%	1%	0% 0	% 0	%	F	0.097	F	0.545	21000	
<u> </u>	To:	Volvo Pkv	vy			$\neg$ $\vdash$									
(190) Kempsville Rd	City of Chesapeake	0.49 22000	•	98%	0%	1%	0% 0	% C	%	F	0.103	F	0.526	24000	
9	To:	WCL Virginia	Beach												
	From:	SR 191, S Milita	arv Hwv												
91) (13) (460)	City of Chesapeake	0.18 6700	F	91%	1%	2%	2% 4	% 0	%	F	0.137	F	0.723	7100	
	To:	AIRLINE BI	LVD												
	From:	US 58 Airline													
91 Jolliff Rd	City of Chesapeake	2.22 <b>2900</b>	F	98%	0%	1%	1% 0	% 0	%	С	0.132	F	0.649	3100	
<u> </u>	То	Dock Landin	g Rd												
191 Jolliff Rd	City of Chesapeake	0.91 <b>3600</b>	F	99%	0%	0%	0% 0	% 0	%	С	0.121	F	0.502	3800	
<u>.,</u>	To:	SR 337 Portsmo	uth Blvd												
	From:	US 13 Military	y Hwy												
196)Canal Dr	City of Chesapeake	0.96 <b>15000</b>		98%	0%	0%	1% 1	% 0	%	С	0.106	F	0.582	16000	
30)	Tα	US 17 George Wash						, -							
	From:	US 460 Poinde		<u>*</u>		1									
246)Liberty St	City of Chesapeake	0.39 <b>6800</b>	F	97%	0%	1%	0% 1	% C	%	С	0.092	F	0.604	7300	
246) 2.0011) 01	ony or onsoapound			0.70	0 70		070 .	,,	,0	Ŭ	0.002	•	0.001	7000	
	To: From:	Latham Str		070/	00/	10/	00/ 1	٥, ٥	٥,	_	0.004		0.500	4500	
Liberty St	City of Chesapeake	0.37 <b>4200</b>	F	97%	0%	1%	0% 1	% C	%	F	0.091	F	0.568	4500	
	10"	SR 168 Campos													
ast 264	From:	I-64; I-66										_			
264)	City of Chesapeake (Maint: 64			96%	0%	1%			%	F	0.117	F		22000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 65000	G	96%	0%	1%	1% 3	% 0	%	F	NA			70000	
	To:	WCL Portsm	outh	-											

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

_								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
West	From:		4 WB I-664 EB													
Ramp	City of Chesapeake (N			F								0.11	F		5900	F
	To:	I-264	4 WB; I-664 W	В												
Vest	City of Chesapeake (N	Maint: 64) 0.71	I-64; I-664 <b>44000</b>	<b>F</b> 9	95%	0%	1%	1%	3%	0%	F	0.125	F		48000	F
264	Combined Traffic Estimates for 2 Parallel Ro				96%	0%	1%	1%	3%	0%	, F	0.123 NA	'		70000	(
	Combined Trainic Estimates for 2 Parallel Ro		65000 CL Portsmouth		90%	0%	1%	170	3%	0%	Г	INA			70000	Ċ
							_									
Vest	City of Chesapeake (N		V TO I-664 WI <b>20000</b>	F F								0.133	F		22000	F
Ramp	City of Chesapeake (N	,	FROM I-264 V				_					0.133	Г		22000	Г
				WEST			_									
Portsmouth Blvd	City of Change		ECL Suffolk	<b>-</b>	060/	00/	10/	10/	00/	00/	С	0.005	F	0.507	12000	F
337 Fortsilloutii bivu	City of Chesapea	ake 0.72	12000	<b>F</b> 9	96%	0%	1%	1%	2%	0%	C	0.095	Г	0.537	13000	Г
	To: From:		R 191 Joliff Rd				_									
Portsmouth Blvd	City of Chesapea	ake 0.68	20000	<b>F</b> 9	96%	0%	1%	1%	2%	0%	F	0.093	F	0.563	21000	F
<u> </u>	To: From:		I-664													
Portsmouth Blvd	City of Chesapea	ake 0.60	29000	<b>F</b> 9	98%	0%	0%	0%	0%	0%	F	0.09	F	0.512	31000	F
<u> </u>	To	Car	pri Circle West													
Portsmouth Blvd	City of Chesapea				98%	0%	0%	0%	0%	0%	С	0.092	F	0.503	25000	F
001)	To															
337)Portsmouth Blvd	City of Chesape	ake 0.24	Taylor Rd 26000	<b>F</b> 9	98%	0%	0%	0%	0%	0%	F	0.091	F	0.509	27000	F
337) i orisinodin biva	Only of officiaped				JO 70	0 70	0 70	0 70	0 70	0 70	'	0.001	•	0.505	27000	
	To: From:		ck Landing Rd					221			_		_			
Portsmouth Blvd	City of Chesapea				98%	0%	0%	0%	0%	0%	F	0.089	F	0.500	28000	F
<u> </u>	From:		CL Portsmouth													
337 Jordan Bridge	City of Chesapeake (M			N S	93%	0%	1%	3%	2%	0%	Ν	0.16	Ν	0.533	6600	١
537 Joseph 2.1. ago		·-				0 70		0,0	-70	0,0		00	• •	0.000	0000	·
337)Poindexter St	City of Chesape		uthority Bound	_	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6600	(
337 Follidexter St	Oity of Offesapea	ake 0.11	0200	G 3	93 /6	0 /6	1 /0	3 /0	∠ /0	0 /6	C	0.10	'	0.555	0000	
	To: From:		I-464													
Poindexter St	City of Chesapea				96%	1%	0%	1%	1%	0%	F	0.089	F	0.634	12000	F
	To: From:		0 Bainbridge B 60; Poindexter													
337)Bainbridge Blvd	L City of Chesapea				96%	1%	0%	1%	1%	0%	F	0.093	F	0.588	2100	F
337 Bambridge Biva	To:		SCL Norfolk		0070	1 /0	70	1 70	1 /0	0 70	•	0.000	•	0.000	2100	
ast	From:		337 TO I-664													
Ramp	L City of Chesapeake (N		NA									NA			NA	
337)	To		E FROM RT 3	337												
· aat	From	SR 337 I-664-V			) ED		$\dashv$									
East 337 Ramp	City of Chesapeake (N		<b>NA</b>	04 AND	rK							NA			NA	
337) 14111	Tick On One-Sapeake (N		W FROM RT 3	337								1 1/7			INA	
	From				2.464.00											
East Bamp	City of Chesapeake (N	SR 337 TRUXTON  Maint: 64) 0.15		ROUTE G	2 464 SO							0.17	F		800	(
Ramp	Oity of Offesapeake (N	I-464-S004X FROM										0.17	1-		300	(

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus			rail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
East 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 TO RT 464 0.17 <b>610 G</b>							0.142	F		610	G
Vest	From:	I-464-N FROM RT 337 SR 337 I-664-E011B TO AND F											
Ramp	City of Chesapeake (Maint: 64)	0.24 <b>NA</b> I-664-E FROM RT 337							NA			NA	
Vest 1337 Ramp	City of Chesapeake (Maint: 64)	SR 337 TO I-664 0.24 <b>NA</b> I-664-W FROM RT 337	,						NA			NA	
Vest 1337 Ramp	City of Chesapeake (Maint: 64)	SR 337 TO RT 464 SOUT 0.18 <b>1800 G</b> 64-S004X FROM ROUTE 337 WE		MD					0.112	F		1800	G
Vest 137) Ramp	From: City of Chesapeake (Maint: 64)	SR 337 TO ROUTE 464 NO 0.12 <b>3100 G</b>		ND					0.082	F		3100	G
	To: I-46	54-N FROM ROUTE 337 WEST00- ECL Norfolk	- POINDEX	KTE									_
07 Indian River Rd	City of Chesapeake	0.71 <b>19000 F</b> Oaklette Ave	98%	0%	1%	1% 0	% 0%	F	0.096	F	0.569	21000	ı
07)Indian River Rd	City of Chesapeake	0.90 <b>25000 F</b> WCL Virginia Beach	98%	0%	1%	1% 0	% 0%	С	0.092	F	0.611	27000	F
60 (58) (13) Military Highway	City of Chesapeake (Maint: 64)	ECL Suffolk 2.94 <b>69000 A</b>	92%	0%	1%	1% 6	% 0%	С	0.097	Α	0.576	71000	ļ
60 58 13	City of Chesapeake (Maint: 64)	I-664 0.11 <b>10000 G</b>	92%	0%	1%	1% 6	% 0%	F	0.101	F	0.533	11000	(
60 (13) (191)	City of Chesapeake	US 58; SR 191 0.18 <b>6700 F</b>	91%	1%	2%	2% 4	% 0%	F	0.137	F	0.723	7100	F
60) (13) Military Highway Combined T	City of Chesapeake raffic Estimates for 2 Parallel Roadways of	SR 191, S Military Hwy 0.45 <b>5300 F</b> on this Route: <b>5300 F</b>	91%	1%	2%	2% 4	% 0%	F	0.151 NA	F	0.726	5600 NA	F
60 (13) Military Highway	City of Chesapeake	S Military Hwy 2.44 <b>8000 F</b>	91%	1%	2%	2% 4	% 0%	С	0.150	F	0.523	8500	F
60 (13) Military Highway	City of Chesapeake	1.37 <b>16000 F</b>	97%	0%	1%	1% 1	% 0%	F	0.105	F	0.527	17000	F
60) (13) Military Highway	City of Chesapeake	US 17 George Washington I 1.01 <b>16000 F</b>	97%	0%	1%	1% 1	% 0%	F	0.105	F	0.53	17000	F
60) (13) Military Highway	City of Chesapeake	SR 196 Canal Dr 2.20 <b>27000 A</b> Military Hwy	97%	0%	1%	1% 1	% 0%	С	0.135	Α	0.569	29000	A
160 (166) Bainbridge Blvd	City of Chesapeake	US 13 Military Hwy 0.74 <b>11000 F</b>	96%	1%	1%	0% 2	% 0%	F	0.097	F	0.596	12000	F

