2015

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.

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

					_		Tru	ck			K		Dir		
Jurisdiction	Length A	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:			_	000/	00/	10/	10/	60/	00/		0.006		0.570	74000	Α
City of Criesapeake (Maint. 64)			A	92%	0%	176	170	0%	0%	C	0.096		0.570	74000	А
City of Chesapeake (Maint: 64)			F	92%	0%	1%	1%	6%	0%	F	0.13		0.506	11000	F
Tα			-						-,-						
City of Change and Change				010/	10/	20/	00/	40/	00/	_	0.107		0.700	7000	0
City of Criesapeake				91%	170	2%	2%	4%	0%	Г	0.137		0.723	7300	G
City of Chesaneake				91%	1%	2%	2%	1%	0%	F	0.151		0.726	5700	G
,				3176	1 /0	2 /0	276	4 /0	0 /6	'		F			a
Tol.											0.120		0.000		
City of Chesapeake			G	91%	1%	2%	2%	4%	0%	С	0.150		0.523	8700	G
Тα															
City of Chesapeake	1.37 1		G	97%	0%	1%	1%	1%	0%	F	0.105		0.527	18000	G
To	US 17 Georg	e Washin	oton Hv	/V											
City of Chesapeake			G	97%	0%	1%	1%	1%	0%	F	0.105		0.53	20000	G
To	SR 19	96 Canal I	Or			\neg \vdash									
City of Chesapeake			Α	97%	0%	1%	1%	1%	0%	С	0.123		0.529	34000	Α
To From:	SR 166 B	Bainbridge	Blvd			\neg \vdash									
City of Chesapeake	0.31 3	32000	G	97%	0%	1%	1%	1%	0%	F	0.102		0.514	35000	G
To: From:		I-464													
City of Chesapeake	0.78 2	23000	G	97%	1%	1%	0%	1%	0%	F	0.102		0.514	25000	G
To: From:															
City of Chesapeake	0.65 2	24000	G	97%	1%	1%	0%	1%	0%	F	0.103		0.591	26000	G
To: From:															
City of Chesapeake	0.72 2	25000	G	97%	1%	1%	0%	1%	0%	F	0.098		0.556	26000	G
To: From:						<u> </u>									
City of Chesapeake	0.41 2	27000	G	97%	1%	1%	0%	1%	0%	С	0.096		0.603	29000	G
City of Change and a			-	070/	10/	10/	00/	10/	00/		0.004		0.501	00000	
City of Chesapeake				97%	1%	1%	0%	1%	0%	Г	0.094		0.501	33000	G
From:															
City of Chesapeake (Maint: 64)			F								0.136			4400	F
The state of the s		00- MILIT	ΓARY Ι	IIGHWAY	Y										
From	US 13 T	ГО І-64 Е.	AST								<u> </u>			<u> </u>	
			G								0.1			13000	G
Tr I-64															
City of Changage (Maint: C4)				54							0.104			6000	_
City of Chesapeake (Maint: 64)											0.124			6200	G
	City of Chesapeake City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64) 2.94 7 7	City of Chesapeake (Maint: 64) 2.94 71000	City of Chesapeake (Maint: 64) 2.94 71000 A 1-664	City of Chesapeake (Maint: 64) 2.94 71000 A 92%	City of Chesapeake (Maint: 64) 2.94 71000 A 92% 0%	City of Chesapeake (Maint: 64) 2.94 71000 A 92% 0% 1% 1% 1% 1% 1% 1% 1	Section Color Co	Length AADT QA 4Tire Bus 2Axis 3+Axis 1Trail	City of Chesapeake (Maint: 64) 2.94 71000 A 92% 0% 1% 1% 6% 0%	City of Chesapeake Maint: 64 2.94 71000 A 92% 0% 1% 1% 6% 0% C	City of Chesapeake (Maint: 64) 2.94 71000 A 92% 0% 1% 1% 6% 0% C 0.096	City of Chesapeake (Maint: 64) 2.94 71000 A 92% 0% 1% 1% 6% 0% C 0.096	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64) 2.94 71000 8 92% 07% 17% 17% 07%

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

								-			1.6			
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK Dir Facto	r AAWDT	QW
(13) Ramp	City of Chesapeake (Maint: 64)	US 13 I-464-N002A TO 0.23 3400	G	OM RT							0.099		3400	G
<u> </u>	To:	I-464-N FROM	RT 13											
	From:	North Carolina S	tate Line											
George Washington Hwy	City of Chesapeake	3.58 12000	Α	93%	0%	1%	1%	5%	0%	С	0.098	0.667	13000	Α
~~~	To: From:	131-8796 Ballah												
George Washington Hwy	City of Chesapeake	6.71 <b>13000</b>		93%	0%	1%	1%	5%	0%	F	0.093	0.723	13000	G
~	To: From:	Bus US 17 George Wa				_								
Dominion Blvd	City of Chesapeake	3.86 <b>12000</b>		95%	0%	1%	1%	3%	0%	F	0.079	0.606	12000	G
~~ 5 51.1	From:	SR 165 Ceda		050/	00/	10/	40/	201	201	_	0.005	0.504	07000	
17 Dominion Blvd	City of Chesapeake	0.94 <b>25000</b>	G	95%	0%	1%	1%	3%	0%	С	0.085	0.581	27000	G
<del></del>	To: From:	SR 166 Bainbrid	lge Blvd			$\Box$ $\vdash$								
17 Dominion Blvd	City of Chesapeake	1.60 <b>28000</b>	G	95%	0%	1%	1%	3%	0%	F	0.066	0.696	30000	G
	To: From:	SR 190 Great Bri	dge Blvd											
17 Dominion Blvd	City of Chesapeake	0.28 <b>41000</b>	G	95%	0%	1%	1%	3%	0%	F	0.074	0.655	43000	G
$\stackrel{\smile}{\sim}$	To:	SR 168 Oak Grove		or										
~~ ~~ -	From:	US 17 (Rar	np)											
17) (17) Ramp	City of Chesapeake (Maint: 64)	0.30		Se	e US 1	7 for dire	ectional	traffic v	olume e	estima	tes for thi	s segment.		
~ ~	From:	I-464 (Ran I-464	ıp)			-								
(17)	City of Chesapeake (Maint: 64)	4.31		S	oo I-64	for direc	tional t	affic vo	luma as	timat	ae for thic	segment.		
(17) (64)	ned Traffic Estimates for 2 Parallel Roadways of		F	93%	0%	1%	1%	5%	0%	F	0.084	F 0.506	01000	F
Combin	Theo Trainic Estimates for 2 Parallel Hoadways C	on this Route: <b>89000</b> I-64	Г	93%	0%	1%	170	5%	0%	Г	0.084	F 0.506	91000	Г
	From: IS-C	00064-E(B)/IS-00064-E296	A(R)/TO 1	RT 17 NO	RT									
17 (64) Ramp	City of Chesapeake (Maint: 64)	0.23	-(),			for direc	tional tr	affic vo	lume es	timate	es for this	segment.		
17) 04)		-00017-P(U)/IS-00064-E29	6A(R)/FR									3		
	From:	I-64												
17 George Washington Hwy	City of Chesapeake	0.90 <b>25000</b>	G	97%	0%	1%	1%	1%	0%	F	0.073	0.561	26000	G
<u> </u>	To: From:	US 13; US 460 Mi	litary Hw	у										
17 George Washington Hwy	City of Chesapeake	1.00 <b>15000</b>	G	97%	0%	1%	1%	1%	0%	С	0.08	0.607	15000	G
	To	SR 196 Cana	1 D.4											
17 George Washington Hwy	City of Chesapeake	0.63 <b>29000</b>		97%	0%	1%	1%	1%	0%	F	0.086	0.639	30000	G
(17) George Washington Hwy	To:	SCL Portsm	-	31 /0	0 70		1 /0	1 /0	0 70		0.000	0.000	30000	ч
	From:	WCL Portsm												
17 Western Branch Blvd	City of Chesapeake	0.69 <b>17000</b>	G	99%	0%	1%	0%	0%	0%	F	0.086	0.517	18000	G
~	To	131-8524 Church	land Blvd			<u> </u>								
17	City of Chesapeake	0.56 22000	Α	99%	0%	1%	0%	0%	0%	С	0.099	0.535	24000	Α
<i>::</i>	To:	ECL Suffo	lk											
North	From:	US 17 TO I-64				i								
17 Ramp	City of Chesapeake (Maint: 64)	0.17 <b>6300</b>	F								0.148		6300	F
(17)	Tro	I-64-W FROM US		н							5.140		0000	•
		1-04-W 1ROW 03	I / NOKI	11										

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

Route	Jurisdiction	Length AADT QA	4Tire Bu		e 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 I-64-E296B FROM IS 6- ) 0.17 <b>6000 F</b> I-64-E FROM US 17 NOR							0.123		6000	F
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 TO RT 168 SOUT 0.16 <b>NA</b> I-64-W291B FROM RT 17 No							NA		NA	
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 TO RT 464 NORT ) 0.26 <b>5800 G</b> R 168-N015B FROM RT 17 NORTH							0.139		6200	G
North (17) Ramp	City of Chesapeake (Maint: 64	US 17-N017D TO RT 64 W 0.10 NA SR 168-N015A TO RT 64 W							NA		NA	
North (17) Ramp	City of Chesapeake (Maint: 64								0.092		27000	G
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 Dominion Blvd ) 0.30 <b>20000 F</b> I-464 North	95% 0%	6 1%	1%	3%	0%	F	0.125		21000	F
South 17 Ramp	City of Chesapeake (Maint: 64	US 17 TO I-64 WEST ) 0.19 <b>4600 F</b> I-64-W FROM US 17 SOU	ТН						0.1		4600	F
South 17 Ramp	City of Chesapeake (Maint: 64	US 17 ) 0.29 <b>1100 F</b> I-64 East	95% 0%	6 1%	1%	3%	0%	F	0.088		1200	F
Bus 17 George Washington Hwy	City of Chesapeake	US 17 Dominion Blvd 4.07 <b>4400 G</b> SR 165 Cedar Rd	93% 0%	6 1%	1%	5%	0%	F	0.109	0.75	4400	G
Bus George Washington Hwy	City of Chesapeake	1.19 <b>24000 G</b> I-64	93% 0%	6 1%	1%	5%	0%	F	0.073	0.556	25000	G
58 13 460 Military Highway	City of Chesapeake (Maint: 64	ECL Suffolk ) 2.94 <b>71000 A</b> I-664	92% 0%	6 1%	1%	6%	0%	С	0.096	0.570	74000	Α
58 (13) (460)	City of Chesapeake (Maint: 64	) 0.11 <b>11000 F</b>	92% 0%	6 1%	1%	6%	0%	F	0.13	0.506	11000	F
58 ALT Airline Blvd	City of Chesapeake	SR 191 Jolliff Rd; US 13 Military  1.72 7000 G  WCL Portsmouth	Highway 97% 2%	6 1%	0%	1%	0%	С	0.088	0.52	7500	G
East 58 Ramp	City of Chesapeake (Maint: 64	TO ROUTE 664 EASTSOU 0.77 <b>26000 F</b> I-664-E FROM ROUTE 58,13,&4							0.115		26000	F

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

			UI CIIESa	pound				Tru	ıok			K		Dir		
Route	Jurisdiction	n Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	Fron:	US 58 TO I	OUTE 664	WESTN	ORTH							. 4010.		. 45151		
58 Ramp	City of Chesapeake		11000	F								0.078			11000	F
$\overline{}$	Tα:	I-664-W FRO	M ROUTE 5	58,13&46	0 EAST											