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

							_		Tru	ıck			K		Dir		
Route	Jurisdictio	in Le	ngth I	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Painbridge Plud	City of Chesar	analya 1		eman Ave	F	96%	1%	1%	00/	2%	00/	F	0.000	F	0.500	11000	F
460 166 Bainbridge Blvd	City of Chesap	Jeake I.		11000		90%	170	1%	0%	2%	0%	Г	0.090	Г	0.509	11000	Г
460 (166) Bainbridge Blvd	Tion From: City of Chesay	neake 0		sapeake Av 8700	ve <b>F</b>	96%	1%	1%	0%	2%	0%	С	0.088	F	0.575	9200	F
460 (166) Ballibridge Biva	To:	ocarc 0		Poindexte		30 70	1 /0		0 70	270	0 70	O	0.000	'	0.575	3200	'
~~~ <u>~</u>	From:			bridge Blv													
460 166 Poindexter St	City of Chesap	peake 0	.56	6900	F	98%	0%	1%	0%	0%	0%	С	0.098	F	0.558	7400	F
~~~~	From:			iberty St		2221					221			_			
460 166 22nd St	City of Chesap	beake 0		5500	F	98%	0%	1%	0%	0%	0%	F	0.121	F	0.584	5800	F
· · ·	From			L Norfolk													
ALT 460 (58) Airline Blvd	City of Chesar	neake 1		foliff Rd 6900	F	97%	2%	1%	0%	1%	0%	С	0.088	F	0.52	7300	F
460) (38) /	To:	Journal of the state of the sta		Portsmout	•	07.70	270		0,0	1 /0	070	Ü	0.000	•	0.02	7000	•
lorth	From:			I-64													
464)	City of Chesapeake	(Maint: 64) 0	.79 2	28000	G	95%	0%	1%	1%	2%	0%	F	NA			32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	55000	G	95%	0%	1%	1%	2%	0%	F	NA			62000	G
- 46	To:		US 13	Military H	Iwy												
lorth 164	City of Chesapeake	(Maint: 64) 1.	.06 2	24000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
404)	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
	To:	, 		eman Ave													
Vorth	City of Chesapeake	(Maint: 64) 1		23000	Α	95%	0%	1%	1%	2%	0%	C	0.158	Α		27000	Α
464	Combined Traffic Estimates for 2 Parallel	,			A	95%	0%	1%	1%	2%	0%	С	0.136	A	0.697	53000	A
	Combined Traine Estimates for 21 araner	Tioadways off this ric				33 /6	0 /6	1 /0	1 /0	2 /0	0 /6	O	0.111	^	0.037	33000	^
North	From:			Poindexte													
464	City of Chesapeake			25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		48000 L Norfolk	G	95%	0%	1%	1%	2%	0%	F	NA			55000	G
1uL	From:				12												
North 464)Ramp	City of Chesapeake	(Maint: 64) 0.		N TO RT <b>5500</b>	13 <b>G</b>								0.121	F		5500	G
404)	To:	,		6B TO AN		M RT							••••				
North	From:	I-464-	N TO F	REEMAN	AVEN	UE											
Ramp	City of Chesapeake			4500	G								0.099	F		4500	G
<u> </u>	То	131-8598	; 131-859	98- B FRO	M ANI	O TO R											
Vorth	From:			N TO RT 3										_			
Ramp	City of Chesapeake	,		2100 EDOM DT	G								0.111	F		2100	G
	10.			FROM RT													
North 464)Ramp	City of Chesapeake	(Maint: 64) 0	I-464-1 .10	N TO RT 3 <b>720</b>	337 <b>G</b>								0.184	F		720	G
464	Oity of Offesapeake	(Mairit. 04) 0.	_	7 TO RT 4									0.104	'		120	u

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

							_		Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:			I-64													
464	City of Chesapeake		1.32	27000	G	95%	0%	1%	1%	2%	0%	F	NA			31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	55000	G	95%	0%	1%	1%	2%	0%	F	NA			62000	G
South	To: From:		US	13 Military	Hwy												
464)	City of Chesapeake	(Maint: 64)	0.84	23000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
Oth-	To:		Fı	reeman Ave	nue			<u> </u>									
South 464	City of Chesapeake	(Maint: 64)	2.01	22000	Α	95%	0%	1%	1%	2%	0%	С	0.158	Α		26000	Α
404)	Combined Traffic Estimates for 2 Parallel				A	95%	0%	1%	1%	2%	0%	С	0.111	Α	0.697	53000	Α
	To:			Collector Ro					.,,	_,,	*,*						
South	From:	(14-1-1-04)				050/	00/	40/	40/	00/	00/	_				00000	_
464	City of Chesapeake		0.43	23000	G	95%	0%	1%	1%	2%	0%	F	NA			26000	G
	Combined Traffic Estimates for 2 Parallel $_{_{\mathrm{To}}}$	Roadways on tr		SCL Norfol	G	95%	0%	1%	1%	2%	0%	г	NA			55000	G
South	From:			04 TO I-64													
(464) Ramp	City of Chesapeake	(Maint: 64)	0.22	8200	G								0.095	F		8200	G
404)	To:		I-64-W291X			UTH											
South	From:		I-464	I-S TO I-64	EAST												
(464)Ramp	City of Chesapeake	(Maint: 64)	0.36	4300	G								0.177	F		4300	G
$\overline{}$	Τα		I-64-E FI	ROM RT 46	64 SOUT	Ή											
South	From:			64-S TO R													
A64 Ramp	City of Chesapeake	(Maint: 64)	0.14	2900	G	<i>-</i>							0.107	F		2900	G
	100	1		AND FRO													
South (464) Ramp	City of Chesapeake	(Maint: 64)	I-464-S 0.13	TO FREEN	1AN Ave <b>G</b>	e							0.117	F		3000	G
464 Hamp	Oity of Offesapeake		1-8598; 131			FROM I							0.117	'		3000	G
South	From:	•	5004X TO R				'R										
(464)Ramp	City of Chesapeake		0.11	NA	100-10	IIIDEXIL	А						NA			NA	
	Τα		SR 337 FRO	OM ROUTE	464 SO	UTH											
South	From:	I-464-S	BEG COLI	ECTOR RI	D-RT 33	7 POINDE	EX										
(464)Ramp	City of Chesapeake	(Maint: 64)	0.16	NA									NA			NA	
$\overline{}$	Too	SR 337-V	V023A FRO	M ROUTE	337 WE	ST00- PO	IND										
South 464 Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
464) 1141119	Sity of Officiapound												1471			14/1	
South	To: From:	Pi-	5004A TO R		1'00- PO	INDEXTE	K										
464 Ramp	City of Chesapeake	(Maint: 64)	0.09	NA									NA			NA	
South	To: From:	SR 337-	E023A FRO	M RT 337 I	EAST00-	- POINDE	XT										
(464) Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
404)	To:		END COLI		D00- RT	337 POIN	ID .										

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

									Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:			WCL Suffoll													
664 Hampton Roads Beltway		. ,	0.16	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		41000	G
	Combined Traffic Estimates for 2 Parallel	-			G	94%	0%	1%	1%	4%	0%	F	NA			83000	G
		Eas	t I-664 is	signed as	s Sout	h I-664											
Foot	To: From:		64-65	59 Pughsvill	le Rd												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	41000	F	94%	0%	1%	1%	4%	0%	F	0.101	F		43000	F
(004)	Combined Traffic Estimates for 2 Parallel	. ,			F	94%	0%	1%	1%	4%	0%	F	0.080	F	0.526	88000	F
		-	t I-664 is		-		0,0	. , 0	. , 0	.,0	0 / 0	•	0.000	•	0.020	00000	•
	To							<del></del> 1									
East	From:			7 Portsmout													
664 Hampton Roads Beltway		. ,	1.10	44000	F	94%	0%	1%	1%	4%	0%	F	0.094	F		46000	F
	Combined Traffic Estimates for 2 Parallel	-			F	94%	0%	1%	1%	4%	0%	F	0.08	F	0.506	93000	F
		Eas	t I-664 is	signed as	s Souti	h I-664											
Foot	To: From:		64-663 I	Dock Landi	ng Road												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	41000	G	94%	0%	1%	1%	4%	0%	F	0.088	F		45000	G
664)	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	91000	G
		•	t I-664 is				0,0	. , 0	. , 0	.,0	0 / 0	•	0.000	•	0.000	0.000	<b>.</b>
	To		3 13, US 58,	_													
East	From:	•		US 460 MI	matry Hi	•											
664 Hampton Roads Beltway		` ,	1.13	43000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		47000	G
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	NA			104000	G
		Eas	t I-664 is	signed as	s Souti	h I-664											
East		US	S 13, US 46	0 Military H	lighway	South											
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.27	55000	F	94%	0%	1%	1%	4%	0%	F	0.108	F		58000	F
664)	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	NA	•		116000	G
	Combined Traine Learnage for ET dianer	-	t I-664 is				0 / 0	1 70	1 70	170	070	•				110000	ŭ
	To:	Luo		I-64; I-264	o cour	77 00 7											
East	From:		I-664 EB	3; Ramp to I	I-264 EB												
664 Ramp	City of Chesapeake	(Maint: 64)	0.46	34000	F								0.081	F		36000	F
<u> </u>	To:			I-64 WB													
East	From:		I-664-E TO			AD								_			_
664 Ramp	City of Chesapeake	(Maint: 64)	0.35	6200	G								0.282	F		6200	G
East	To: From:	I-664-E	E010B TO P	UGHSVILI	LE ROA	D NORTH	I										
664 Ramp	City of Chesapeake	(Maint: 64)	0.08	NA									NA			NA	
	To:		3529 FROM		64 EAST	SOUTH											
East	From:	I-664-F	E010A TO P	UGHSVII I	LE ROA	D NORTH	I										
(664)Ramp	City of Chesapeake		0.03	NA				J					NA			NA	
	To:	,	131-8529	TO & FRO	OM ROU	J											

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.36	4-E TO RT :	G								0.093	F		2700	G
East	To: From:		I-66	37 FROM I- 4-E TO RT	337												
Ramp	City of Chesapeake	SR 33		<b>5400</b> W014A TO									0.101	F		5400	G 
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.06	NA NA									NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.17	2300	G		RT						0.115	F		2300	G
East	To From	I-664-E01		ROUTE 66 CK LANDIN NA			RT						NA			NA	
Ramp	City of Chesapeake		131-8527	TO & FRO									INA			INA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.47	OUTE 58,13 <b>9900</b> ROUTE 664	G								0.096	F		9900	G
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.25	OUTE 58,13 1900 ROUTE 664	G								0.110	F		1900	G
East 664 Ramp	City of Chesapeake		0.12	I-664 East 2400 3; 1US 13-P	G	92%	0%	1%	1%	6%	0%	F	0.142	F		2500	G
East 664 Ramp	City of Chesapeake	(Maint: 64)		3; Ramp to I 21000									0.137	F		23000	F
West	10: From:			I-264-EB VCL Suffolk													
Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on thi		<b>39000</b> <b>77000</b> signed as	<b>G</b> <b>G</b> s Nortl	94% 94% 1 <i>I-664</i>	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	NA NA			42000 83000	G G
West	To: From:			9 Pughsville				$\Box$ $\vdash$									
664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on thi		<b>42000</b> <b>84000</b> signed as	F F s Nortl	94% 94% n <i>I-664</i>	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.089 0.080	F F	0.526	44000 88000	F F
West	To:		SR 33	7 Portsmouth	h Blvd												
664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	Roadways on thi			F F	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.081 0.08	F F	0.506	47000 93000	F F
	Tar	Wes		signed as k Landing R		n I-664											