West	From:		ROUTE 664		UTH											
(58) Ramp	City of Chesapeake	, ,	490	F								0.097			490	F
	1α:	I-664-E FROI														
West	From:		OUTE 664		ORTH							0.007			0400	_
58 Ramp	City of Chesapeake	(Maint: 64) 0.22 I-664-W FRO		F 12 % 46	0 WEST							0.097			3100	F
	Erony				0 WEST											
East 64	City of Chesapeake		CL Virginia 1 <b>66000</b>	Beach F	97%	0%	1%	1%	2%	0%	F	0.081			71000	F
64)	Combined Traffic Estimates for 2 Parallel I	` '			98%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	139000	F
	Tol				0070	0 70		070	170	0 70	•	0.000	,,	0.02	100000	•
East 64	Front		eenbrier Par													_
( <del>64</del> )	City of Chesapeake	` '		F	97%	0%	1%	1%	2%	0%	F	0.08			48000	F
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 92000	F	97%	0%	1%	0%	2%	0%	F	0.077	F	0.517	98000	F
Fast	To: From:	SR	168 Battlefie	ld Blvd												
East 64	City of Chesapeake	(Maint: 64) 0.58	56000	F	97%	0%	1%	1%	2%	0%	F	0.078			60000	F
	Combined Traffic Estimates for 2 Parallel I	` '	: 111000	G	97%	0%	1%	0%	2%	0%	F	0.073	F	0.508	119000	G
	Tα	•	I-464													
East	City of Chesapeake	(Maint: 64) 4.31		F	92%	1%	1%	10/	E0/	00/	_	0.085			42000	_
64 (17)	Combined Traffic Estimates for 2 Parallel I	` '	42000	_	92%	0%		1% 1%	5% 5%	0% 0%		0.085	F	0.506	43000 91000	г г
	Combined Trainc Estimates for 2 Faraller	<u> </u>				0%	1%	1 70	5%	0%	Г	0.064	Г	0.506	91000	Г
East	To: From:		eorge Wash	ington H	wy											
East 64	City of Chesapeake	(Maint: 64) 1.46	38000	F	92%	1%	1%	1%	5%	0%	F	0.095			39000	F
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 76000	F	93%	0%	1%	1%	5%	0%	F	0.086	F	0.53	76000	F
F4	To From:	US 13, U	S 460 Milita	ary Highv	vay											
East 64	City of Chesapeake	(Maint: 64) 2.31	42000	Α	92%	1%	1%	1%	5%	0%	С	0.088			45000	Α
(64)	Combined Traffic Estimates for 2 Parallel I	` '		A	93%	0%	1%	1%	5%	0%	C	0.086	Α	0.517	88000	Α
	Tα:		I-264, I-66					.,.		-,-						
East	From:	I-64-E289X T	) GREENBI	RIER PA	RKWAY											
(64) Ramp	City of Chesapeake	(Maint: 64) 0.26	6800	F	95%	1%	1%	1%	2%	0%	С	0.124			6800	F
$\overline{}$	Tα	131-86	5 FROM R	Γ 64 EAS	T											
East	From:	I-64-E289X T			RKWAY											
64 Ramp	City of Chesapeake			G								0.099			15000	G
	Τα:	131-86	55 FROM R	Γ 64 EAS	T		L									
East	From:	I-64-E BEG. COI			NBRIER P	A										_
64 Ramp	City of Chesapeake	,		G	DIZIVATZ							0.101			25000	G
	10:	I-64-E289A T	) GREENBI	KIEK PA	KKWAY											

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

			or Oricsapear												
Route	Jurisdiction	Length	AADT G	A 4Tire	Bus		Trucl			QC	K Factor	ΩK	Dir actor	AAWDT	QW
East	From:	I-64-E289A TO	GREENBRIER	PARKWAY		1,000	0171000	TTQ.			1 40101		40101		
(64) Ramp	City of Chesapeake (Main			G							0.092			19000	G
	To	131-8665-W001A FRO	M CDEENIDDI	ED DADIZW	A 3/ 31/										
East	From:				AI W										
(64) Ramp	City of Chesapeake (Main	t: 64) 0.23	29000	G							0.082			29000	G
Fact	To: From:	I-64-E289B TO	GREENBRIER	PARKWAY											
East (64) Ramp	City of Chesapeake (Main	t: 64) 0.13	13000	G							0.087			13000	G
	To: From:	131-8665-E001A FRO	M GREENBRIE	ER PARKWA	Y EA	$\neg$									
East (64) Ramp	City of Chesapeake (Main		NA								NA			NA	
$\overline{}$	Tos	SLIP RAMP	TO EXIT 290 C	COLL RD		$\neg$									
East (64) Ramp	City of Chesapeake (Main		NA								NA			NA	
64 Ramp	City of Chesapeake (Main	I-64-E END COLL		ENIDDIED D	A D	_					INA			INA	
	- ···	1-04-E END CULL		EINDKIEK P	АК										
East	City of Chesapeake (Main	t: 64) 0.27	I-64 East	F 94%	0%	1%	2%	20/	00/	С	0.007			4000	_
64 Ramp	City of Chesapeake (Main	11. 04) 0.27	<b>4000</b> I	F 94%	0%	1%	2%	3%	0%	C	0.097			4000	Г
						_									
East	City of Chesapeake (Main	I-64-E TO RT 168 t: 64) 0.23				00/	00/	10/	00/	0	0.100			11000	_
64 Ramp	City of Chesapeake (Main	,	FROM I-64 EA	G 98%	0%	0%	0%	1%	0%	С	0.102			11000	G
		SK 100		101											
East 64 I-64 E Exit 290	City of Channels (Main	+. 64) 0.60	I-64 East 19000	F							0.099			19000	F
64 I-64 E Exit 290	City of Chesapeake (Main	t: 64) 0.60	19000 1	Γ							0.099			19000	Г
East	To: From:	I-6	4 E Exit 290 A			┵									
64 I-64 E Exit 290	City of Chesapeake (Main	t: 64) 0.10	15000 I	F							0.100			15000	F
Foot	To: From:	Ramp From Bu	s SR 168 Battlef	field Blvd N											
East (64) I-64 E Exit 290	City of Chesapeake (Main	t: 64) 0.20	25000 (	G							0.096			25000	G
64) 1 0 + E EXIT 200	City of Officoapeans (Main	,		<u> </u>							0.000			20000	ď
East	From:	I-6	64 E Exit 290 B												
(64) I-64 E Exit 290	City of Chesapeake (Main	t: 64) 0.12	14000	G							0.097			14000	G
	Tα	Ramp From Bu	s SR 168 Battlet	field Blvd S		$\neg$									
East	City of Channels (Main										NIA			NIA	
64 I-64 E Exit 290	City of Chesapeake (Main	t: 64) 0.20	<b>NA</b> I-64 E			_					NA			NA	
East (64) Ramp	City of Chesapeake (Main	+- 64) 0.05	I-64 East	F							0.004			11000	_
64 Ramp	Oity of Offesapeake (Main		11000 I I-464 North								0.084			11000	r
				T 161											
East	City of Chesapeake (Main		21000 (	T 464 <b>G</b>							0.088			21000	G
Ramp	Tro		FROM I-64 EA			_					0.000			21000	G
		1-404-2		1.O.1											
East	City of Chesapeake (Main	+- 64) 0.00	I-64 East								0.074			6200	G
64 17 Ramp	City of Chesapeake (Main		6200 George Washingt	G on Huy							0.074			6200	G
	- 0.	US 1 / N, C	scorge wasningt	он пwy											

Route	Jurisdictio	•	th <b>AADT</b>		4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 Ramp	City of Chesapeake	(Maint: 64) 0.2	-E TO RT 17 1 <b>5000</b> 17-N014B FF	G	EAST							0.100			5000	G
F	From:	03 17 03			LASI											
East 64 Ramp	City of Chesapeake	,	I-64 Eas 1 <b>4600</b> 31-8599 FRO	G	AST							0.142			4600	G
West	From:		VCL Virginia		2101											
64 64	City of Chesapeake Combined Traffic Estimates for 2 Parallel	(Maint: 64) 0.8	9 64000	В	100% 98%	0% 0%	0% 0%	0% 0%	0% 1%	0% 0%	C F	0.092 0.093	Α	0.52	68000 139000	B F
-	Tec		Greenbrier Pa	rkway												
West	City of Chesapeake				97%	0%	1%	0%	1%	0%	F	0.083			51000	F
64	Combined Traffic Estimates for 2 Parallel	'			97%	0%	1%	0%	2%	0%	F	0.063	F	0.521	98000	F
West	To: From:	SI	168 Battlefi	eld Blvd												
64 (168)	City of Chesapeake	(Maint: 64) 0.5	<b>55000</b>	N	97%	0%	1%	0%	1%	0%	Ν	0.089			59000	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>11100</b> 0	) N	97%	0%	1%	0%	2%	0%	Ν	NA			119000	Ν
	To:	~~	US 17													
West 64	City of Chesapeake		168 Battlefic 9 <b>55000</b>		97%	0%	1%	0%	1%	0%	F	0.089			59000	G
64)	Combined Traffic Estimates for 2 Parallel	,			97%	0%	1%	0%	2%	0%	· F	0.081	F	0.55	119000	G
	Tool	Troddwdyd dir tillo riod	I-464		07.70	0 70		0,0	270	070	·	0.001	•	0.00	110000	<u> </u>
West	From:	(1.1.2.0)							==:							
64 (17)	City of Chesapeake	'			93%	0%	1%	1%	5%	0%	F	0.089			46000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ie: <b>87000</b>	F	93%	0%	1%	1%	5%	0%	F	NA			89000	F
West	To: From:	SR	190 Great Br	idge Blvd												
(64) (17)	City of Chesapeake	(Maint: 64) 3.8	6 <b>47000</b>	F	93%	0%	1%	1%	5%	0%	F	0.084			48000	F
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>89000</b>	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.506	91000	F
West	To: From:	US 17	George Wasl	nington H	wy											
West 64	City of Chesapeake	(Maint: 64) 1.8	3 <b>8000</b>	F	93%	0%	1%	1%	5%	0%	F	0.092			38000	F
04)	Combined Traffic Estimates for 2 Parallel	'			93%	0%	1%	1%	5%	0%	F	0.086	F	0.53	76000	F
-	Tai	IIS 1	3, US 460 Mi	ilitary Hw	N/											
West	From:					0%	10/	10/	<b>F</b> 0/	00/	С	0.088			43000	
64	City of Chesapeake Combined Traffic Estimates for 2 Parallel				93%	0% 0%	1%	1% 1%	5% 5%	0% 0%	C	0.088	۸	0.517		A
	Combined Trainic Estimates for 2 Parallel	noadways on this nou	I-264, I-6		93%	0%	1%	170	5%	0%	C	0.086	Α	0.517	88000	Α
West	From:	I-64-W289X TO			WAYWE	ST										
Ramp	City of Chesapeake			G	95%	<u>اد.</u> 1%	1%	1%	2%	0%	С	0.116			6500	G
	To:	, ,	665 FROM R													
West	From:	I-64-W289X TO	GREENBRI	ER PARK	WAY EA	ST								-		
(64) Ramp	City of Chesapeake	(Maint: 64) 0.2	5 <b>11000</b>	G								0.085			11000	G
$\overline{}$	To:	131-8	665 FROM R	T 64 WE	ST											

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

		,			т	1 .			1/	D:		
Route	Jurisdiction	Length <b>AADT</b>		2110	Tru kle 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW
West Ramp	City of Chesapeake (Maint: 64)	W END COLL ROAD TO GE 0.66 NA	REENBRIER PAR						NA		NA	
West (64) Ramp	City of Chesapeake (Maint: 64)	-W289B TO GREENBRIER F 0.10 <b>NA</b>	PARKWAY EAST	•					NA		NA	
West	To: From: 131-8	8665-E001B FROM GREENB	BRIER PARKWAY									
Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b>							NA		NA	
West	From: I-64-	W289A TO GREENBRIER P	PARKWAY WEST									
64 Ramp	City of Chesapeake (Maint: 64)	0.16 <b>NA</b>							NA		NA	
West	Prom:	65-W001B FROM GREENBE	RIER PARKWAY	W								
64 Ramp	City of Chesapeake (Maint: 64)	0.14 19000 W END COLL ROAD FROM	<b>G</b> 1 GREENBRIER P						0.098		19000	G
West	From:	I-64 W										
64 168 Ramp	City of Chesapeake (Maint: 64)	0.18 <b>2900</b> Bus SR 168 N	<b>G</b> 86%	1% 1%	% 2%	9%	1%	С	0.078		2900	G
W	From											
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64)	0.30 <b>9400</b>		0% 1%	% 0%	1%	0%	С	0.105		9400	F
	100	Bus SR 168 Battlefield	BIVO S									
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10 <b>15000</b>	G						0.079		15000	G
<u> </u>	To: From:	I-64 W Exit 290 I	В									
West 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10 <b>NA</b>							NA		NA	
West	To: From:	Ramp From Bus SR 168 Battl	lefield Blvd S									
64 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20 <b>NA</b>							NA		NA	
West	To: From:	I-64 W Exit 290 S	S									
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.12 <b>NA</b>							NA		NA	
West	To: From:	Ramp From Bus SR 168 Battl	lefield Blvd N									
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.35 <b>NA</b>							NA		NA	
West	To: From:	Ramp to I-64 E Exit	289									
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.51 <b>NA</b> I-64 W							NA		NA	
West	From:	SR 168 Oak Grove Cor	nnector	<u> </u>								
Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	0.26 <b>3200</b> I-464; US 17		0% 1%	% 1%	3%	0%	F	0.131		3400	G
		•										
West (64) Ramp	City of Chesapeake (Maint: 64)	0.49 <b>8900</b>	F						0.102		8900	F
$\vee$	Tα	SR 168	-									

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

		City of Chesape				Trucl	k		_ K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle 1			C Fac	Qk	Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (Maint: 64)	US 17-N017A FROM RT 0.05 NA 1SR 168-P FROM RT 64 WES							N/	4		NA	
Nest 64 Ramp	City of Chesapeake (Maint: 64)	I-64-W BEGIN COLL ROA 0.40 <b>NA</b> I-64-W US 17-N017	D TO RT 464						N/	4		NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64 West	F						0.08	37		2600	F
Nest 64 Ramp	City of Chesapeake (Maint: 64)	I-64 West 0.24 5500 US 17	<b>G</b> 95%	0%	1%	1%	3% 0	% I	= 0.09	92		5700	G
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64-W TO RT 1300- MILITA 0.23 4700 US 13 FROM I-64 V	G						0.0	38		4700	G
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Washi 2.70 <b>14000</b>	ington Hwy <b>G</b> 98%	1%	1%	0%	0% 0	% (	0.09	91	0.53	15000	G
165 Cedar Rd	City of Chesapeake	US 17 Dominion E 0.28 <b>23000</b>	<b>G</b> 98%	1%	1%	0%	0% 0	% I	0.08	32	0.55	25000	G
165 Cedar Rd	City of Chesapeake	Bells Mill Rd We 2.01 <b>31000</b>	<b>G</b> 98%	1%	1%	0%	0% 0	% I	= 0.09	95	0.603	33000	G
165 Cedar Rd	City of Chesapeake	131-8798 Bells Mill F 1.73 <b>27000</b>	<b>G</b> 98%	1%	1%	0%	0% 0	% I	= 0.0	8	0.546	28000	G
Bus 165 168 Battlefield Blvd	City of Chesapeake	Bus SR 168 Battlefiel 0.26 <b>31000</b>	<b>G</b> 99%	0%	1%	0%	0% 0	% (	0.08	33	0.505	33000	G
165 Mt Pleasant Rd	City of Chesapeake	BUS SR 168 Battlefie 0.75 <b>20000</b>	<b>G</b> 97%	1%	1%	1%	1% 0	% I	= 0.12	20	0.551	21000	G
165 Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge 2.57 <b>20000</b>	<b>G</b> 97%	1%	1%	1%	1% 0	% (	0.	1	0.511	21000	G
165)Mt Pleasant Rd	City of Chesapeake	131-866 Centerville 4.53 11000  131-8667 Fentress Air	<b>G</b> 97%	1%	1%	1%	0% 0	% (	O.1	16	0.547	11000	G
165 Mt Pleasant Rd	City of Chesapeake	0.91 <b>11000</b> WCL Virginia Be	<b>G</b> 97%	1%	1%	1%	0% 0	% I	= 0.1 ⁻	17	0.634	12000	G
166 Bainbridge Blvd	City of Chesapeake	US 17 Dominion E 2.05 <b>3900</b>	G 89%	1%	2%	4%	4% 0	% I	= 0.12	23	0.785	4500	G
166)Bainbridge Blvd	City of Chesapeake	SR 190 Great Bridge 0.69 <b>9000</b>	e Blvd <b>G</b> 89%	1%	2%	4%	4% 0	% (	0.10	00	0.541	10000	G

			oi Criesal					Tru	ماد			V		1:0		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	()K	oir AA	WDT	QW
	From	r III	3 13 Military	Hww			ZAXIE	3+Axie	TITALI	ZIIdii		Factor	Га	JUI		
166 (460) Bainbridge Blvd	City of Chesa		12000	G	96%	1%	1%	0%	2%	0%	F	0.097	0.5	596 12	2000	G
166 (460) Samsings Site	5.ky 6. 6.1664					. , 0		0,0	_,,	0,0	•	0.007	0.0		-000	<b>O</b> .
166)(460)Bainbridge Blvd	City of Chesa	peake 1.25	Freeman Av	re G	96%	1%	1%	0%	2%	0%	F	0.090	0.5	:00 10	2000	G
166 460 Bainbridge Blvd	City of Chesa	peake 1.25	11000	G	90%	170	1 70	0%	270	0%	Г	0.090	0.0	12	2000	G
	To From	I.B	Chesapeake l													
166 (460) Bainbridge Blvd	City of Chesa		8800	G	96%	1%	1%	0%	2%	0%	С	0.088	0.5	0/5 9	400	G
<u> </u>	From		337 Poindex Bainbridge Bl													
166)(460) Poindexter St	City of Chesa		7100	G	98%	0%	1%	0%	0%	0%	С	0.098	0.5	558 7	500	G
100/400/	7-							-,-		-,-						-
22nd St	City of Chesa	peake 0.39	Liberty St 5600	G	98%	0%	1%	0%	0%	0%	F	0.121	0.5		000	G
166 460 22nd St	To To The Sa	peake 0.39	SCL Norfol		30 /6	0 /6	1 /0	0 /6	0 /0	0 /6	'	0.121	0.0	0	000	G
	From															
168)Battlefield Blvd	City of Chesa		Carolina Sta 24000	ate Line	97%	0%	0%	1%	1%	0%	С	0.159	0.5	30 23	3000	Α
168 Battlefield Bivd	Oity of Offesa	peake 1.79	24000		31 /6	0 76	<u> </u>	1 /0	1 /0	0 /6	O	0.155	0.0	JOS 20	0000	^
	To From	Bus SR 168 E														
168 Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 2.92	9600	G	97%	0%	0%	1%	1%	0%	F	0.086	0.7	′44 8	900	G
		Bus SR 168 Battle	field Blvd; N	lear Indi	an Creek R	Rd										
168)Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 2.94	9600	G	97%	0%	0%	1%	1%	0%	F	0.086	0.7	'44 8	900	G
$\overline{}$	To	×	Hillcrest Pkv	VV			_									
168)Chesapeake Expressway	City of Chesapeake		34000	G	97%	0%	0%	1%	1%	0%	F	0.086	0.7	'44 32	2000	G
	To	r	End Toll Roa	ad												
168 Great Bridge Bypass	City of Chesa	l.	34000	G	97%	0%	0%	1%	1%	0%	F	0.09	0.6	673 32	2000	G
100) 51.541 21.036 2) 5455	5.ky 6. 6.1664					0,0		. , ,	. , 0	0,0	•	0.00	0.0		-000	<u> </u>
Crost Bridge Bynness	City of Chesa		30000 30000	ield Blvd <b>G</b>	97%	0%	0%	1%	10/	0%	F	0.085	0.5	:00 00	3000	G
168 Great Bridge Bypass	City of Chesa	peake 0.20	30000	G	97%	0%	U%	170	1%	0%	Г	0.085	0.5	000 20	5000	G
	To From	r.	Hanbury Ro				<u> </u>				_					
168 Great Bridge Bypass	City of Chesa	peake 1.50	46000	G	97%	0%	0%	1%	1%	0%	F	0.088	0.6	644 43	3000	G
<u> </u>			65 Mt Pleas	ant Rd												
168 Great Bridge Bypass	City of Chesa	peake 2.49	73000	G	97%	0%	0%	1%	1%	0%	F	0.096	0.7	707 68	3000	G
$\smile$	To	Bus SF	R 168 Battlef	ield Blvo	1											
168 Oak Grove Connector	City of Chesa		72000	G	97%	0%	0%	1%	1%	0%	F	0.091	0.6	558 67	7000	G
	To		I-64													
168) (64)	City of Chesapeake	e (Maint: 64) 0.50	1-04		S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segment			
	Combined Traffic Estimates for 2 Parallel	,	. 111000	N	97%	0%	1%	0%	2%	0%	N	NA	, 50gom		9000	N
	To	z	I-64; US 17		0.70	0 /0		J /0	_ /0	0 /0	. •	. 47 1			2000	. •
	From	r	SR 168 CD I													
168 (64) I-64 W Exit 290	City of Chesapeake	(Maint: 64) 0.10			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segment			
$\bigcirc$		Ran	np to Bus SR	168 S			<u> </u>									
168) (64) I-64 W Exit 290	City of Chesapeake	I. <del>F</del>			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segment	:.		
	To		np From SR	168 S									-			

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

		Oity of Offesapearce											
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K QI	√ Dir	AAWDT	QW
	From:	Ramp From SR 168 S			ZAXIE	3+Axle	TTrail	2 i raii		Factor	Factor		
168 (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20		See I-64	for dire	ctional tra	affic volu	ıme es	timate	es for this se	ament		
168 64 101 11 2/11 200	To:	Ramp to SR 168, Bus SR 1		00101	101 0110	otional tr	21110 1010	31110 00	, iiiiiat	30 101 11110 00	gillolli.		
	From:	Ramp to Bus SR 168	00										
168 64 Ramp	City of Chesapeake (Maint: 64)	0.18	S	See I-64	for dire	ctional tra	affic volu	ıme es	stimate	es for this se	gment.		