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

Doute	l		1	4457		4T:	D		Tru	ıck		-00	K	OK	Dir	AAMOT	0147
Route	Jurisdictio	on 		AADT		4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West 664) Hampton Roads Beltway	/ City of Chesapeake	(Maint: 64)	Doc 1.48	k Landing 1 43000		94%	09/	10/	10/	40/	00/	_	0.083	_		46000	G
664 Hampion Roads Beilway	City of Chesapeake Combined Traffic Estimates for 2 Parallel				G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%		0.083	F	0.505	91000	G G
	Combined Trainc Estimates for 2 Faraner	-			G ac Nort		076	170	1 70	4 70	0%	Г	0.063	Г	0.505	91000	G
			West I-664 is														
West	10: From:		US 13, US 58,	US 460 M	ilitary Hi	ghway											
664 Hampton Roads Beltway		,	1.21	53000	G	94%	0%	1%	1%	4%	0%	F	NA			57000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	-			G	94%	0%	1%	1%	4%	0%	F	NA			104000	G
	_	_	West I-664 is	_		h I-664											
	10:			I-64; I-264													
West	From:	(NA=:=+= 0.4)	I-664-W TO			AD							0.400	_		0700	_
664 Ramp	City of Chesapeake	(Maint: 64)	0.19	6700	G								0.106	F		6700	G
West	To:		I-664-W010B T	O PUGHS	VILLE S	OUTH											
664)Ramp	City of Chesapeake	(Maint: 64)	0.10	NA									NA			NA	
$\overline{}$	To:		131-83	529 Pughsv	ille Rd												
West	From:		I-664-W010A T	O PUGHS	VILLE S	OUTH											
Ramp	City of Chesapeake		0.05	NA									NA			NA	
<u> </u>	То	1	31-8529 FROM	ROUTE 60	64 WEST	NORTH											
West	From:	(0.0.1		4-W TO RT													_
664 Ramp	City of Chesapeake	(Maint: 64)	0.22 SR 337 SR 337	3600	G	ND FD							0.096	F		3600	G
	F					ND FK											
West 664 Ramp	City of Chesapeake	(Maint: 64)	0.36	I-664 West	G G								0.094	F		6600	G
664) 1 121115	To	(Mairit. 04)		7 Portsmou	-								0.034			0000	u
West	From		I-664-W TO I			OAD											
Ramp	City of Chesapeake	(Maint: 64)	0.14	2500	G	OAD							0.14	F		2500	G
004)	To		4-W012B TO DO			AD COLE	ri i										
West	From:				JING KC	AD-300	ın										
664 Ramp	City of Chesapeake		0.10	NA	< 4 XX 755 CF	TIODENI.							NA			NA	
			31-8527 FROM														
West	City of Chesapeake		4-W012A TO DO 0.07	OCK LANI <b>NA</b>	DING RC	AD-SOU	ГН						NA			NA	
664 Ramp	City of Offesapeake	(Iviairit. 04)		TO & FR	OM DOC	,							INA			INA	
West	From		I-664-W TO R														
Ramp	City of Chesapeake	(Maint: 64)	0.06	<b>26000</b>	G	W EO I							0.107	F		26000	G
004)	To To	,				A CT								-			_
West	From:		I-664-W013			45 I											
664 Ramp	City of Chesapeake	(Maint: 64)	0.53	23000	G								0.108	F		23000	G
<u> </u>	To:			O ROUTE													
West	From:	(Mades 24)	I-664-W013.			AST							0.400	_		0000	_
664 Ramp	City of Chesapeake	(Maint: 64)	0.10	2900	G	IODTU							0.182	F		2900	G
		1	US 58 FROM R	.UU1E 064	+ WESIT	NUKIH											

4/21/2015 25

						City of (	Chesapeake								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				Ru	s SR 168								
(F144)	0.10	1200	R			Du	5 SK 100			NA			NA		04/28/2009
$\bigcup$		To				D	ead End								
<u> </u>		From				Ti	ntern St							_	
(F145) Bulldog Rd	0.06	840	G			D	and End			NA			840	G	2014
		From					ead End			_					
(F148) Tennyson St	0.10	40	G			D	ead End			NA			40	G	2014
(148)		To:				SR 190 G	eat Bridge Blvd								
		From:				M	ıllen Rd								
(F150) Libertyville Rd	0.34	1300	G							NA			1300	G	2014
		To				SR 166 E	ainbridge Blvd								
O 5: 0:		From:				Sou	thway St							_	
(F151) Firman St	0.17	100	G				15.1			NA			100	G	2014
		From:					ead End								
Rotunda Ave	1.67	570	G	96%	0%	2%	ilitary Highway 1% 0%	0%	С	0.097	F	0.609	610	G	2014
(F153) Rotunda Ave	1.07	370		30 70	0 70			0 70		0.007		0.000	010	ч	2014
(F153) Rotunda Ave	0.69	570 From:	N	96%	0%	2%	Portsmouth 1% 0%	0%	N	0.097	N	0.609	610	N	2014
(F153) Rotunda Ave	0.03	To		30 70	0 70		Greenwood Dr	0 70	11	0.037	14	0.000	010	14	2014
		From					orcas Rd								
(F156) Burns St	0.12	60	G			Di	icas Ku			NA			60	G	2014
		To				D	ead End								
		From				SR 19	1 Jolliff Rd								
(F336) Jolliff Rd	0.19	30	G							NA			30	G	2014
$\bigcup$		To				D	ead End								
		From:				D	ead End								
(F337) Branchview Way	0.47	60	G							NA			60	G	2014
<u> </u>		To				SR 19	1 Jolliff Rd								
O BL L O	0.00	From	Ļ			SR 190 G	eat Bridge Blvd						0.40	_	0014
F683 Blake St	0.32	840 To:	G			D	. 4 F. 4			NA			840	G	2014
							ead End								
Finck Lane	0.13	690	G			SR 190 G	eat Bridge Blvd			NA			690	G	2014
(F684) FINCK Lane	0.10	To:				D	ead End						030	а	2014
		From:					ead End								
(F808) W Military Hwy	0.06	40	G			D	Zau Eliu			NA			40	G	2014
, ,		To				US 5	8; FR-923								
		From				D	ead End								
(F809)	0.65	100	G							NA			100	G	2014
		To				US 58	Military Hwy								
		From:				US 13	Military Hwy								
(F812) Ridgeway Ave	0.46	70	G							NA_			70	G	2014
<u> </u>		To					ead End								
		From	Ļ			US 58	Military Hwy								
F923 Snowden St	0.58	<b>20</b>	G			D	4 T 4			NA			20	G	2014
*		-					ead End			1					
1 Towne Point Rd	0.07	20000		97%	1%	Churc 1%	thland Blvd 1% 0%	0%	F	0.092	F	0.508	22000	F	2014
1 Towne Point Rd	0.07	<b>2000</b>	Ċ	J1 /0			31 NCL Chesape		- '	0.032	'	0.500	22000	•	2014
		From:					olina State Line	-		1					
2 Backwoods Rd	0.73	1600	F	99%	0%	0%	0% 0%	0%	С	0.123	F	0.785	1700	F	2014
		To:					Ballahack Rd			$\Box$					
		From			US		e Washington Hv	/ <b>y</b>			•			•	
3 Douglas Rd	2.95	390	F	97%	1%	1%	1% 0%		С	0.111	F	0.568	420	F	2014
( ) / =	00							- , -							

Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
☐ Indian Creek Rd	5.92	2600		96%	В 1%	1% 1% 1%	ld Blvd 1%	0%	С	0.109	F	0.532	2700	F	2014
1 Indian Creek Rd	5.52	<b>2000</b>		90 /6	1 /0	WCL Virginia Be		0 /6		0.109	'	0.552	2700	ı	2014
		From				Volvo Pkwy				1					
5 Crossways Blvd	0.32	12000	F	99%	0%	0% 0%	0%	0%	С	0.094	F	0.615	13000	F	2014
<u> </u>		To				Eden Way Nort	th								
		From	·			Greenbriar Pkw	y								
6 Woodlake Dr	0.23	21000	F	97%	1%	1% 0%	1%	0%	С	0.08	F	0.765	22000	F	2014
$\overline{}$		To	1			Old Greenbriar Pl	кwy								
0110 1: 01	0.40	From		000/	10/	Woodlake Dr		00/			_	0.500	10000	-	0011
7 Old Greenbriar Rd	0.43	11000	F	98%	1%	1% 1%	0%	0%	С	0.087	F	0.538	12000	F	2014
		From				US 13 Military H Military Hwy	-			+					
7 Old Greenbriar	0.46	4400	F	98%	1%	1% 0%	0%	0%	F	0.093	F	0.561	4700	F	2014
$\bigcup$		To				Providence Ro	l								
		From				Ballahack Rd									
8 Bunch Walnuts Rd	3.01	1500	F	99%	0%	0% 0%	0%	0%	С	0.097	F	0.537	1600	F	2014
<u> </u>		To	1			Benefit Rd				<u> </u>					
		From	L	0001	401	WCL Va Beac		607		0.155	_	0.545	1000	_	0011
9 Paramont Ave	1.11	3800 _{тс}	F	98%	1%	1% 0%	0%	0%	С	0.103	F	0.517	4000	F	2014
			1			US 13 Military H	lwy								
10 Sign Pine Rd	2.43	3200		98%	1%	Benefit Rd 1% 0%	0%	0%	С	0.094	F	0.658	3400	F	2014
10) Sign Pine Rd	2.43	3200 To	_	90 /6		us SR 168 Battlefie		0 /6		0.094	'	0.036	3400	ı	2014
		From				8 Battlefield Blvd,		ve.		1					
11) Campostella Rd	0.44	11000	F	96%	0%	1% 1%	2%	0%	F	0.088	F	0.533	12000	F	2014
<u></u>	-	To	_			131-8640 Providence									_
11) Campostella Rd	1.34	11000	F	96%	0%	1% 1%	2%	0%	F	0.092	F	0.558	12000	F	2014
11)		To				R 246 Liberty St; Bo					-			-	
			1		91	1 240 Liberty St, Bt									
		From	:												
12) Cedar Rd	3.05	From	G	99%		SR 165 Moses Gran 0% 0%		0%	С	NA			6400	G	2014
12) Cedar Rd	3.05		G	99%	1%	SR 165 Moses Gran	dy Rd 0%	0%	С	NA			6400	G	2014
12) Cedar Rd				99%	1%	SR 165 Moses Gran 0% 0%	dy Rd 0%	0%	С						
12 Cedar Rd	3.05 0.34	6100	c	99%	1%	SR 165 Moses Gran 0% 0% SR 165 Moses Gran Dead End	dy Rd 0%	0%	С	NA NA 0.117	F	0.5	6400	G F	
		6100 To		99%	1%	SR 165 Moses Gran 0% 0% SR 165 Moses Gran	dy Rd 0%	0%	С		F	0.5			
13)	0.34	6100 To From 140	F		1%	SR 165 Moses Gran 0% 0% SR 165 Moses Gran Dead End Bus US 17 Western Branch F	dy Rd 0% dy Rd			0.117			140	F	2014
13)		6100 To From 140		99%	1%	SR 165 Moses Gran 0% 0% SR 165 Moses Gran Dead End Bus US 17	dy Rd 0% dy Rd	0%	C		F	0.5			2014
13) 8524) Churchland Blvd	0.34	From 140  From 6000	F	99%	1%	SR 165 Moses Gran  0% 0%  SR 165 Moses Gran  Dead End  Bus US 17  Western Branch F  0% 0%  Towne Point R	dy Rd 0% dy Rd  Blvd 0% d	0%	С	0.117	F	0.543	140	F F	2014
13 Churchland Blvd	0.34	6100 To From 140	F		1%	SR 165 Moses Gran  0% 0%  SR 165 Moses Gran  Dead End  Bus US 17  Western Branch F  0% 0%  Towne Point R  0% 0%	dy Rd 0% dy Rd  Blvd 0% d 0%			0.117			140	F	2014
13 Churchland Blvd	0.34	From 140 To From 140 To From 11000 To From 1	F	99%	1%	SR 165 Moses Gran  0% 0%  SR 165 Moses Gran  Dead End  Bus US 17  Western Branch F  0% 0%  Towne Point R  0% 0%  WCL Portsmou	dy Rd 0% dy Rd  Blvd 0% d 0% d th	0%	С	0.117	F	0.543	140	F F	2014
13  8524 Churchland Blvd  8524 Churchland Blvd	0.34 0.57 0.09	From 140 To From 11000 To From	F F G G	99%	0%	Bus US 17  Western Branch F 0% 0%  Towne Point R 0% 0%  WCL Portsmou  SR 191 Jolliff F	dy Rd 0% dy Rd  Slvd 0% d 0% dt 0% dt th	0%	C F	0.117 0.084 0.097	F N	0.543	140 6400 12000	F F G	2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd	0.34	From 140 To From 140 To From 11000 To From 1	F	99%	1%	Bus US 17  Western Branch F 0% 0%  Towne Point R 0% 0%  WCL Portsmou  SR 191 Jolliff F 0% 0%	dy Rd 0% dy Rd  Blvd 0% d 0% d th	0%	С	0.117	F	0.543	140	F F	2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd	0.34 0.57 0.09	6100 Te From 140 Te 6000  Tr 11000 Te From 5200	F G G F	99%	0%	Bus US 17  Western Branch F 0% 0%  Towne Point R 0% 0%  WCL Portsmou  SR 191 Jolliff F 0% 0%  I-664	dy Rd 0% dy Rd  Blvd 0% d 0% d 0% d 0% d 0%	0%	C F	0.117 0.084 0.097 0.085	F N F	0.543 0.557 0.509	140 6400 12000 5500	F G F	2014 2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd	0.34 0.57 0.09	From 140 To From 11000 To From	F F G G	99%	0%	Bus US 17  Western Branch F 0% 0%  Towne Point R 0% 0%  WCL Portsmou  SR 191 Jolliff F 0% 0%  I-664 0% 0%	dy Rd 0% dy Rd  Slvd 0% d 0% dt 0% dt th	0%	C F	0.117 0.084 0.097	F N	0.543	140 6400 12000	F F G	2014 2014 2014 2014
13  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09 0.27 0.89	From 140 To From 1400 To From 5200 To From 5700	F F F	99% 99% 99%	0% 0% 0%	Bus US 17  Western Branch F  0% 0%  Towne Point R  0% 0%  WCL Portsmou  SR 191 Jolliff F  0% 0%  I-664  0% 0%  Eagle Hill Dr	Blvd 0% dd 0	0%	C F F	0.117 0.084 0.097 0.085	F N F	0.543 0.557 0.509 0.583	140 6400 12000 5500 6000	F G F	2014 2014 2014 2014 2014
13  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09	6100 Te From 140 Te 6000  Tr 11000 Te From 5200	F G G F	99%	0%	Bus US 17  Western Branch F 0% 0%  Towne Point R 0% 0%  WCL Portsmou  SR 191 Jolliff F 0% 0%  I-664 0% 0%	dy Rd 0% dy Rd  Blvd 0% d 0% d 0% d 0% d 0%	0%	C F	0.117 0.084 0.097 0.085	F N F	0.543 0.557 0.509	140 6400 12000 5500	F G F	2014 2014 2014 2014
13  8524) Churchland Blvd  8524) Churchland Blvd  8527) Dock Landing Rd  8527) Dock Landing Rd  8527) Dock Landing Rd	0.34 0.57 0.09 0.27 0.89 0.24	6100 Te  140 Te  From 6000 Te  From 5200  5700  Te  From 5100	F F F	99% 99% 99% 99%	0% 0% 0% 0%	BIS 165 Moses Gran  0% 0%  SR 165 Moses Gran  Dead End  Bus US 17  Western Branch F  0% 0%  Towne Point R  0% 0%  WCL Portsmou  SR 191 Jolliff R  0% 0%  I-664  0% 0%  Eagle Hill Dr  0% 0%  Devon Dr	3lvd 0% dd 0% 0% 0%	0% 0% 0% 0%	C F	0.117 0.084 0.097 0.085 0.101	F F F	0.543 0.557 0.509 0.583 0.567	140 6400 12000 5500 6000	F G F F	2014 2014 2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09 0.27 0.89	From 140 To From 140 To From 5200 To From 5700 To From 5100	F F F	99% 99% 99%	0% 0% 0% 0%	BIS 165 Moses Gran  0% 0%  SR 165 Moses Gran  Dead End  Bus US 17  Western Branch F  0% 0%  Towne Point R  0% 0%  WCL Portsmou  SR 191 Jolliff F  0% 0%  I-664  0% 0%  Eagle Hill Dr  0% 0%  Devon Dr  1% 0%	3lvd 0% dd 0% 0% 0% 0%	0%	C F F	0.117 0.084 0.097 0.085	F N F	0.543 0.557 0.509 0.583	140 6400 12000 5500 6000	F G F	2014 2014 2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09 0.27 0.89 0.24	From 140 To From 140 To From 5700 To From 5700 To From 5600 To From 56	F F F F	99% 99% 99% 99%	0% 0% 0% 0% 0%	SR 165 Moses Gran	3lvd 0% dd 0	0% 0% 0% 0%	C F	0.117 0.084 0.097 0.085 0.101	F F F	0.543 0.557 0.509 0.583 0.567	140 6400 12000 5500 6000	F G F F	2014 2014 2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09 0.27 0.89 0.24 2.23	From 140 To From 140 To From 5200 To From 5700 To From 5600 To From 56	F F F F	99% 99% 99% 99%	0% 0% 0% 0% 0%	BIS 165 Moses Gran  0% 0%  SR 165 Moses Gran  Dead End  Bus US 17  Western Branch F  0% 0%  Towne Point R  0% 0%  WCL Portsmou  SR 191 Jolliff F  0% 0%  I-664  0% 0%  Eagle Hill Dr  0% 0%  Devon Dr  1% 0%	3lvd 0% dd 0	0% 0% 0% 0%	C F	0.117 0.084 0.097 0.085 0.101 0.098	F F F	0.543 0.557 0.509 0.583 0.567	140 6400 12000 5500 6000 6000	F G F F	2014 2014 2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09 0.27 0.89 0.24	From 140 To From 140 To From 5700 To From 5700 To From 5600 To From 56	F F F F	99% 99% 99% 99% 98%	0% 0% 0% 0% 0%	SR 165 Moses Gran	3lvd 0% dd 0	0% 0% 0% 0%	C F	0.117 0.084 0.097 0.085 0.101	F F F	0.543 0.557 0.509 0.583 0.567	140 6400 12000 5500 6000	F G F F	2014 2014 2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09 0.27 0.89 0.24 2.23	From 5200  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700  5700	F F F F	99% 99% 99% 99% 98%	0% 0% 0% 0% 0% 2%	Bus US 17    Dead End	Blvd O% dd O% O% O% O% O% DING RO	0% 0% 0% 0%	C F	0.117 0.084 0.097 0.085 0.101 0.098	F F F	0.543 0.557 0.509 0.583 0.567	140 6400 12000 5500 6000 6000	F G F F	2014 2014 2014 2014 2014
13  8524 Churchland Blvd  8524 Churchland Blvd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd  8527 Dock Landing Rd	0.34 0.57 0.09 0.27 0.89 0.24 2.23	From 140 To From 1400 To From 5200 To From 5700 To From 5600 To From 5600 To From NA	F F F F	99% 99% 99% 99% 98%	0% 0% 0% 0% 0% 2%	SR 165 Moses Gran	Blvd O% dd O% O% O% O% O% DING RO	0% 0% 0% 0%	C F	0.117 0.084 0.097 0.085 0.101 0.098	F F F	0.543 0.557 0.509 0.583 0.567	140 6400 12000 5500 6000 6000	F G F F	2014 2014 2014 2014 2014

						J.17, J. J										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake																
orth 527) Ramp	0.06	NA From	<u> </u>		131-852	7 TO ROL	JTE 664 E	EASTSOL	TH		NA			NA		
1527) Hamp	0.00	To			13	31-8527-S0	000A FRC	OM DO						INA		
lorth		From				1-8527 TO					i					
Ramp	0.03	NA			10.	1 0027 10	cc i i com	Boon			NA			NA		
		To	1		131-8527	7-S000B; 1	31-8527-	B FROM	DO							
outh		From			13	1-8527 TO	& FROM	I ROUT								
Ramp	0.05	NA									NA			NA		
		10				7-N000A; 1					_					
outh Ramp	0.05	NA From			131-852	7 TO ROU	TE 664 V	VESTNO	RTH		NA			NA		
3527 Ramp	0.05	To	-		13	31-8527-N	000B FRC	OM DO						INA		
		From				59 Pughsv			k		i					
Pughsville Rd	0.85	9800	F	92%	0%	0%	2%	5%	0%	С	0.094	F	0.606	10000	F	2014
		To				1	I-664									
Pughsville Rd	0.16	23000 From	F	98%	1%	1%	0%	1%	0%	С	0.095	F	0.575	24000	F	2014
<u> </u>		To					0; Taylor	Rd								
Taylor Rd	1.65	14000		98%	1%	Pugh	osville Rd 0%	1%	0%	F	0.088	F	0.559	15000	F	2014
1 aylor Hd	1.05	14000 To	Ė	30 /6		JS 17 West			0 /6	'	0.000	'	0.559	13000	'	201
		From				31-8529-S0										
Ramp	0.09	NA			1.	31 0327 00	000110	ROUI			NA			NA		
<u> </u>		Te	r		I-664-I	E FROM P	UGHSVI	LLE ROA	ΔD							
orth		From			131-852	9 TO ROL	JTE 664 E	EASTSOU	TH							
Ramp	0.07	NA									NA			NA		
		To	c		1.	31-8529-S0	000A TO	ROUT								
lorth	0.40	From			131-8529	9 TO ROU	TE 664 V	VESTNO	RTH		<u> </u>					
Ramp	0.19	NA Ta			I 664 V	W FROM F	DUCHSVI	TIEDO	VD.		NA			NA		
outh		From	.I			1-8529 TO			1D							
Ramp	0.05	NA			13.	1-8329 10	& FROM	I KOU I			NA			NA		
5529		To	00		131-8529	9-N000A;	131-8529-	A TO R	OUT							
outh		From	:		131-8529	9 TO ROU	TE 664 W	VESTNOI	RTH							
Ramp	0.29	NA									NA			NA		
<u> </u>		To	0		I-664-V	W FROM F	PUGHSVI	LLE ROA	AD							
<u> </u>		From				SR 337 Pc										
Taylor Rd	1.70	20000	F	99%	0%	0%	0%	0%	0%	С	0.091	F	0.516	22000	F	2014
O = 1 = 51		From		2221			uce Rd									
Taylor Rd	0.29	<b>22000</b>	F	99%	0%	0% 131-8529	0%	0%	0%	F	0.094	F	0.585	23000	F	2014
		From						e Ku								
Dunedin Dr	0.99	1600	F	99%	0%	0%	ylor Rd 0%	0%	0%	С	0.095	F	0.659	1700	F	2014
5551) 24.164.11 21	0.00	To		0070		JS 17 West			0,70			•	0.000		•	_0.
		From				Ta	ylor Rd									
Bruce Rd	1.54	11000	F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.539	11000	F	2014
$\mathcal{L}$		To					Neck Rd									
Tyre Neck Rd	1.26	8900	F	100%	0%	0%	ruce St 0%	0%	0%	С	0.094	F	0.595	9400	F	2014
Tyre Neck Rd	1.20	To	Ė	. 50 /0	0 /0		Portsmout		3 /0			•	0.000	3-100	•	2015
		From					st Lane				i					
Deep Creek Blvd	0.60	4300	F	98%	0%	1%	0%	0%	0%	С	0.099	F	0.631	4600	F	2014
$\mathcal{L}$		To	:			SCL F	Portsmoutl	h								
		From	:				60 22nd St									
Liberty St	0.40	4600	F	89%	1%	1%	3%	6%	0%	F	0.093	F	0.564	4900	F	2014
<u> </u>		To	c			SCL	Norfolk									

						City of C	пеѕаре	ane								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Chesapeake		From	1			ECL	NY C 11				-					
Berkley Ave	0.39	1700	F	98%	0%	1%	Norfolk 1%	0%	0%	С	0.093	F	0.606	1800	F	2014
Berkley Ave	0.00	To	ė	30 /0	0 70		field Ave		0 70		0.000	•	0.000	1000	į	2014
		From					k Street				i					
8596) Rosemont Ave	0.13	740	F	85%	1%	2%	1%	11%	0%	F	0.127	F	0.877	790	F	2014
		To					1 Street									
Pagament Ava	0.27	From		85%	10/	2%	Hill St	11%	00/	С	0.105	F	0.010	1400	F	2014
Rosemont Ave	0.37	1300 To	É	00%	1%	US 460 Ba	1%		0%	U	0.103	Г	0.812	1400	Г	2014
		From	1			US 460 Ba										
Chesapeake Dr	0.45	2100	F	97%	1%	1%	0%	0%	0%	С	0.098	F	0.544	2300	F	2014
3397)		To					peake Av									
		From	1			Bı	uell St									
Freeman Ave	0.65	4300	F	61%	1%	3%	8%	28%	0%	С	0.083	F	0.655	4500	F	2014
		То	-			I	-464				<u> </u>					
Freeman Ave	0.25	9200	F	61%	1%	3%	8%	28%	0%	F	0.080	F	0.604	9800	F	2014
$\mathcal{L}$		To	4			US 460 Ba	ainbridge	Blvd								
		From			131-8598	8 I-464-S00	)3A TO A	ND FRO	M I-							
Ramp	0.13	4300	G								0.101	F		4300	G	2014
<u> </u>		To	1		I-46	64-S FROM	1 FREEN	IAN Ave								
		From		1	131-8598	I-464-N00	3A FROM	M AND T	O RT						_	
Ramp	0.13	3700	G								0.12	F		3700	G	2014
		In	1			64-N FRON										
Cavaliar Blud	1.04	10000	╚	000/		JS 13 & 46			00/			_	0.510	11000	г	2017
Cavalier Blvd	1.24	10000 To	F	89%	1%	1%	3% Portsmout	6%	0%	С	0.099	F	0.513	11000	F	2014
		From			· ·											
Deep Creek Blvd	0.94	2800	F	98%	1%	JS 13 & 46 0%	0%	у нwу 0%	0%	С	0.09	F	0.776	3000	F	2014
Boop Grook Biva	0.01	To	Ė	0070	1 /0		st Lane	070	0 70			·	0.770	0000	•	2011
		From					Creek Blv									
Gust Lane	0.44	5200	F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.521	5600	F	2014
		- 10					ortsmout									
Renz) Camelot Blvd	0.59	6800	└ <u></u>	99%	0%	Sir G:	alahad Dr 0%	0%	0%	С	0.088	F	0.559	7300	F	2014
Camelot Blvd	0.55	0000		33 /o	0 /6				0 /6		0.000	•	0.559	7300	ı	2014
Complet Divid	0.00	From	<u> </u>	000/	10/		Creek Blv		00/				0.500	4400		0014
Camelot Blvd	0.32	4100	F	89%	1%	1% 17 George	3%	6%	0%	F	0.085	F	0.596	4400	F	2014
		From				13, US 460										
6604) Galberry Rd	2.41	1900	F	98%	1%	1%	1%	0%	0%	С	0.168	F	0.692	2100	F	2014
Galberry Rd	2.71	1300		0070								•	0.002	2100	•	2014
Shell Rd	0.87	5000 From		99%	Bus U	JS 17 Geor 0%	ge Washi	ngton Hw 0%	0%	F	0.091	F	0.53	5300	F	2014
Shell Rd	0.07	3000		33 /6	0 /6			0 76	0 76	'	0.031	'	0.55	3300	'	2014
Shell Rd	0.01	From		000/	10/		man St	00/	00/		0.106	F	0.610	4000	F	0014
Shell Ru	0.81	4000		99%	1%	1%	0%	0%	0%	С	0.106	Г	0.613	4200	Г	2014
OL 11.D.1		From		200/	00/		ınal Dr	201	00/				0.050	0500		0014
Shell Rd	1.12	2400 _{To}	F	99%	0%	0%	0%	0%	0%	F	0.115	F	0.659	2500	F	2014
		From			U	IS 13, US40		y riwy								
Ganal Dr Ext	0.51	4300	F	99%	0%	0%	nell Rd 0%	0%	0%	С	0.092	F	0.639	4600	F	2014
Ganal Dr Ext	0.01	4300 To	Ċ	JJ /0		JS 13 & 46			U /0		0.032	'	0.003	7000	•	2014
		From	1			460, SR 16					_					
Portlock Rd	0.89	6400	F	97%	0%	2%	0%	0%	0%	С	0.104	F	0.651	6900	F	2014
JULE1		<del>-</del>	<u> </u>	/ •	- , •		ostella Ro				<b>—</b>	•			-	
		To	<u> </u>			Camp	ostena Ro	1								
		To	<u> </u>													
9635) Dunbarton Rd	0.06		F	99%	0%		dence Rd		0%	F	0.142	F	0.514	3700	F	2014

						,	Опозаро	ano								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
		From	<u> </u>				lale Cresce				<u> </u>	_			_	
(8635) Dunbarton Rd	0.18	1400	F	99%	0%	1%	0%	0%	0%	С	0.087	F	0.646	1500	F	2014
<u> </u>		To From				Crov	vn Crescen	t			$\neg$ —					
8635) Dunbarton Rd	0.16	610	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.64	650	F	2014
		To				Longo	lale Cresce	nt								
		From				Cam	postella Ro	ı								
8640) Providence Rd	1.55	14000	F	99%	0%	0%	0%	0%	0%	F	0.100	F	0.544	15000	F	2014
8640) 1 1011401160 114	1.00	14000		0070	0 70	0 70	0 70	0 70	070			•	0.011	10000	•	
<u> </u>		From					ngora Dr				_					
8640) Providence Rd	0.99	14000	_ <u>F</u> _	99%	0%	0%	0%	0%	0%	С	0.101	F	0.560	15000	F	2014
<u> </u>		To	i.			WCL V	/irginia Bea	ach								
		From	i:			Mil	itary Hwy									
8645) Sparrow Rd	0.23	4800	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.580	5200	F	2014
		To	_			D	:1 D.1									
Charrow Pd	0.94	From		000/	00/		vidence Rd	00/	00/	С	NA			9000	G	2014
Sparrow Rd	0.84	8400	G	98%	0%	1%	0%	0%	0%	C	INA			8900	G	2014
		From				India	ın River Ro	l								
8645) Sparrow Rd	0.57	3300	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.606	3500	F	2014
$\bigcirc$		To				I ittle	Beaver Ro	1								
8645) Sparrow Rd	0.28	1500	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.575	1600	F	2014
Sparrow Rd	0.20	1300 To		30 /6	0 76			0 /6	0 76		0.100	'	0.575	1000	'	201-
			1			00	ldcrest Dr									
$\sim$		From				SR 168 0	Campostell	a Rd								
8647) Border Rd	0.47	4200	F_	98%	1%	1%	0%	0%	0%	С	0.086	F	0.542	4500	F	2014
		To	·			Win	gfield Ave									
		From					order Rd									
₈₆₄₇ ) Wingfield Ave	0.08	2100	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.522	2300	F	2014
$\bigcirc$		To				131-859	2 Berkley	Ave								
8647) Wingfield Ave	0.48	2400	F	98%	0%	1%	0%	0%	0%	С	0.094	F	0.527	2600	F	2014
8647) VIIIgilola 7 (V	0.10	To	Ė	0070	0 70		mstown Rd		070			•	0.027	2000	•	201
		From					gfield Ave									
8647) Tatemstown Rd	0.34	3400	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.571	3700	F	2014
0047		To	Ė				ndian Rive									
		From									-					
Albamaria Dr	1 10			000/			8 Battlefiel		00/		0 101	_	0.005	E100	_	201
(8648) Albemarle Dr	1.19	4800	F	99%	0%	0%	0%	0%	0%	С	0.131	F	0.905	5100	F	2014
		10	1				edar Rd									
		From	12			M	Pleasant									
(8649) Woodford Dr	0.28	880	F	98%	1%	1%	0%	0%	0%	С	0.105	F	0.5	940	F	2014
$\bigcirc$		To	i.			Roy	al Oak Dr									
		From	ı			W	alnut Ave									
8650 Cornick Ave	0.14	680	F	99%	1%	0%	0%	0%	0%	С	0.115	F	0.627	720	F	2014
8650)					.,.							-		•	•	
<u> </u>		From					ander Ave									
8650 Cornick Ave	0.60	940	F_	99%	1%	0%	0%	0%	0%	С	0.118	F	0.581	1000	F	2014
$\overline{}$		To				Sp	arrow Rd									
		From	i:			Do	ouglas Rd									
8653) West Rd	0.79	170	F	98%	1%	0%	1%	1%	0%	F	0.122	F	0.609	180	F	2014
		-									_					
O Wasak Bal	F 07	From	<u> </u>	000/	40/		enefit Rd	40/	00/			_	0.570	000		004
8653) West Rd	5.27	930	_ <u>F</u> _	98%	1%	0%	1%	1%	0%	С	0.110	F	0.573	990	F	2014
		To	1			US 17 I	Dominion E	lvd								
		From				В	enefit Rd									
8655) Shillelagh Rd	6.96	700	F	97%	1%	1%	1%	1%	0%	С	0.11	F	0.582	750	F	2014
		To				<u>US</u> 17 I	Dominion E	Blvd								
		From			T	Rus IIS 16	8 Battlefiel	d Blvd								
8656) Benefit Rd	1.96	1300	F	97%	1%	2%	1%	0%	0%	С	0.111	F	0.524	1400	F	2014
Benefit Rd	1.30	1300		J1 /0	1 /0	£ /0	1 /0	J /0	J /0		<u> </u>	'	0.024	1700	•	2012
		To	4			Sig	n Pine Rd				_}_					
<u> </u>		From														
8656) Benefit Rd	1.92	2600 From	F	97%	1%	2%	1%	0%	0%	F	0.096	F	0.612	2700	F	2014