	To	D CD 160											
Bus	From:	Bus SR 168											
168 Battlefield Blvd	City of Chesapeake	0.35 <b>67000 N</b>	99%	0%	1%	0%	0%	0%	Ν	0.08	0.509	72000	Ν
	To:	End Bus SR 168											
	Prom:	I-64; US 17	000/	00/	101	40/	00/	00/	_	0.400	0.570	00000	_
168 Battlefield Blvd	City of Chesapeake	0.54 <b>36000 G</b>	96%	0%	1%	1%	2%	0%	F	0.108	0.578	38000	G
<u> </u>	To: From:	US 13 Military Hwy											
168 Battlefield Blvd	City of Chesapeake	0.47 <b>22000 G</b>	96%	0%	1%	1%	2%	0%	F	0.080	0.505	24000	G
	Tα	Campostella Rd											
(168) Atlantic Ave	City of Chesapeake	0.42 <b>15000 G</b>	96%	0%	1%	1%	2%	0%	F	0.095	0.583	16000	G
168)/ (lianue / We	only of offesupeake	0.42 13000 G	3070	0 70	1 /0	1 70	270	0 70		0.000	0.000	10000	ď
	To: From:	Providence Rd											
168 Atlantic Ave	City of Chesapeake	1.16 <b>17000 A</b>	96%	0%	1%	1%	2%	0%	С	0.116	0.535	18000	Α
<u> </u>	To:	Old Atlantic Avenue			$\neg$ $\vdash$								
168 Atlantic Ave	City of Chesapeake	0.39 <b>9000 G</b>	96%	0%	1%	1%	2%	0%	F	0.102	0.630	9600	G
	Too	CD 246 Liberty D4											
168)Campostella Rd	City of Chesapeake	SR 246 Liberty Rd 0.35 <b>15000 G</b>	96%	0%	1%	1%	2%	0%	F	0.093	0.594	16000	G
168 Campostella Ru	City of Offesapeake	SCL Norfolk	30 /6	0 /6	1 /0	1 /0	2/0	U /o	'	0.093	0.554	10000	G
					_								
North	Oit and Observation (Majorta OA)	SR 168; 1SR 168-P SR 168-N	015B							NIA		NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.21 <b>NA</b>	nom.							NA		NA	
	10.	US 17-N017C TO RT 64 WI											
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		$\neg$ $\vdash$								
North	City of Chesapeake (Maint: 64)	0.05 <b>6700 F</b>								0.142		7300	F
(168)Ramp	City of Chesapeake (Maint. 64)	0.05 <b>8700 F</b>								0.142		7300	Г
North	To: 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		5900	G
(100)	To:	I-64-W291A US 17-N017	7							****			-
NI	From												
North 168)Ramp	City of Chesapeake (Maint: 64)	SR 168-N015B TO RT 17 SOUT 0.38 <b>NA</b>	п & 190							NA		NA	
100/10111/	To:	SR 168-S015A TO RT 17 SOUT	TH & 100		$\neg$					INC		14/4	
			11 ox 190		_								
South	From:	1SR 168-P TO RT 190								0.004		40000	_
168 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>15000 G</b>								0.084		16000	G
Courth	To:	SR 168-N015C TO RT 17 SOUT	H & 190										
South (168) Ramp	City of Chesapeake (Maint: 64)	0.29 <b>NA</b>								NA		NA	
108) 1 1011119	Tro	US 17 SR 190 FROM & TO RT 4	164 64 &r		$\neg$					INA		INA	
		05 17 3K 170 FKUM & 10 K1 2	+04,04 &										

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

							Tru	ıck			Κ	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	-		QC	Factor QI	Factor	AAWDT	Q۱
Bus	From:	SR 168 Chesapeake Expre												
168 Battlefield Blvd	City of Chesapeake	2.70 <b>1500</b>	0 G	97%	0%	0%	1%	1%	0%	F	0.09	0.666	16000	G
Bus	To: From:	Indian Cre	ek Rd											
Battlefield Blvd	City of Chesapeake	1.55 <b>1900</b>	0 G	97%	0%	0%	1%	1%	0%	F	0.09	0.631	20000	C
Bus	To: From:	Centerville	Tpke											
68)Battlefield Blvd	City of Chesapeake	3.78 <b>1900</b>	0 G	97%	0%	0%	1%	1%	0%	F	0.084	0.646	20000	(
	To: From:	SR 168 Great Br	idge Bypas	SS		$\neg$ $\vdash$								
Bus 68)Battlefield Blvd	City of Chesapeake	0.28 <b>690</b>	o G	99%	0%	1%	0%	0%	0%	F	0.086	0.557	7400	(
	To:	131-8802 Ha												
tus 68)Battlefield Blvd	City of Chesapeake	1.70 <b>130</b> 0	-	99%	0%	1%	0%	0%	0%	F	0.087	0.531	14000	
68 Battlemold Bivd	To To				0 70		0 / 0	0 70	0 /0	•	0.007	0.001	14000	
Sus	From:	SR 165 S, Mount Pleasa	-		00/	40/	00/	00/	00/	_	0.000	0.505	00000	
68 165 Battlefield Blvd	City of Chesapeake	0.26 3100		99%	0%	1%	0%	0%	0%	С	0.083	0.505	33000	
dus	From:	SR 165 North;												_
Battlefield Blvd	City of Chesapeake	1.24 <b>3600</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.085	0.560	39000	
us	To: From:	SR 190 Great I	Bridge Blvd	I										_
68 Battlefield Blvd	City of Chesapeake	0.17 <b>370</b> 0	0 G	99%	0%	1%	0%	0%	0%	F	0.085	0.611	40000	
dus	To: From:	SR 168 Great Br	idge Bypa:	SS										
68)Battlefield Blvd	City of Chesapeake	1.39 <b>3900</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.082	0.657	42000	
	To: From:	Hollywood Rd; C	ak Grove l	Rd										
ius 68)Battlefield Blvd	City of Chesapeake	0.68 <b>5000</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.090	0.622	53000	
	To	Volvo P	kwv											
lus 68)Battlefield Blvd	City of Chesapeake	0.58 <b>670</b> 0		99%	0%	1%	0%	0%	0%	F	0.08	0.509	72000	
68) Battlefield Bivd	To To			3378	0 70	170	0 70	0 70	0 70	•	0.00	0.505	72000	
us	From:	I-64		000/	00/	40/	00/	00/	00/		0.00	0.500	70000	
68 168 Battlefield Blvd	City of Chesapeake	0.35 <b>6700</b> SR 168 Battle		99%	0%	1%	0%	0%	0%	N	80.0	0.509	72000	
us	From:	Bus SR 10												_
68)Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64			99%	0%	0%	0%	0%	0%	С	0.081		11000	
<u> </u>	To:	I-64- V	VB											
us David Francisco OD 400 ND 44 L 04 FD	From:	Bus SR 10		070/	001	401	001	401	001		0.00		0500	
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64	O.18 <b>950</b>		97%	0%	1%	0%	1%	0%	С	80.0		9500	
us	From:	SR 168 Battlef												_
Ramp	City of Chesapeake (Maint: 64			94%	0%	2%	1%	3%	0%	С	0.076		3600	
<u> </u>	To	I-64 V	V											

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q)
Bus	From:	Bus SR 168 I	Battlefield Blvd	S										
68 Ramp	City of Chesapeake (Maint: 64)	0.35 <b>3</b>	300 G	86%	1%	1%	2%	9%	1%	С	0.094		3300	(
<u> </u>	To:	I-	-64 E											
	From:	SR 166 Ba	ainbridge Blvd											
190)Great Bridge Blvd	City of Chesapeake	0.83 <b>3</b>	800 G	93%	0%	1%	3%	2%	0%	С	0.096	0.511	4100	(
<u> </u>	Tot	131-8763 C	Campostella Rd			$\neg$ $\vdash$								
190)Great Bridge Blvd	City of Chesapeake		100 G	93%	0%	1%	3%	2%	0%	F	0.096	0.605	8600	(
	To		I-64			—								
190)Great Bridge Blvd	City of Chesapeake		2000 G	98%	0%	1%	1%	0%	0%	F	0.085	0.655	13000	(
190)	7-A						.,.		- , -	-		51555		
190)Great Bridge Blvd	City of Chesapeake		ominion Blvd 2000 G	98%	0%	1%	1%	0%	0%	С	0.101	0.615	13000	(
190 Great Bridge Bivd	Oily of Offesapeake	2.04 12	2000 G	90 /6	0 /6	1 /0	1 /0	0 /6	0 /6	C	0.101	0.013	13000	,
	To From:		Battlefield Blv											
190 Kempsville Rd	City of Chesapeake	0.48 <b>2</b> 8	8000 G	97%	0%	0%	2%	1%	0%	F	0.093	0.588	30000	(
<u> </u>	To: From:	Clear	field Ave											
190)Kempsville Rd	City of Chesapeake	0.81 29	9000 G	97%	0%	0%	2%	1%	0%	С	0.093	0.539	31000	
<u> </u>	To	Greent	orier Pkwy											
(190) Kempsville Rd	City of Chesapeake		0000 G	99%	0%	0%	1%	0%	0%	F	0.103	0.526	22000	
	To	Vols	o Pkwy											
190)Kempsville Rd	City of Chesapeake		3000 G	99%	0%	0%	1%	0%	0%	F	0.103	0.526	24000	(
1907110111101111011110	Tα		rginia Beach	0070	0 70		1 70	0 70	0 70	•	0.100	0.020	21000	
	From	SR 101 S	Military Hwy											
191) (13) (460)	City of Chesapeake		800 G	91%	1%	2%	2%	4%	0%	F	0.137	0.723	7300	(
13) (400)	Tα		NE BLVD	0.70	. , 0		_,,	.,0	0,0	•	007	0.7.20		
_	From:	US 58 A	Airline Blvd											
191 Jolliff Rd	City of Chesapeake	2.22 <b>2</b>	900 G	98%	0%	1%	1%	0%	0%	С	0.132	0.649	3100	(
<u> </u>	To Econo	Dock I	anding Rd											
191 Jolliff Rd	City of Chesapeake	0.91 <b>3</b>	600 G	99%	0%	0%	0%	0%	0%	С	0.121	0.502	3900	(
	To:	SR 337 Po	rtsmouth Blvd											
	From:	US 13 M	filitary Hwy											
196)Canal Dr	City of Chesapeake	0.96 1	5000 G	98%	0%	0%	1%	1%	0%	С	0.106	0.582	16000	
	To:	US 17 George	Washington H	wy										
	From:	US 460 F	Poindexter St											
246 Liberty St	City of Chesapeake		900 G	97%	0%	1%	0%	1%	0%	С	0.092	0.604	7400	
<u> </u>	To:	Lathe	am Street											
246)Liberty St	City of Chesapeake		300 G	97%	0%	1%	0%	1%	0%	F	0.091	0.568	4600	(
246) 2.0011) 01	Try		ampostella Rd	07.70	0 70		0 70	1 /0	0 70	•	0.001	0.000	1000	
inat	From					<u> </u>								
East 264)	City of Chesapeake (Maint: 64)		1; I-664 <b>5000 F</b>	96%	0%	1%	1%	2%	0%	F	0.129		27000	
204)	Combined Traffic Estimates for 2 Parallel Roadways on t		1000 F	96%	0%	1%	1%	2%	0%	F	0.123	F 0.682	55000	
	Tollion I allic Estillates for 2 Farallet hoadways off		Portsmouth	JU 70	U 70	1 70	1 70	<b>∠</b> /0	0 %	Г	0.092	1 0.002	55000	

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Vest	From:		WB I-664 EI													
Ramp	City of Chesapeake (Mair		5800	F								0.102			5900	F
<u> </u>	To:		WB; I-664 W	VB												
Vest	City of Chesapeake (Mair		<u>I-64; I-664</u> <b>26000</b>	F	96%	0%	1%	1%	2%	0%	F	0.122			28000	F
264											'		F	0.500		F
	Combined Traffic Estimates for 2 Parallel Road			F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.598	55000	F
	100		CL Portsmouth													
Vest	From:		V TO I-664 W													
Ramp	City of Chesapeake (Mair	,	18000	F								0.129			21000	F
<u> </u>	To:	I-664-W	FROM I-264	WEST												
	Fron:	I	ECL Suffolk													
Portsmouth Blvd	City of Chesapeake	e 0.72	13000	G	96%	0%	1%	1%	2%	0%	С	0.095		0.537	13000	(
	Τα	SR	191 Joliff Rd	1												
Portsmouth Blvd	City of Chesapeake		20000	G	96%	0%	1%	1%	2%	0%	F	0.093		0.563	21000	(
537)																
	From:	0.00	I-664		000/	00/		00/	00/	00/		0.00		0.540	00000	_
Portsmouth Blvd	City of Chesapeake	0.60	30000	G	98%	0%	0%	0%	0%	0%	F	0.09		0.512	32000	(
<u> </u>	To: From:	Сар	ori Circle Wes	st												
Portsmouth Blvd	City of Chesapeake	e 0.67	24000	G	98%	0%	0%	0%	0%	0%	С	0.092		0.503	25000	(
	To		Taylor Rd													
Portsmouth Blvd	From: City of Chesapeake	0.24	26000	G	98%	0%	0%	0%	0%	0%	F	0.091		0.509	28000	(
337) i orisinodin biva	Oity of Officeapounc				0070	0 70	<u> </u>	0 70	0 70	0 70	•	0.001		0.000	20000	`
	To: From:		ck Landing Ro													_