						City of C	chesape	ane								
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			,													
Panafit Pd	2.16	1200	` <u>L</u>	98%	0%	John:	stown Rd 1%	0%	0%	С	0.110	F	0.642	1200	F	2014
Benefit Rd	3.16	1200 Te	┌┴	90%	076		ıglas Rd	076	076		0.110	Г	0.643	1300	Г	2014
		From	1					***								
(8657) Old Atlantic Ave	0.07	8000	F	98%	0%	1%	Atlantic A	0%	0%	F	0.104	F	0.632	8600	F	2014
(6037)		Te									_	-	*****		•	
(8657) Old Atlantic Ave	0.24	4500 From	F	98%	0%	1%	rk Ave 1%	0%	0%	F	0.094	F	0.534	4700	F	2014
(8657) Old Atlantic Ave	0.2	Т.	<u>.</u>									•	0.00		•	
8657) Cascade Blvd	0.41	1000 From	F	98%	0%	1%	6 Liberty S 1%	0%	0%	F	0.139	F	0.575	1100	F	2014
Cascade Blvd	0	То	,:				dina Ave	0,0	0,0			•	0.070		•	
		From	1:			SR 166 B		Blvd								
8658) Booker St	0.58	710	F	99%	0%	1%	0%	0%	0%	С	0.153	F	0.696	760	F	2014
••••		To	,			SR 190 Gr	eat Bridge	Blvd								
		From	12		В	Bus SR 168	Battlefiel	d Blvd								
8661) Centerville Tpke	3.76	5500	F	98%	0%	1%	1%	0%	0%	С	0.096	F	0.54	5900	F	2014
$\smile$		To				Etheridge	e Manor E	lvd			$\neg$ —					
8661) Centerville Tpke	1.03	8300	F	98%	0%	1%	1%	0%	0%	F	0.099	F	0.651	8800	F	2014
$\bigcirc$		To				Fen	tress Rd									
8661) Centerville Tpke	1.14	8600 From	G	98%	1%	1%	1%	0%	0%	С	NA			9400	G	2014
		To				SR 165 M	At Dlaggan	D.d			—					
8661) Centerville Tpke	1.25	16000	F	98%	0%	1%	1%	0%	0%	F	0.102	F	0.683	17000	F	2014
0001)	_	To				131-8665 E					T)					
<u> </u>		From					Station Ro								_	
(8661) Centerville Tpke	0.46	10000	F	98%	0%	1%	1%	0%	0%	С	0.101	F	0.669	11000	F	2014
		From					05 Elbow 1 oow Rd	₹d			$+\!\!-$					
8661) Centerville Tpke	1.76	7000	G	98%	0%	1%	1%	0%	0%	F	NA			7600	G	2014
1		To	,-				Va Beach									
		From	ı			SR 190 k	Kempsville	Rd								
8662) Green Tree Rd	0.73	6800	G	99%	0%	0%	0%	0%	0%	С	NA			7200	G	2014
$\bigcup$		То					Grove Rd				Д					
Oak Grove Rd	0.86	From <b>8600</b>	`L	99%	<u>В</u>	Bus US 168 0%	Battlefiel 0%	d Blvd 0%	0%	С	0.091	F	0.606	9200	F	2014
(8662) Oak Grove Ho	0.00	To	,	33 /6	0 78		n Tree Rd	0 /6	0 78		0.031	'	0.000	3200	'	2014
		From	1				nefit Rd									
(8663) Johnstown Rd	5.94	3300	F	98%	0%	1%	1%	0%	0%	С	0.101	F	0.578	3500	F	2014
0003)		То				Bus US 168						-			•	
		From	12			John	stown Rd									
(8664) Woodbridge Dr	0.19	880	F	99%	0%	1%	0%	0%	0%	С	0.114	F	0.651	940	F	2014
$\bigcirc$		То					rfield Dr									
Duiantiald Du	0.00	From	╚╤	000/	00/		dbridge Di		00/			_	0.500	0000	_	0014
Briarfield Dr	0.68	2700 To	F	99%	0%	0% Sr 165	0% Cedar Ro	0%	0%	С	0.127	F	0.503	2900	F	2014
		From						1								
8665) Dunbarton Rd	0.65	5100	F	98%	1%	1%	idence Rd 0%	0%	0%	С	0.134	F	0.528	5500	F	2014
8665) Baribarton Ha	0.00				- 70						<del></del>	•	0.020	0000	•	2011
8665) Greenbrier Pkwy	0.28	29000	F	98%	0%	0% 13 N	Military H	<u>vy</u> 0%	0%	F	0.098	F	0.502	31000	F	2014
Greenbrier Pkwy	0.20	29000		30 /6	0 76			0 76	0 78	<u>'</u>	0.030	'	0.502	31000	'	2014
Groonbrian Dlam	0.00	From		98%	00/	0%	odlake Dr	00/	00/	F	0.000		0.570	57000		2014
Greenbrier Pkwy	0.22	53000		JO 70	0%		0%	0%	0%		0.082	F	0.572	57000	F	2014
Orac abaias Diama	0.04	From	<u> </u>	000/	00/		I-64	00/	00/		0.005		0.510	00000		0011
Greenbrier Pkwy	0.94	78000	F	98%	0%	0%	0%	0%	0%	F	0.085	F	0.518	83000	F	2014
<u>-</u>		From					en Way				$\Box$					
(8665) Greenbrier Pkwy	0.42	42000	F	98%	0%	0%	0%	0%	0%	F	0.083	F	0.525	45000	F	2014
<u> </u>		To From	1			Vol	vo Pkwy				$\neg$ —					
							VOIKWy									
(8665) Greenbrier Pkwy	1.78	27000	F	98%	0%	0%	0%	0%	0%	С	0.095	F	0.631	28000	F	2014

							Jiicsapcanc								
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		()()	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Chesapeake		From	1			CD 100 I	Zammazvilla D.d.			ı					
Butts Station Rd	2.08	14000	F	98%	0%	0%	Kempsville Rd 0% 0	% 0%	F	0.107	F	0.661	15000	F	2014
<u> </u>		To	1			131-8661	Centerville Tpk	e							
East		From				131-8665	TO RT 64 EAS	T							
Ramp	0.35	6900	G							0.096	F		6900	G	2014
<u> </u>		To		I-64-I	E289X F	ROM GRI	EENBRIER PA	RKWAY I	AS						
East		From	1		1	131-8665 T	O RT 64 WES	T							
Ramp	0.19	4800	G							0.116	F		4800	G	2014
		To		I-64	4-W2892	X FROM C	REENBRIER	PARKWA	Y						
Vest		From				121 0665 7	TO RT 64 EAS	т							
$\sim$	0.20	10000	G			131-8003	O K1 04 EAS	1		0.08	F		10000	G	2014
Ramp	0.20	TOUUU		T ( 1 T	20077 5	DOM ODE	EMBRIER DA	D */** / 4 * / *	ma	0.00	'		10000	G	2014
			1	I-64-E	2289X F	ROM GRE	ENBRIER PA	KKWAY V	ES	J					
Vest		From			1	131-8665 T	O RT 64 WES	T							
665) Ramp	0.38	15000	G							0.091	F		15000	G	201
		To		I-64-V	V289X F	ROM GRI	EENBRIER PA	RKWAY V	VES						
		From	-			WCL	Va Beach								
667) Blackwater Rd	2.62	2600	F	94%	0%	1%		% 0%	С	0.095	F	0.756	2800	F	201
007) 2.40401 1.10			Ė	0170	3,3		s Airfield Rd	.5 070			•	000	_500	•	_01
		From					kwater Rd								
Fentress Airfield Rd	0.15	3900	F	94%	1%	1%		% 0%	С	0.103	F	0.708	4200	F	201
007	3.10	To	Ė	0.70	. 70		At Pleasant Rd				•	5.7 50	50	•	_01
~ ~		From	<u> </u>	0000			Battlefield Bl				_	0 ===	c	_	
668) Hickory Rd East	0.81	3200	F	98%	1%	1%	0% 0	% 0%	C	0.091	F	0.558	3400	F	201
<i></i>		To	_			Cente	rville Tpke								
Head Of River Rd	4.89	1900	F	97%	0%	0%		% 0%	. C	0.114	F	0.686	2100	F	201
Head Of River Rd	4.00	To	ı	31 /0	0 70			70 070		0.114	•	0.000	2100	•	201
			<u> </u>			WCL V	irginia Beach								-
		From			I	Bus SR 168	Battlefield Bl	vd							
674) Ashley Rd	0.42	3300	G	99%	0%	0%	0% 0	% 0%	C	NA			3500	G	201
		To				SR 165 N	At Pleasant Rd								
		From				Camr	ostella Rd								
Lindale Dr	0.67	3300	F	98%	1%	1%		% 0%	С	0.158	F	0.812	3600	F	201
Lindale Dr	0.07	JJUU	Ė	30 /0	1 /0			70 070		0.130	•	0.012	3000	•	201
		From					Baun Ave ndale Dr								
DeBaun Ave	0.49	3900	F	99%	0%	0%		% 0%	С	0.134	F	0.718	4200	F	201
₆₉₅ DeBaun Ave	0.43	3900 To		<i>33</i> /6	0 /6					0.134	'	0.710	4200	1	201
<u> </u>		10	<u></u>			SK 168 E	Battlefield Blvd								
		From					wood Circle						•		
717) Volvo Pkwy	0.30	680	F	99%	0%	0%	0% 0	% 0%	F	0.09	F	0.580	730	F	201
		To				D	C.			1					
Value Bloom	0.00	From	┺	000/	00/		yron St	0/ 00/		0 114		0.004	0700		001
Volvo Pkwy	0.26	9100	F	99%	0%	0%	0% 0	% 0%	С	0.114	F	0.924	9700	F	201
		To				Indeper	ndence Pkwy			-					
Volvo Pkwy	0.25	20000	F	99%	0%	0%		% 0%	F	0.09	F	0.774	21000	F	201
,		<b>-</b>		- / -					•			-			
		From					Battlefield Bl		_		_				
Volvo Pkwy	1.38	24000	F	98%	0%	1%	0% 1	% 0%	C	0.089	F	0.513	26000	F	201
<u> </u>		To	_			Green	brier Pkwy			<u> </u>					
717) Volvo Pkwy	0.45	23000 From	F	98%	0%	1%		% 0%	F	0.103	F	0.633	25000	F	201
717) VOIVO PKWY	JTJ		r <del>.</del>	JU /0	0 /0		len Way	,5 0 /0			•	0.000	_0000	•	201
		From	-		131-89		en way /ay; 8717-Volv	o Pkwy							
717) Volvo Pkwy	1.49	25000	F	98%	0%	1%		% 0%	F	0.102	F	0.667	27000	F	201
717) Volvo Pkwy	1.73		r <u>i</u>	JU /6	U /0		ead End	,5 0/6		0.102	'	0.007	_1000	'	201
<u> </u>						Dock	landing Rd								
<u> </u>		From	Щ											_	201
757) Coffman Blvd	0.70	From <b>1600</b>	F	99%	1%	0%		% 0%	C	0.1	F	0.529	1700	F	
757) Coffman Blvd	0.70		F	99%	1%	0%			. C	0.1	F	0.529	1700		
757) Coffman Blvd	0.70			99%		0% SR 337 P	0% 0 ortsmouth Blvd	l	. C	0.1	F	0.529	1700		
		1600 To				0% SR 337 Po SR 190 Gr	0% 0 ortsmouth Blvc reat Bridge Blv	d							
	0.70	1600 _{To}		99%		0% SR 337 Po SR 190 Gr 1%	0% 0 ortsmouth Blvc reat Bridge Blv 0% 0	l		0.1	F	0.529	6200	F	
		1600 To	F			0% SR 337 Po SR 190 Gr 1%	0% 0 ortsmouth Blvc reat Bridge Blv	d							
		1600 To 5900	F			0% SR 337 Po SR 190 Gr 1%	0% 0 ortsmouth Blvo reat Bridge Blv 0% 0 Military Hwy	d	C						2014

						City of Chesapeake								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake						****								
8771) Virginia Ave	0.50	1200	`L	99%	1%	US 460 Bainbridge Blvd 0% 0% 0%	0%	С	0.108	F	0.570	1300	F	2014
Virginia Ave	0.50	1200 To	,	33 /6	1 /0	Chesapeake Ave	0 /6		0.100	'	0.570	1300	'	2014
<u> </u>		From	1*			Virginia Ave								
(8771) Chesapeake Ave	1.12	2300	F	98%	1%	1% 0% 0%	0%	С	0.111	F	0.632	2400	F	2014
<u> </u>		To From	Y			Park Ave								
(8771) Chesapeake Ave	0.41	1900	F	98%	1%	1% 0% 0%	0%	F	0.111	F	0.612	2000	F	2014
<u> </u>		To	):			SR 246 Poindexter St								
	0.07	From		070/	40/	US 460 Bainbridge Blvd	00/			_	0.077	4000	_	0044
₈₇₇₆ Park Ave	0.37	1100	F	97%	1%	1% 1% 0%	0%	С	0.111	F	0.677	1200	F	2014
<u> </u>		From				Chesapeake Ave								
₈₇₇₆ Park Ave	0.35	3500 To	<u>_F</u>	97%	1%	1% 1% 0%	0%	F	0.109	F	0.672	3800	F	2014
						Old Atlantic Ave								
O Dawress Dd	0.45	From	<u> </u>	050/	00/	Dead End 2% 1% 31%	/ 00/			F	0.000	1100	_	0014
Barnes Rd	0.45	1100	F	65%	0%	2% 1% 319 US 460 Bainbridge Blvd	6 0%	С	0.140	Г	0.699	1100	F	2014
		From	,		TIC				1					
8796) Ballahack Rd	11.72	940		97%	1%	1% 1% 0%	•	С	0.123	F	0.730	1000	F	2014
8796) Danaridon Fid		J-10		07.70	1 70		- 070			•	0.700	1000	•	2011
8796) Ballahack Rd	0.10	5100	G	97%	1%	Old Battlefield Blvd  1% 1% 0%	0%	F	0.123	N	0.730	5500	G	2014
Ballahack Rd	0.10	3100 To	<u>. G</u>	31 /6	1 /0	SR 168 Battlefield Blvd	0 /6	- '	0.123	IN	0.730	3300	u	2014
		From	1:		T	JS 17 Western Branch Blvd								
8797) Poplar Hill Rd	0.23	11000	F	99%	0%	0% 0% 0%	0%	С	0.095	F	0.550	12000	F	2014
0/3/)		To	):			Churchland Blvd								
		From	1-			SR 165 W, Cedar Rd								
8798) Bells Mill Rd	2.38	1600	F	98%	0%	1% 1% 0%	0%	С	0.101	F	0.615	1700	F	2014
		Te	1.			SR 165 E, Cedar Rd								
		From	1:			Washington Dr								
₈₇₉₉ Waters Rd	0.36	8300	F	99%	0%	0% 0% 0%	0%	С	0.091	F	0.531	8900	F	2014
$\overline{}$		To	);			SR 165 Cedar Rd								
<u> </u>		From				Cedar Rd								
(8800) Millville Rd	0.69	1700	F	99%	0%	0% 1% 0%	0%	С	0.114	F	0.701	1800	F	2014
<u> </u>		From	11			SR 165 Moses Grandy Trail								
8800 Millville Rd	0.42	2800	F	99%	0%	0% 1% 0%	0%	F	0.09	F	0.659	3000	F	2014
		To From	):			Burson Dr								
(8800) Millville Rd	0.65	1100	F	99%	0%	0% 1% 0%	0%	F	0.098	F	0.668	1200	F	2014
$\bigcirc$		To	):			Shipyard Rd								
$\bigcirc$		From				SR 165 Cedar Rd								
(8801) Shipyard Rd	0.99	1000	F	96%	1%	1% 1% 1%	0%	С	0.163	F	0.717	1100	F	2014
<u> </u>		To From	12			Burson Dr								
8801) Shipyard Rd	1.28	270	F	96%	1%	1% 1% 1%	0%	F	0.121	F	0.606	280	F	2014
<u> </u>		To	):			Millville Rd								
O		From				Johnstown Rd				_			_	
(8802) Hanbury Rd	1.00	8900	F	99%	0%	0% 0% 0%	0%	С	0.099	F	0.571	9500	F	2014
<u> </u>		From				Bus SR 168 Battlefield Rd								
8802 Hanbury Rd	0.51	16000	F	99%	0%	0% 0% 0%	0%	С	0.093	F	0.548	17000	F	2014
		110	1			Hillwell Rd								
8803) Hillwell Rd	0.06	From	<u> </u>	000/		Bus SR 168 Battlefield Blvd	00/	С	0.095	F	0.570	2200	_	2014
(8803) Hillwell Ra	2.36	3000 To	F_	99%	0%	1% 0% 0% SR 165 Mt Pleasant Rd	0%	U	0.095	Г	0.579	3200	F	2014
		From							<u> </u>					
(8804) Fentress Rd	1.80	3000	`L	99%	0%	SR 165 Mt Pleasant Rd 0% 0% 0%	0%	С	0.102	F	0.552	3200	F	2014
(8804) Fentress Rd	1.00	To		JJ /0	U /0	Centerville Tpke	0 /0	U	0.102	'	0.002	3200	'	2014
			•											
		From	1:			Rutte Station DA								
8805) Elbow Rd	0.87	4700	F	100%	0%	Butts Station Rd 0% 0% 0%	0%	F	0.119	F	0.606	5000	F	2014

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From				~	''' m 1									
805) Elbow Rd	3.05	8400	F	100%	0%	0%	erville Tpk 0%	0%	0%	С	0.113	F	0.506	8900	F	2014
805) 21000 110	0.00	To	Ė	10070	0 70		Virginia Be		0 70			•	0.000	0000	•	2014
		From					olvo Pkwy				i					
806) Eden Way N	0.49	11000	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.555	11000	F	2014
		To				White	Oak Cross	nα			<b>—</b> —					
806) Eden Way N	0.68	12000	F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.593	13000	F	2014
000)		To									_					
806) Eden Way N	0.85	14000	F	99%	0%	0%	nbrier Pkw 0%	y 0%	0%	F	0.099	F	0.625	15000	F	2014
Eden Way N	0.00	To	Ė	0070	0 70		sways Blv		0 70	•		•	0.020	10000	•	
		From					Bainbridge									
Anne Ave		450	G			03 400 1	Ballibridge	Divu			NA			450	G	2014
7		To	Ť				Arlie St				<b>—</b>			.00	<b>O</b> .	_0.
		From					Canal Dr				i					
Baywood Trail		370	G				zanai Di				NA			370	G	2014
.,		To				M	leiggs Rd				$\neg$					-
		From					ille Tpke S	outh								
Beaver Dam Rd		500	G	98%	0%	1%	0%	0%	0%	С	NA			500	G	2014
		To					g Ridge Rd									
		From					low Oak Di									
Beckley Lane		220	F								0.114	F	0.623	230	F	2014
•		To				Gra	ntham Lane	:								
		From	1			Brie	r Cliff Cres	t								
Birchleaf Rd		230	F					-			0.121	F	0.864	240	F	201
		To				Mi	ll Pond Dr									
		From				Sh	ipyard Rd									
Burson Dr		800	G				1.2				NA			800	G	201
		To				Orar	ngewood Re	1								
		From				De	enver Ave									
Chattanooga St		410	F								0.106	F	0.552	440	F	201
		To				W	aters Rd									
		From			F	Bus SR 16	8 Battlefiel	d Blvd								
Coastal Way		1400	F								0.087	F	0.753	1500	F	201
		To				5	Sams Dr									
		From				SR 10	65 Cedar R	d								
Conquest Dr		1100	F								0.141	F	0.57	1200	F	201
		To				(	Shea Dr									
		From			US	17 Georg	ge Washing	ton Hwy								
Conrad Ave		1400	F								0.107	F	0.776	1500	F	201
		To				I	Butler St									
		From				G	ibson Dr									
Cottonwood Lane		140	F								0.138	F	0.535	150	F	201
		To				Le	nore Trail									
		From				W	/ilson Rd									
Cypress St		840	G	97%	0%	2%	0%	0%	0%	С	NA			840	G	201
		To					Isaac St									
		From					Vellen St									
Debbs Lane		200	F								0.104	F	0.617	220	F	2014
		To				F	Rellen St									
		From				W	arrick Rd									
Dove Dr		230	F								0.124	F	0.742	240	F	201
		To				Вι	tterfly Dr									
		From				K	almar Dr									
Essex Dr		630	F								0.103	F	0.692	670	F	201
LOOOK DI		000	•								0.103		0.032	070	•	