Portsmouth Blvd	City of Chesapeake		27000	G	98%	0%	0%	0%	0%	0%	F	0.089		0.500	29000	(
<u> </u>	To:		CL Portsmouth													
lordon Dridge	City of Chesapeake (Maint		L Portsmouth		000/	00/	10/	20/	20/	00/	N	0.16		0.500	6700	1
Jordan Bridge	City of Chesapeake (Maint	t: TOL) 0.39	6300	N	93%	0%	1%	3%	2%	0%	IN	0.16		0.533	6700	ľ
	To: From:		uthority Bound	dary												
Poindexter St	City of Chesapeake	0.11	6300	G	93%	0%	1%	3%	2%	0%	С	0.16		0.533	6700	(
<u> </u>	To:		I-464													
Poindexter St	City of Chesapeake	9 0.56	12000	G	96%	1%	0%	1%	1%	0%	F	0.089		0.634	12000	(
01)	To:		) Bainbridge I													
	From:		60; Poindexter													
Bainbridge Blvd	City of Chesapeake	0.74	2000	G	96%	1%	0%	1%	1%	0%	F	0.093		0.588	2200	(
	To:	S	CL Norfolk													
ast	From:	SR	337 TO I-664	4												_
Ramp	City of Chesapeake (Mair		3500	F								0.118			3500	
	To		E FROM RT	337												
ast	From:	SR 337 I-664-V			ID ED		i									_
Ramp	City of Chesapeake (Mair		2400	<b>F</b>	אועו							0.081			2400	-
337 / 141111	To:		W FROM RT									0.001			2700	'
						_										_
ast	From:	SR 337 TRUXTON			TE 464 SC	)						0.47			000	_
Ramp	City of Chesapeake (Mair		800	G								0.17			800	(
<u> </u>	Tor	I-464-S004X FROM	RT 337 EAS	ïГ00- Р	OINDEX	Τ'										

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

		City of Chesape	anc					1 .			17		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	SR 337 TO RT 46													
337)Ramp	City of Chesapeake (Maint: 64)		G								0.142			610	G
$\overline{}$	To:	I-464-N FROM RT	337												
West	From:	SR 337 I-664-E011B TO AN	ID FRO	M I-6											
(337) Ramp	City of Chesapeake (Maint: 64)	0.24 <b>6800</b>	F								0.086			6800	F
$\smile$	To:	I-664-E FROM RT	337												
West	From:	SR 337 TO I-664	4												
337)Ramp	City of Chesapeake (Maint: 64)	0.24 <b>5600</b>	F								0.078			5600	F
$\smile$	To:	I-664-W FROM RT	337												
West	From:	SR 337 TO RT 464 S0	OUTH												
Ramp	City of Chesapeake (Maint: 64)	0.18 <b>1800</b>	G								0.112			1800	G
	То:	464-S004X FROM ROUTE 337	WEST	00- POIN	ID										
West	From:	SR 337 TO ROUTE 464	NORT	Ή											
337)Ramp	City of Chesapeake (Maint: 64)		G								0.082			3100	G
		64-N FROM ROUTE 337 WES	T00- P0	OINDEX	TE										
	From:	ECL Norfolk													
407) Indian River Rd	City of Chesapeake	0.71 <b>20000</b>	G	98%	0%	1%	1%	0%	0%	F	0.096		0.569	21000	G
407)	- T			0070	070		1 70	0 70	070	•	0.000		0.000	21000	Ğ
	From:	Oaklette Ave		000/	00/	10/	40/	20/	201	_	0.000		2 2 4 4	00000	_
Indian River Rd	City of Chesapeake	0.90 <b>26000</b>	G	98%	0%	1%	1%	0%	0%	С	0.092		0.611	28000	G
	10.	WCL Virginia Bea	ach												
~~~	From:	ECL Suffolk													
460 $\left(58\right)$ $\left(13\right)$ Military Highway	City of Chesapeake (Maint: 64)	2.94 71000	Α	92%	0%	1%	1%	6%	0%	С	0.096		0.570	74000	Α
* * *	To: From:	I-664				\neg									
460 (58) (13)	City of Chesapeake (Maint: 64)	0.11 11000	F	92%	0%	1%	1%	6%	0%	F	0.13		0.506	11000	F
	то	US 58; SR 191													
460 (13) (191)	City of Chesapeake	0.18 6800	G	91%	1%	2%	2%	4%	0%	F	0.137		0.723	7300	G
460 (13) (191)	Only of Officoapeane			0170	1 70	270	270	770	0 70	•	0.107		0.720	7000	G
~~~	From:	SR 191, S Military I	_					421			- · - ·				_
460 (13) Military Highway	City of Chesapeake	0.45 <b>5400</b>	G	91%	1%	2%	2%	4%	0%	F	0.151		0.726	5700	G
Combi	ned Traffic Estimates for 2 Parallel Roadways	on this Route: 5400	G								0.123	F	0.583	NA	
	To: From:	S Military Hwy	,												
460 (13) Military Highway	City of Chesapeake	2.44 <b>8200</b>	G	91%	1%	2%	2%	4%	0%	С	0.150		0.523	8700	G
	To	I-64													
460 13 Military Highway	City of Chesapeake	1.37 <b>17000</b>	G	97%	0%	1%	1%	1%	0%	F	0.105		0.527	18000	G
400) (13)	ony or onecapound				0 / 0	- , , ,	. , ,	. 70	0,0	•	3.100		3.02,	10000	<u> </u>
AND	To	US 17 George Washingt			001		461	401	00′	_	0.405		0.50	00000	
460 (13) Military Highway	City of Chesapeake	1.01 <b>19000</b>	G	97%	0%	1%	1%	1%	0%	F	0.105		0.53	20000	G
~ ~	To: From:	SR 196 Canal D	r												
460 13 Military Highway	City of Chesapeake	2.20 <b>31000</b>	Α	97%	0%	1%	1%	1%	0%	С	0.123		0.529	34000	Α
$\longrightarrow$	То	Military Hwy													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	US 13 Military Hy	_												_
460 166 Bainbridge Blvd	City of Chesapeake	0.74 12000	G	96%	1%	1%	0%	2%	0%	F	0.097		0.596	12000	G
~ ~	To	Freeman Ave													

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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		F	reeman Ave	e												
460 166 Bainbridge Blvd	City of Chesap	oeake	1.25	11000	G	96%	1%	1%	0%	2%	0%	F	0.090		0.509	12000	G
~ ~	T _{cc} From:		Ch	esapeake A	ve												
460 166 Bainbridge Blvd	City of Chesap	peake	0.81	8800	G	96%	1%	1%	0%	2%	0%	С	0.088		0.575	9400	G
\smile	To:			37 Poindext													
460 166 Poindexter St	City of Chesap	L neake	0.56	inbridge Blv 7100	G G	98%	0%	1%	0%	0%	0%	С	0.098		0.558	7500	G
460 166 Poindexter St	Tree	r	0.00			0070	0 70		070	070	070	Ü	0.000		0.000	7000	ŭ
460 (166) 22nd St	From: City of Chesap	neake	0.39	Liberty St 5600	G	98%	0%	1%	0%	0%	0%	F	0.121		0.584	6000	G
460 166 22nd St	To:	ocanc		CL Norfolk		30 /0	0 70	170	0 70	0 /0	0 70		0.121		0.504	0000	G
ALT	From:			Joliff Rd													
460 58 Airline Blvd	City of Chesap	Deake	1.72	7000	G	97%	2%	1%	0%	1%	0%	С	0.088		0.52	7500	G
100 (00)	To:		W	CL Portsmou	uth												
North	From:			I-64													
464)	City of Chesapeake	(Maint: 64)	0.79	28000	F	95%	0%	1%	1%	2%	0%	F	0.122			32000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	56000	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.746	64000	G
NI. II.	To:		US	3 Military I	Hwy			<u> </u>									
North 464	City of Chesapeake	(Maint: 64)	1.06	26000	F	95%	0%	1%	1%	2%	0%	F	0.125			29000	F
404	Combined Traffic Estimates for 2 Parallel	. ,			F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	59000	F
	Tallo	r todawayo on the				0070	0 70		1 70	_,0	070	•	0.000	•	0.770	00000	·
North	From:	1		reeman Ave	2												
464	City of Chesapeake	,	1.89	24000	Α	95%	0%	1%	1%	2%	0%	С	0.153			28000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	48000	Α	95%	0%	1%	1%	2%	0%	С	0.110	Α	0.7	55000	Α
North	To: From:		SR 3	37 Poindext	er St												
464)	City of Chesapeake	(Maint: 64)	0.76	26000	G	95%	0%	1%	1%	2%	0%	F	0.118			30000	G
	Combined Traffic Estimates for 2 Parallel		is Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	0.8	53000	G
	To:		S	CL Norfolk													
North	From:		I-46	4-N TO RT	13												
A64 Ramp	City of Chesapeake		0.18	7100	F								0.09			7100	F
\smile	Τα	US	S 13 US 13-	36B TO AN	ND FRO	M RT											
North	From:		I-464-N TO			UE											
A64 Ramp	City of Chesapeake		0.10	4300	F	- TO P							0.082			4300	F
	10.	131-	-8598; 131-8			DTOR											
North Ramp	City of Chesapeake	(Maint: 64)	0.23	4-N TO RT 2100	337 G								0.111			2100	G
464 Ramp	Oity of Offesapeake	(Maille 04)		7 FROM R				_					0.111			2100	G
North	From:	<u>. </u>		4-N TO RT													
North 464 Ramp	City of Chesapeake	(Maint: 64)	0.10	720	33/ G								0.184			720	G
404)	To:	(337 TO RT				1					5			. =0	~

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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:			I-64							221	_					
464	City of Chesapeake	,	1.32	28000	G	95%	0%	1%	1%	2%	0%	-	0.111	_	0.740	32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	56000	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.746	64000	G
South	To: From:		US	13 Military	Hwy												
464)	City of Chesapeake	(Maint: 64)	0.84	26000	F	95%	0%	1%	1%	2%	0%	F	0.115			30000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	51000	F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	59000	F
South	Ta: From:		Fr	eeman Ave	nue												
South 464	City of Chesapeake	(Maint: 64)	2.01	23000	Α	95%	0%	1%	1%	2%	0%	С	0.157			27000	Α
404)	Combined Traffic Estimates for 2 Parallel	. ,			Α	95%	0%	1%	1%	2%	0%	С	0.110	Α	0.7	55000	Α
	To	<u> </u>		Collector Ro	ad.												
South	City of Changes ke	(Maint: C4)			F	95%	00/	10/	10/	00/	00/	_	0.136			23000	_
464	City of Chesapeake Combined Traffic Estimates for 2 Parallel		0.43	20000	G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.136	F	0.8	53000	G
	Combined Trainc Estimates for 2 Faraner	noadways on ti		SCL Norfol		95%	076	170	170	270	0%	Г	0.061	Г	0.6	55000	G
South	From:	1		04 TO I-64													
Ramp	City of Chesapeake	(Maint: 64)	0.22	8200	G								0.095			8200	G
	To:		I-64-W291X	FROM RT	Γ 464 SO	UTH											
South	From:		I-464	-S TO I-64	EAST												-
(464) Ramp	City of Chesapeake	(Maint: 64)	0.36	4300	G								0.177			4300	G
$\overline{}$	To:		I-64-E FF	ROM RT 46	64 SOUT	Ή											
South	From:	(1.4 - 1 - 1 - 0.4)		64-S TO R									0.440			F 400	F
Ramp	City of Chesapeake	(Maint: 64)	0.14	5400 AND FRO	F	64							0.113			5400	F
Countle	From:																
South (464) Ramp	City of Chesapeake	(Maint: 64)	0.13	TO FREEN 3000	G G	2							0.117			3000	G
464)	To:		1-8598; 131-			FROM I							01117			0000	<u> </u>
South	From:	I-464-5	S004X TO R	Т 337 EAS	T00- PO	INDEXTE	R										
(464)Ramp	City of Chesapeake	(Maint: 64)	0.11	NA									NA			NA	
$\overline{}$	To:		SR 337 FRC	M ROUTE	E 464 SO	UTH											
South	From:		BEG COLL			7 POINDE	EX										
Ramp	City of Chesapeake	(Maint: 64)	0.16	4900	F								0.088			4900	F
South	To: From:	SR 337-V	W023A FRO	M ROUTE	337 WE	ST00- PO	IND										
(464) Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
$\overline{}$	Toe		5004A TO R		T00- PO	INDEXTE	R.										
South	From:	-			100-10	LIDEATE							NIA			NIA	
Ramp	City of Chesapeake		0.09	NA									NA			NA	
South	To: From:	SR 337-	E023A FRO	M RT 337	EAST00	POINDE	XT										
(464)Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
$\overline{}$	To:	I-464-S	END COLL	ECTOR R	D00- RT	337 POIN	ND										

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		WCL Suffoll													
664) Hampton Roads Beltway		,	38000	G	94%	0%	1%	1%	4%	0%	F	0.095			41000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
		East I-664 is	signed as	s Sout	h I-664											
	To:	64-6	59 Pughsvill	le Rd												
East	From:				0.40/	00/	10/	10/	40/	00/	_	0.107			44000	_
664 Hampton Roads Beltway		,	42000	F	94%	0%	1%	1%	4%	0%	_	0.107	_	0.540	41000	
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	0.085	F	0.542	87000	F
		East I-664 is	signed as	s Sout	h I-664											
East		SR 33	7 Portsmout	h Blvd												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.10	47000	F	94%	0%	1%	1%	4%	0%	F	0.103			47000	F
664) Hampton Hoads Bellway	Combined Traffic Estimates for 2 Parallel	,		F	94%	0%	1%	1%	4%	0%	E	0.086	F	0.511	96000	F
	Combined Traine Estimates for 21 drailer	•		-		0 /6	1 /0	1 /0	4 /0	0 /6	'	0.000	'	0.511	30000	•
		East I-664 is	signed as	s Soul	11 1-004											
East	To:	64-663	Dock Landin	ng Road												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.18	41000	G	94%	0%	1%	1%	4%	0%	F	0.088			45000	G
,	Combined Traffic Estimates for 2 Parallel	,	87000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	94000	G
		East I-664 is					.,.	.,.	.,.		-		-	0.000		-
	_		_													
East	From:	US 13, US 58	, US 460 M1	liatry Hi	ghway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.13	57000	F	94%	0%	1%	1%	4%	0%	F	0.09			61000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	113000	F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	122000	F
		East I-664 is	signed as	s Sout	h I-664											
	To:	US 13, US 46	O Militory L	Jiohayoy	Couth											
East	From:		oo wiiitary r	ngnway												
664 Hampton Roads Beltway		'	58000	G	94%	0%	1%	1%	4%	0%	F	0.108			61000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	G	94%	0%	1%	1%	4%	0%	F	NA			122000	G
		East I-664 is			h I-664											
	То:		I-64; I-264													
East	Prom:		B; Ramp to I		3							0.000			00000	_
Ramp	City of Chesapeake	(Maint: 64) 0.46	31000	F								0.088			32000	F
	10.		I-64 WB													
East	From:		I-664 East													_
664 Ramp	City of Chesapeake		6200	G								0.282			6200	G
<u> </u>	To:	I-664-E010B TO I	Pughsville R		D MODTI	1										
East 664 Ramp	City of Chesapeake		NA NA	LE KUA	D NOK II	1						NA			NA	
664 / Idilip	Oity of Offesapeake	131-8529 FROM		54 F A S 7	TSOLITH							INA			INA	
		•					J									
East	City of Channella	I-664-E010A TO I		LE ROA	D NORTI	H						NIA			NΙΛ	
664 Ramp	City of Chesapeake		NA	M BO	т .							NA			NA	
	10:	131-852	9 TO & FRO	JM ROU	J											

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

			,							1 .			17		D:		
Route	Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:			I-664 East				ZAXI	5 STAXIE	IIIaii	ZIIali		i actor		1 actor		
Ramp	City of Chesapeake	(Maint: 64)	0.36	2700	G								0.093			2700	G
1	To:	,		7 Portsmoutl													
East	From:		I-66	4-E TO RT	337												
664)Ramp	City of Chesapeake	(Maint: 64)	0.22	5400	G								0.101			5400	G
	To:	SR 337 S	R 337-	W014A TO	AND FI	ROM I-6											
East	From:			I-664 East													
664 Ramp	City of Chesapeake	(Maint: 64)	0.06	NA									NA			NA	
	To:		I-664 E	ast Exit 12B	Ramp												
East	From:	I-664-E012A	го до	CK LANDIN	NG ROA	AD00- NO	ORT										
664 Ramp	City of Chesapeake	(Maint: 64)	0.08	NA									NA			NA	
\smile	To:	13	31-8527	TO & FRO	M ROU	J											
East	From:			I-664 East													
(664)Ramp	City of Chesapeake	(Maint: 64)	0.47	9900	G								0.096			9900	G
\bigcup	To:		US 58	Military Hig	ghway												
East	From:	I-664-	E TO R	OUTE 58,13	3&460 I	EAST											
664 Ramp	City of Chesapeake	(Maint: 64)	0.25	1900	G								0.110			1900	G
\smile	To:	US 58 F	ROM I	ROUTE 664	EASTS	OUTH											
East	From:			I-664 East													
664 Ramp	City of Chesapeake	(Maint: 64)	0.12	2500	F	92%	0%	1%	1%	6%	0%	F	0.122			2600	F
\smile	To:		US 13	3; 1US 13-P	FRO												
East	From:			3; Ramp to I													
664 Ramp	City of Chesapeake	(Maint: 64)	0.56	19000	F								0.077			24000	F
<u> </u>	To:			I-264-EB													
West	From:			VCL Suffolk													
664 Hampton Roads Beltwa		,	0.62	39000	G	94%	0%	1%	1%	4%	0%	F	0.083			42000	G
\smile	Combined Traffic Estimates for 2 Parallel	-			G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
		West I-	664 is	signed a	s Nort	h I-664											
\\/ +	To: From:		64-65	9 Pughsville	Road												
West 664 Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64)	2.10	45000	F	94%	0%	1%	1%	4%	0%	F	0.089			46000	F
004). Idinpion rioddo Bollwi	Combined Traffic Estimates for 2 Parallel				F	94%	0%	1%		4%	0%	F	0.085	F	0.542	87000	F
	Compilied Traine Estimates for 21 drailer	•		signed a	-		0 /0	1 /0	1 /0	7/0	0 /0	'	0.000	•	0.072	0,000	'
	_	West 1-				11-004											
West	To: From:	<u> </u>	SR 33	7 Portsmoutl	h Blvd												
664 Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64)	1.03	48000	F	94%	0%	1%	1%	4%	0%	F	0.083			49000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this R	loute:	95000	F	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	96000	F
		West I-	664 is	signed a	s Nort	h I-664											
	To		Doc	k Landing R	load												

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

Route	Jurisdictio	on	Lenath	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	OW
	0304.0							2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
<u>Vest</u> 664)Hampton Roads Beltway	y City of Chesapeake	(Maint: 64)		k Landing F 46000	Road F	94%	0%	1%	1%	4%	0%	F	0.083			49000	F
564 Trampion Hoads Beliway	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	94000	G
	Combined Tranic Estimates for 21 drailer	-	Vest I-664 is				0 /6	1 /0	1 /0	4 /0	0 /6	•	0.003	'	0.505	34000	ď
	-			-													
Vest	10: From:		US 13, US 58,	US 460 Mi	litary Hi	ghway											
664) Hampton Roads Beltway	y City of Chesapeake	(Maint: 64)	1.21	57000	F	94%	0%	1%	1%	4%	0%	F	0.088			61000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	113000	F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	122000	F
		И	Vest I-664 is	signed a	s Norti	h I-664											
	To:			I-64; I-264													
Vest	From:			I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.19	8200	F								0.097			8200	F
<u> </u>	To:		I-664 V	Vest Exit 10	B Ramp												
Vest	From:		I-664-W010A	ΓΟ PUGHS	VILLE S	OUTH											
Ramp	City of Chesapeake	(Maint: 64)	0.05	NA									NA			NA	
<u> </u>	To:	13	1-8529 FROM	ROUTE 66	4 WEST	NORTH											
Vest	From:		I-66	4-W TO RT	337												
Ramp	City of Chesapeake		0.22	3600	G								0.096			3600	G
<u> </u>	To:	S	SR 337 SR 337	-E014B TO	I-664 A	ND FR											
Vest	From:			I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.36	6600	G								0.094			6600	G
<u> </u>	To:		SR 33	7 Portsmout	h Blvd												
Vest	From:			I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.14	3000	F								0.108			3000	F
<u> </u>	To:		I-664 V	Vest Exit 12	B Ramp												
Vest	From:		W012A TO D0		ING RO	AD-SOU	TH										
Ramp	City of Chesapeake	(Maint: 64)	0.07	NA									NA			NA	
<u> </u>	10:			7 TO & FRO		2											
Vest	From:			I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.06	25000	F								0.100			25000	F
Vest	To: From:		I-664-W013	B TO 58,13	&460 E	AST											
Ramp	City of Chesapeake	(Maint: 64)	0.53	23000	G								0.108			23000	G
304)	To:	(TO ROUTE									3.100			20000	
Vest	From:	I		I-664 West													
Ramp	City of Chesapeake	(Maint: 64)	0.10	2200	F								0.174			2200	F
004)	To:	(Military Hi													•

							Oncoupe								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			Pı-	ıs SR 168								
(F144)	0.10	1200	R			ь	18 SK 100				NA		NA		04/28/2009
		To	1			D	Dead End								
<u> </u>		From	Ļ			Т	intern St				<u> </u>				
(F145) Bulldog Rd	0.06	840 To	G			Г	Dead End				0.148	0.598	840	G	2015
		From	1				Dead End								
(F148) Tennyson St	0.10	40	G			L	read Elid				0.161	0.5	40	G	2015
		То				SR 190 G	reat Bridge	e Blvd							
		From				M	Iullen Rd								
(F150) Libertyville Rd	0.34	1300	G			an					0.112	0.608	1300	G	2015
		To	1				Bainbridge	Blvd							
(F151) Firman St	0.17	100	G			So	uthway St				0.233	0.511	100	G	2015
(F151) Firman St	0.17	To	<u> </u>			Γ	Dead End				0.233	0.511	100	G	2013
		From					filitary Hig	hway							
(F153) Rotunda Ave	1.67	580	F	92%	2%	2%	0%	4%	0%	С	0.106	0.548	630	F	2015
		To	-			WCI	Portsmout	th							
(F153) Rotunda Ave	0.69	580 From	N	92%	2%	2%	0%	4%	0%	N	0.106	0.548	630	Ν	2015
		To	4			124-8540) Greenwoo	od Dr							
		From				D	orcas Rd								
(F156) Burns St	0.12	60	G								0.246	0.516	60	G	2015
<u> </u>		То	1				Dead End								
C Ialiitt Da	0.10	From	<u> </u>			SR 1	91 Jolliff R	ld				0.500	00	_	0015
F336 Jolliff Rd	0.19	30 To	G			Г	Dead End				0.222	0.583	30	G	2015
		From					Dead End								
(F337) Branchview Way	0.47	60	G			L	Cau Enu				0.128	0.5	60	G	2015
,		To				SR 1	91 Jolliff R	ld							
		From				SR 190 G	reat Bridge	e Blvd							
(F683) Blake St	0.32	840	G								0.092	0.614	840	G	2015
		То	1			Е	Dead End								
	0.40	From				SR 190 G	reat Bridge	e Blvd				0.500	200	_	2015
F684 Finck Lane	0.13	690	G				Dead End				0.253	0.563	690	G	2015
		From													
(F808) W Military Hwy	0.06	40	G			L	Dead End				0.247	0.524	40	G	2015
(1808)	0.00	То	Ť			US	58; FR-923	3			<u> </u>	0.02		<u> </u>	_0.0
		From	1				Dead End								
F809	0.65	100	G								0.168	0.571	100	G	2015
		То				US 58	Military H	wy							
		From				US 13	Military H	wy							
(F812) Ridgeway Ave	0.46	70	G								0.179	0.519	70	G	2015
<u> </u>		То	1				Dead End								
Chaudan Ct	0.50	From	<u> </u>			US 58	Military H	wy			0.001	0.605	00	0	0015
F ₉₂₃ Snowden St	0.58	20	G			Γ	Dead End				0.381	0.625	20	G	2015
		From	1				chland Blv	rd.							