					City of t	Chesape	ake								
	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From	-				Jule Dr									
Etheridge Manor Blvd	14000	F								0.095	F	0.616	14000	F	2014
	To				Shit	fford Lane									
Ethoridae Dal	From	Ļ	000/	00/		nbridge Dr	00/	00/					0500	0	001
Etheridge Rd	2500 _{To:}	G	99%	0%	1%	0% ntress Rd	0%	0%	С	NA			2500	G	2014
	From					Saul Dr									
Eva Blvd	570	G			,	Jaul Di				NA			610	G	2014
	To				N	Iarge Dr									
	From				Greei	nbrier Pkw	y								
Fairway Dr	2000	G	99%	0%	0%	0%	0%	0%	С	NA			2000	G	2014
	To					anston Dr									
Firman St	710	F			S	hell Rd				0.111	F	0.619	760	F	201
i iiiiaii Ot	To	Ė			Т	uttle St					٠	0.013	700	'	201-
	From					lia Terrace									
Fleming Circle	350	G								NA			350	G	201
	To				SR 16	55 Cedar R	d								
	From				Bram	blewood C	t								
Forest Cove Rd	<b>320</b>	F			***					0.109	F	0.649	320	F	201
	From	<u> </u>				nslow Ave									
Frank Dr	930	F			Johi	nstown Rd				0.134	F	0.569	990	F	201
ram bi	To	Ė		I	Bus SR 16	8 Battlefiel	d Blvd				•	0.000	000	•	
	From				Co	untry Rd									
Franklin St	2400	G	99%	0%	1%	0%	0%	0%	С	NA			2400	G	201
	To				US 460 I	Bainbridge	Blvd								
011 1 11	From:				Al	bert Ave				0.107	_	0.500	5000	_	004
Gilmerton Rd	4600 _{то:}	F			Go	neva Ave				0.107	F	0.582	5000	F	201
	From	<u> </u>				llins Blvd									
Greendell Rd	290	F			Co	IIIIS BIVU				0.102	F	0.6	310	F	201
	To				As	hland Dr									
	From:				Ga	ılahad Dr									
Guenevere Dr	2400	F								0.083	F	0.565	2600	F	201
	To					Sean Dr									
Havdralav Dr	From:	ᄂ			Bar	ksdale Rd				0.104	_	0.504	0.40	_	001
Hawksley Dr	<b>320</b>	F			Gle	nview Rd				0.134	F	0.564	340	F	201
	From					necliff Dr									
Holly Gate Lane	310	F			1 11	icciiii Di				0.109	F	0.622	330	F	201
	To				Bria	rwood Dr									
	From:				Pla	acid Way									
Hunningdon Woods Blvd		F								0.106	F	0.58	960	F	201
	To					Kempsville	Rd								
L Ot	From:	ᆫ			C	anal Rd					_	0.505	050	_	004
Iowa St	610	F			Oh	ahoma Dr				0.109	F	0.585	650	F	201
	From					Gregg St									
Joyner Rd	300	F				negg at				0.147	F	0.531	320	F	201
	To				(	Grant St									
	From:				Pa	arker Rd									
Keeling Dr	550	G								NA			550	G	201
	To	<u> </u>				obdell Ct				<u> </u>					
	From:	Ļ_			SR 407 I	ndian Rive	r Rd			0.15:	_	0.545	222	_	
Kemp Lane	310 To:	F			IV.	np Lane E				0.101	F	0.546	330	F	201
		1			Kei	np Lane E									

					City of Chesape	ane								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Chesapeake	From	1			Cobb Ave									
Laurel Ave	500	F			COOD TIVE				0.106	F	0.535	540	F	2014
	To				Rokeby Ave									
	From				Cornick Ave									
Lilac Ave	1300 _{тс}	F	99%	0%	1% 0%	0%	0%	С	0.114	F	0.573	1300	F	2014
	From				Davis Ave									
Lincoln Rd	170	G	92%	1%	Dunn St 2%	3%	0%	С	NA			170	G	2014
	To			- , ,	Outlaw St									
	From				Lindale Dr									
Lindsey Ave	240	G							NA			240	G	2014
	To	c			Waterfield Ave									
Lofurno Rd	From	<u> </u>			Baugher Ave				0.133	F	0.625	240	F	2014
Lolullio Na	<b>220</b>	F			Bounds Ave				0.133	Г	0.625	240	Г	2012
	From			F	Bus SR 168 Battlefield	1 Blvd								
Marion Dr	1200	G			out bit 100 Buttlette.	. 51.4			NA			1200	G	201
	To	:			Johnstown Rd									
	From				Culpeper Ave									
Marlboro St	140	F							0.111	F	0.657	150	F	201
	To	I			Winslow Ave									
Masters Row Ct	590				Baff Loop Ct				0.099	F	0.566	630	F	201
Masters How Ct	<b>390</b>	Ė			Brassie Ct				0.099	'	0.500	030	'	201
	From				Haledon Rd									
McCosh Dr	990	F			Turodon Tu				0.097	F	0.692	1100	F	201
	To				Duffield Pl									
	From				Broadmoor Ave									
Michael Dr	90	F			m 0:				0.129	F	0.522	90	F	201
	From	1			Texas St									
Millwood Ave	1100				Clover Dr				0.117	F	0.546	1100	F	201
William Cod 7 (Vo	To				E Royce Dr				<u> </u>	•	0.010	1100	•	201
	From				Parker Rd									
Natchez Terrace	540	G							NA			540	G	201
	To	c			Foxgate Quarter									
	From				Johnstown Rd								_	
Newberry Dr	650	F			Horse Run Dr				0.112	F	0.588	700	F	201
	From	]												
Oak Dr	280	F			Woodcroft Lane	!			0.134	F	0.5	300	F	201
Jan J.	To	•			Tyre Neck Rd					•	0.0	000	•	
	From	12			Victoria Dr									
Old Dr	1300	F							0.131	F	0.635	1400	F	201
	Te				Barlett Dr									
	From				Campostella Rd									
Omar St	490	F			F Ct				0.124	F	0.636	530	F	201
	From				Faye St									
Philadelphia St	60	F			English Ave				0.186	F	0.818	60	F	201
	Te	Ė			Miller Ave									
	From				Etheridge Rd			•						
Poplar Ridge Dr	270	G							NA			270	G	201
	To	c			Sandlewood Lan	e								
	From	:			Erik Paul Dr									
Priscilla Lane	790	G			<u> </u>				NA			790	G	201
	To	1			Loretta Lane									

					City of Chesapeake							
	_ength AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake	From	1			Greenway Dr							
Queenswood Terrace	110	F			Greenway Di		0.142	F	0.714	120	F	2014
	To				Royal Grant Dr							
	From:				Campostella Rd							
River Creek Rd	530	G					NA			530	G	2014
	To:				Booker St							
Dala and Hall Dharl	From				SR 168 Battlefield Blvd		0.404	_	0.010	0000	_	004
Robert Hall Blvd	5900 _{To:}	F			US 13 Military Hwy		0.161	F	0.818	6300	F	2014
	From:						+					
Shepherds Gate	250				Shepherds Ct		0.132	F	0.62	270	F	201
onophorae date	To:	Ė			Logans Mill Trail			•	0.02	0	•	
	From:				Sir Meliot Ct							
Sir Meliot Dr	240	F					0.135	F	0.643	260	F	201
	To:				Drawbridge Dr							
Sir Moliot Dr	From:	<u> </u>			Saxon Ct					870	G	201
Sir Meliot Dr	870	G			Parapet Rd		NA T			670	G	201
	From:	l			Cricket Ct		<del></del>					
Smokey Mountain Trail	1300	G			CHERET CT		NA			1300	G	201
omency mountain mail	To:	r <u> </u>			Woodwind Way		TÎ.			.000	<u> </u>	_0.
	From:				Woodberry Dr							
Southfield Dr	80	F					0.171	F	0.5	90	F	201
	To				Bartell Dr							
	From:				Scarlett Dr							
Stadium Dr	1700	F					0.124	F	0.524	1800	F	201
	To:				SR 165 Mt Pleasant Rd							
	From				Golden Hind Rd							
Strafford Dr	350	F					0.125	F	0.560	380	F	201
	10:	<u> </u>			Harding Dr							
Tanglewood Trail	From:	F			Goldcrest Dr		0.137	F	0.535	380	F	201
rangiewood rraii	350				Trilby Ct		0.137	г	0.555	300	Г	201
	From:	l			Fairview St		+					
Tatemstown Rd	2400	F			Fairview St		0.086	F	0.617	2600	F	201
	To:				Peter Rd		T	•			•	
	From:				Bruin Rd							
Terry Dr	2100	F					0.208	F	0.653	2200	F	201
·	To				Brittany Way							
	From:				Bulldog Dr							
Tintern St	2700	F					0.088	F	0.612	2900	F	201
	To:				Volvo Pkwy							
	From:				Campostella Rd						_	
Wadena Rd	840	G			G G		NA			840	G	201
	10.	<u> </u>			Gratton St							
Warriok Dd	Prom:	F			SR 165 Cedar Rd		0.000	_	0.570	000	_	001
Warrick Rd	830				Butterfly Dr		0.088	F	0.572	880	F	201
	From:	I					<u> </u>					
Washington Dr	760	G			Waters Rd		NA			760	G	201
···aoimigion Di	To:	m			E St					, 00	J	201
	From:	- 			Magnolia Ave		i					
Winslow Ave	200	F			Mugnonu 1110		0.146	F	0.619	220	F	201
	To:				Marlboro St							
	From:			US	17 George Washington Hwy							
Yadkin Rd	3100	F		US	S 17 George Washington Hwy		0.103	F	0.601	3300	F	201