1 Towne Point Rd	0.07	21000	G	97%	1%	1%	1%	0%	0%	F	0.092	0.508	22000	G	2015
		To		, -			131 NCL C							-	
		From					rolina State								
2 Backwoods Rd	0.73	1600	G	99%	0%	0%	0%	0%	0%	С	0.123	0.785	1700	G	2015
\bigcirc		То				131-879	6 Ballahac	k Rd							
\sim		From			US		ge Washing								
3 Douglas Rd	2.95	400	G	97%	1%	1%	1%	0%	0%	С	0.111	0.568	430	G	2015
$\overline{}$		To	1			В	enefit Rd								

						Oity of Officer	apcunc							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				***************************************								
4 Indian Creek Rd	5.92	2600	G	96%	1%	3us US 168 Battle 1% 1%		0%	С	0.109	0.532	2800	G	2015
4 maian order na	0.02	Т-	Ť	0070	1 70	WCL Virginia		070		0.100	0.002	2000	<u> </u>	2010
		From				Volvo Pkv	vy			1				
5 Crossways Blvd	0.32	13000	G	99%	0%	0% 0%	0%	0%	С	0.094	0.615	13000	G	2015
<u> </u>		To				Eden Way N	lorth							
		From				Greenbriar F								
6 Woodlake Dr	0.23	21000	G	97%	1%	1% 0%		0%	С	0.08	0.765	23000	G	2015
<u> </u>		10				Old Greenbria	-							
7 Old Greenbriar Rd	0.43	12000	L	98%	1%	Woodlake		0%	С	0.087	0.538	12000	G	2015
7 Old Greenbriai Hu	0.43	12000 To		90 /0	1 /0	US 13 Militar		0 /6		0.087	0.556	12000	G	2013
		From				Military H								
7 Old Greenbriar	0.46	4500	G	98%	1%	1% 0%	0%	0%	F	0.093	0.561	4800	G	2015
$\overline{}$		To	1			Providence	Rd							
O 5		From		2221		Ballahack								
8 Bunch Walnuts Rd	3.01	1500 To	G	99%	0%	0% 0%		0%	С	0.097	0.537	1600	G	2015
		From				Benefit R								
Paramont Ave	1.11	3900	L	98%	1%	WCL Va Be		0%	С	0.103	0.517	4100	G	2015
9 Paramont Ave	1.11	7500 To		30 /0	1 /0	US 13 Militar		0 70		0.103	0.517	4100	ч	2010
		From				Benefit R	· · ·							
10) Sign Pine Rd	2.43	3200	G	98%	1%	1% 0%		0%	С	0.094	0.658	3400	G	2015
		To			I	Bus SR 168 Battle	field Blvd							
		From	i		SR 16	8 Battlefield Blv	d, Atlantic A	ve						
11) Campostella Rd	0.44	12000	G	96%	0%	1% 1%		0%	F	0.088	0.533	12000	G	2015
\bigcup		Te	:			131-8640 Provid	lence Rd							
11) Campostella Rd	1.34	11000	G	96%	0%	1% 1%	2%	0%	F	0.092	0.558	12000	G	2015
<u> </u>		To	r		S	R 246 Liberty St;	Border Rd							
O		From				SR 165 Moses G								
(12) Cedar Rd	3.05	6200	G	99%	1%	0% 0%		0%	С	0.09	0.562	6600	G	2015
			1			SR 165 Moses G								
	0.34	140	G			Dead En	d			0.117	0.5	140	G	2015
(13)	0.54	140 To				Bus US 1	7			0.117	0.5	140	u	2013
		From	:			Western Branc								
8524) Churchland Blvd	0.57	6100	G	99%	0%	0% 0%		0%	С	0.084	0.543	6500	G	2015
3024)		To	_											
8524) Churchland Blvd	0.09	11000	G	99%	0%	Towne Poin		0%	F	0.097	0.557	12000	G	2015
		To				WCL Portsn								
		From				SR 191 Jollii	ff Rd							
8527 Dock Landing Rd	0.27	5300	G	99%	0%	0% 0%		0%	F	0.085	0.509	5600	G	2015
\bigcirc		To				I-664								
8527) Dock Landing Rd	0.89	5800 From	G	99%	0%	0% 0%	S 0%	0%	С	0.101	0.583	6100	G	2015
		To	-			Eagle Hill				¬				
8527) Dock Landing Rd	0.24	5200 From	G	99%	0%	0% 0%		0%	F	0.098	0.567	5600	G	2015
<u> </u>		To From				Devon D								
8527) Dock Landing Rd	2.23	5700 From	G	98%	2%	1% 0%		0%	С	0.110	0.508	6100	G	2015
<u> </u>		Te				SR 337 Portsmo								
		From			1:	31-8527-S000A I	ROM DO						-	
8527) Ramp	0.27	3200	F							0.141		3200	F	2015
\bigcup		To	o:		I-664-E	FROM DOCK L	ANDING R	OAD						
		From			1;	31-8527-N000B I	FROM DO							
₈₅₂₇ Ramp	0.28	2800	F							0.143		2800	F	2015
<u> </u>		To			I-664-W	FROM DOCK L	ANDING R	OAD						

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake orth		From			131 852	7 TO ROUTE 664	EVSTSUI	ти							
Ramp	0.06	NA			131-032	7 TO ROUTE 004	LASTSOC	111		NA			NA		
921)		To			13	1-8527-S000A FR	OM DO								
orth		From:			131	-8527 TO & FROM	M DOCK			1					
Ramp	0.03	NA								NA			NA		
<u> </u>		To:			131-8527	-S000B; 131-8527	- B FROM	DO							
outh		From			131	-8527 TO & FROM	M ROUT								
Ramp	0.05	NA								NA			NA		
<u> </u>		To:			131-8527	-N000A; 131-8527	- A FROM	DO							
outh		From:			131-8527	TO ROUTE 664	WESTNOI	RTH							
₅₂₇ Ramp	0.05	NA								NA			NA		
		10:				1-8527-N000B FR									
<u> </u>	0.05	From:	<u> </u>	000/		59 Pughsville Rd; I			_				11000	•	004
Pughsville Rd	0.85	10000	G	92%	0%	0% 2%	5%	0%	С	0.094		0.606	11000	G	2015
<u>~</u>		To: From:				I-664									
₅₂₉ Pughsville Rd	0.16	23000	G	98%	1%	1% 0%	1%	0%	С	0.095		0.575	25000	G	2015
		To: From:	<u> </u>			131-8530; Taylor Pughsville Rd									
Taylor Rd	1.65	14000	G	98%	1%	1% 0%	1%	0%	F	0.088		0.559	15000	G	2015
529) 14)101 114		To:	Ť	0070		S 17 Western Bran		0,0	•			0.000	.0000	σ.	_0.,
		From:				31-8529-S000A TO									
529) Ramp	0.09	7000	F		- 13	71-0327-300071 10	ROUI			0.11			7000	F	2015
329) · · · · · · · · · · · · ·		Tor			I-664-E	FROM PUGHSV	ILLE ROA	D		<u> </u>					
orth		From:			131-8529	TO ROUTE 664	EASTSOL	ТН							
Ramp	0.07	NA								NA			NA		
<u> </u>		To:			13	1-8529-S000A TO	ROUT								
orth		From			131-8529	TO ROUTE 664	WESTNOI	RTH							
Ramp	0.19	1100	F							0.155			1100	F	2015
\mathcal{I}		To			I-664-W	FROM PUGHSV	TLLE ROA	AD							
outh		From:			131	-8529 TO & FROM	M ROUT								
Ramp	0.05	NA								NA			NA		
<u> </u>		To:			131-8529	-N000A; 131-8529	- A TO R	DUT							
			L												
outh		From:				Pughsville Rd									
	0.29	From:				Pughsville Rd				NA			NA		
<u> </u>	0.29					Pughsville Rd I-664 W	l			NA			NA		
Ramp		NA To:				I-664 W SR 337 Portsmouth	n Blvd								
Ramp	0.29	NA To:	G	99%		I-664 W		0%	C			0.516	NA 22000	G	2015
Ramp		NA To:	G		,	I-664 W SR 337 Portsmouth	n Blvd	0%	С			0.516		G	2015
Ramp Taylor Rd		NA To: 21000	G		,	I-664 W SR 337 Portsmouth 0% 0%	n Blvd	0%	C			0.516 0.585		G G	
Ramp Taylor Rd	1.70	NA To: Prom: 21000		99%	0%	I-664 W SR 337 Portsmouth 0% 0% Bruce Rd	0%			0.091			22000		2015 2015
Ramp Taylor Rd Taylor Rd	1.70	NA To: Prom: 21000		99%	0%	I-664 W SR 337 Portsmouth 0% 0% Bruce Rd 0% 0%	0%			0.091			22000		
Ramp Taylor Rd Taylor Rd	1.70	From: 21000 22000 To:		99%	0%	1-664 W SR 337 Portsmouth 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvil Taylor Rd 0% 0%	0% 0% 08 0%			0.091			22000		2015
Ramp Samp Taylor Rd Taylor Rd	1.70	Prom: 21000 22000 To: From: Fr	G	99%	0%	1-664 W SR 337 Portsmouth 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvil Taylor Rd	0% 0% 08 0%	0%	F	0.091		0.585	22000	G	2015
Ramp Taylor Rd Taylor Rd Dunedin Dr	1.70	Prom: 21000 To: 1700 To: From: From: From: 1700 To: From: From: To: From: From	G	99%	0%	I-664 W SR 337 Portsmouth 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvil Taylor Rd 0% 0% S 17 Western Bran Taylor Rd	n Blvd 0% 0% le Rd 0% ch Blvd	0%	F C	0.091 0.094 0.095		0.585	22000 24000 1800	G	2015
Ramp 530 Taylor Rd 530 Taylor Rd 531 Dunedin Dr	1.70	From: 1700 To:	G	99%	0%	I-664 W SR 337 Portsmouth 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvil Taylor Rd 0% 0% S 17 Western Bran Taylor Rd 0% 0%	0% O% O% O% O%	0%	F	0.091		0.585	22000	G	2015
Ramp Taylor Rd Taylor Rd Dunedin Dr	1.70 0.29 0.99	Prom: 21000 To: 1700 To: From: From: From: 1700 To: From: From: To: From: From	G G	99%	0% 0% 0%	I-664 W	0% O% O% O% O%	0%	F C	0.091 0.094 0.095		0.585	22000 24000 1800	G G	2015
Ramp Taylor Rd Taylor Rd Dunedin Dr Taylor Rd	1.70 0.29 0.99	Prom: 22000 To: 1700 To: 11000 To: Prom: 1700 To: P	G G G	99%	0% 0% 0% U	I-664 W	0% le Rd 0% ch Blvd 0% l	0%	F C	0.091 0.094 0.095 0.096		0.585 0.659 0.539	22000 24000 1800	G G	2015
Ramp 530 Taylor Rd 530 Taylor Rd 531 Dunedin Dr 532 Bruce Rd	1.70 0.29 0.99	Prom: 21000 To: 1700 To: From: From: From: 1700 To: From: From: To: From: From	G G G	99%	0% 0% 0%	I-664 W	0% Blvd 0% 0% 0% 0% 0% 0% 0% 0	0%	F C	0.091 0.094 0.095		0.585	22000 24000 1800	G G	2015
Ramp Taylor Rd Taylor Rd Dunedin Dr Sagar Bruce Rd	1.70 0.29 0.99	Prom. 21000 To. 22000 To. 1700 To. From. 11000 To. From. 11000 To. From. 11000 To. From.	G G G	99%	0% 0% 0% U	I-664 W	0% Blvd 0% 0% 0% 0% 0% 0% 0% 0	0%	F C	0.091 0.094 0.095 0.096		0.585 0.659 0.539	22000 24000 1800	G G	2015
Ramp Taylor Rd Taylor Rd Dunedin Dr Tyre Neck Rd	1.70 0.29 0.99 1.54	Prom. 21000 To. Prom. 1700 To. From. 1700 To. From. 1700 To. From. 1700 To. From. 17000 To. From. 17000 To. From. 17000 From. 17000 From. 17000	G G G	99% 99% 99% 100%	0% 0% 0% 0%	I-664 W	0% le Rd 0% ch Blvd 0% l	0%	F C C C	0.091 0.094 0.095 0.096		0.585 0.659 0.539 0.595	22000 24000 1800 12000 9600	G G G	2015 2015 2015 2015
Ramp Taylor Rd Taylor Rd Dunedin Dr Sagar Read Rhyd	1.70 0.29 0.99	Prom. 21000 To. 22000 To. 1700 To. From. 11000 To. From. 11000 To. From. 11000 To. From.	G G G	99%	0% 0% 0% U	I-664 W	0% le Rd 0% ch Blvd 0% l	0%	F C	0.091 0.094 0.095 0.096		0.585 0.659 0.539	22000 24000 1800	G G	2015 2015 2015 2015
Ramp Taylor Rd Taylor Rd Dunedin Dr Sacra Real Rhyd	1.70 0.29 0.99 1.54	From: 1700 To: 1700 To: 1700 To: 1700 To: 14000 To: 1700	G G G	99% 99% 99% 100%	0% 0% 0% 0%	I-664 W SR 337 Portsmouth 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvil Taylor Rd 0% 0% S 17 Western Bran Taylor Rd 0% 0% S 17 Western Bran Taylor Rd 0% 0% Western Bran G 0% 0% Tyre Neck Rc Bruce St 0% 0% WCL Portsmou	0% le Rd 0% ch Blvd 0% lth	0%	F C C C	0.091 0.094 0.095 0.096		0.585 0.659 0.539 0.595	22000 24000 1800 12000 9600	G G G	2015 2015 2015 2015
Taylor Rd Taylor Rd Dunedin Dr Bruce Rd Tyre Neck Rd	1.70 0.29 0.99 1.54	Prom: 21000 To: Prom: 1700 To: Prom: 11000 To: Prom: 11000 To: Prom: 14400	G G G	99% 99% 99% 100%	0% 0% 0% 0%	I-664 W	0% le Rd 0% ch Blvd 0% lth	0%	F C C C	0.091 0.094 0.095 0.096		0.585 0.659 0.539 0.595	22000 24000 1800 12000 9600	G G G	2015

						City of C	nesape	eane							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From				FOY	NY 6 11								
592) Berkley Ave	0.39	1700	G	98%	0%	1%	Norfolk 1%	0%	0%	С	0.093	0.606	1900	G	2015
Berkley Ave	0.00	То	Ť	30 /0	0 70		field Ave		0 70		0.033	0.000	1300	u	2010
		From					ık Street				i				
Rosemont Ave	0.13	760	G	85%	1%	2%	1%	11%	0%	F	0.127	0.877	810	G	2015
		To					ll Street								
Pagament Ava	0.27	From	<u> </u>	0E0/	10/		Hill St	110/	00/		0.105	0.010	1400	C	2015
Rosemont Ave	0.37	1300 To	G	85%	1%	2% US 460 Ba	1%	11% Blvd	0%	С	0.105	0.812	1400	G	2015
		From	1			US 460 Ba					_				
Chesapeake Dr	0.45	2200	G	97%	1%	1%	0%	0%	0%	С	0.098	0.544	2300	G	2015
3397)		To					peake Av								
		From	1			В	uell St								
Freeman Ave	0.65	4300	G	61%	1%	3%	8%	28%	0%	С	0.083	0.655	4600	G	2015
		To				I	[-464				\neg —				
Freeman Ave	0.25	9400	G	61%	1%	3%	8%	28%	0%	F	0.080	0.604	10000	G	2015
		To				US 460 Ba	ainbridge	Blvd							
		From			131-8598	8 I-464-S00	03A TO A	AND FRO	M I-						
Ramp	0.13	4300	G								0.101		4300	G	2015
<u> </u>		To	1		I-40	64-S FRON	A FREEN	IAN Ave							
\bigcirc -		From		1	131-8598	I-464-N00	3A FRO	M AND T	ORT		<u>ا</u>			_	
Ramp	0.13	3700	G		T 44	(4 N/ EDO)	(EDEE)	6 4 N 7 . 4			0.12		3700	G	2015
		F				64-N FRON									
Gavalier Blvd	1.24	11000	G	89%	1%	JS 13 & 46 1%	3% Militar	<u>у Нwy</u> 6%	0%	С	0.099	0.513	11000	G	2015
Cavalier Blvd	1.24	To		09 /6	1 /0		ortsmout		0 /6		0.099	0.515	11000	G	2010
		From	1		ĭ	JS 13 & 46					1				
Deep Creek Blvd	0.94	2900	G	98%	1%	0%	0%	0%	0%	С	0.09	0.776	3100	G	2015
		To	1			Gu	st Lane								
Ourt Lane	0.44	From	Ļ	000/	00/		Creek Blv		00/			0.501	F700	_	0015
Gust Lane	0.44	5300 To	G	99%	0%	1%	0% Portsmout	0%	0%	С	0.086	0.521	5700	G	2015
		From									<u> </u>				
Senz Camelot Blvd	0.59	7000	G	99%	0%	1%	alahad Di 0%	0%	0%	С	0.088	0.559	7400	G	2015
Camelot Blvd	0.00	7000			0 70							0.000	7 100	ŭ	2010
Gamelot Blvd	0.32	4200	G	89%	1%	1%	Creek Blv 3%	6%	0%	F	0.085	0.596	4500	G	2015
3602) Gamelot Biva	0.02	4200 To		00 70		17 George			0 70		0.003	0.550	4300	u	2010
		From				13, US 460					1				
Galberry Rd	2.41	2000	G	98%	1%	1%	1%	0%	0%	С	0.168	0.692	2100	G	2015
,		To	_		Due I	JS 17 Geor		ington Uu							
Shell Rd	0.87	5100 From	G	99%	0%	0%	0%	0%	0%	F	0.091	0.53	5400	G	2015
0004)		То					man St							-	
Shell Rd	0.81	4000 From	G	99%	1%	1%	0%	0%	0%	С	0.106	0.613	4300	G	2015
5604) 611611 116	0.01		_		1.70			0 70				0.010	1000	ŭ	2010
Shell Rd	1.12	2400 From	G	99%	0%	0%	nal Dr 0%	0%	0%	F	0.115	0.659	2600	G	2015
Snell Rd	1.12	2-700	<u> </u>	33 76		JS 13, US4			0 70		0.113	0.000	2000	u	2010
		From					nell Rd	, <i>,</i>							
Ganal Dr Ext	0.51	4400	G	99%	0%	0%	0%	0%	0%	С	0.092	0.639	4700	G	2015
		То				JS 13 & 46									
		From	L		US	460, SR 16	66 Bainbr	idge Blvd							
Portlock Rd	0.89	6600	G	97%	0%	2%	0%	0%	0%	С	0.104	0.651	7000	G	2015
$\overline{}$		To				Camp	ostella Ro	d							
		From					dence Rd								
B ₆₃₅ Dunbarton Rd	0.06	3500	G	99%	0%	1%	0%	0%	0%	F	0.142	0.514	3800	G	2015
\smile		To	1			Longda	ile Cresce	ent							

						City of C		ano							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Yea
City of Chesapeake															
O 5	0.40	From	<u> </u>	000/	00/		lle Cresce		00/			0.040	4500	0	004
₈₆₃₅ Dunbarton Rd	0.18	1400	G	99%	0%	1%	0%	0%	0%	С	0.087	0.646	1500	G	2015
		From				Crow	n Crescen	t							
8635) Dunbarton Rd	0.16	620	G	99%	0%	1%	0%	0%	0%	F	0.093	0.64	660	G	2015
		To				Longda	ıle Cresce	nt							
		From				Camp	ostella Ro	1							
Providence Rd	1.55	14000	G	99%	0%	0%	0%	0%	0%	F	0.100	0.544	15000	G	2015
Providence Rd	1.00	14000		0070	0 70	0 70	0 70	0 70	0 70			0.011	10000	<u> </u>	
$\overline{}$		From					gora Dr								
Providence Rd	0.99	15000	G	99%	0%	0%	0%	0%	0%	С	0.101	0.560	16000	G	2015
<u> </u>		To				WCL V	irginia Bea	ıch							
		From				Mili	tary Hwy								
Sparrow Rd	0.23	4900	G	98%	0%	1%	0%	0%	0%	F	0.091	0.580	5300	G	201
		To				.									
Crasman Dd	0.04	From	<u> </u>	000/	10/		dence Rd	10/	00/		0.007	0.505	0100		0041
Sparrow Rd	0.84	8600	G	98%	1%	0%	1%	1%	0%	F	0.087	0.535	9100	G	201
		To From				Indiar	River Ro								
Sparrow Rd	0.57	3300	G	98%	0%	1%	0%	0%	0%	F	0.108	0.606	3600	G	201
<u> </u>		To				T (441.	Dagres P	1							
Charrow Pd	0.20	From		000/	00/		Beaver Ro		00/	F	0.108	0.575	1700	C	201
Sparrow Rd	0.28	1600	G	98%	0%	1%	0%	0%	0%		0.106	0.575	1700	G	201
<u> </u>		10				Gold	dcrest Dr								
^		From				SR 168 C	ampostell	a Rd							
8647) Border Rd	0.47	4300	G	98%	1%	1%	0%	0%	0%	С	0.086	0.542	4500	G	201
		To				Wing	field Ave								
		From				Во	rder Rd								
8647) Wingfield Ave	0.08	2200	G	98%	1%	1%	0%	0%	0%	F	0.092	0.522	2300	G	201
		To				131 8503	Berkley .	Λνο							
Wingfield Ave	0.48	2500 From	G	98%	0%	1%	0%	0%	0%	С	0.094	0.527	2600	G	201
Wingfield Ave	0.40	2300 To		90 /6	0 /6				0 /6	U	0.094	0.527	2000	G	201
		From					nstown Ro gfield Ave								
R647 Tatemstown Rd	0.34	3500	G	99%	0%	0%	0%	0%	0%	С	0.09	0.571	3700	G	201
1 atemstown Rd	0.04	To	r <u> </u>	0070	0 70	SR 407 In			0 70			0.07 1	0700	ď	201
<u> </u>		From				Bus SR 168								_	
8648) Albemarle Dr	1.19	4900	G	99%	0%	0%	0%	0%	0%	С	0.131	0.905	5200	G	201
<u> </u>		To				Ce	dar Rd								
		From				Mt	Pleasant								
8649) Woodford Dr	0.28	900	G	98%	1%	1%	0%	0%	0%	С	0.105	0.5	960	G	201
		To				Rova	ıl Oak Dr								
		From									i				
8650) Cornick Ave	0.14		ᠸ	99%	1%		lnut Ave	0%	0%	С	0.115	0.627	730	0	201
8650) Cornick Ave	0.14	690	G	99%	1 70	0%	0%	076	076	C	0.115	0.027	730	G	201
		To From				Olea	nder Ave				_				
8650 Cornick Ave	0.60	960	G	99%	1%	0%	0%	0%	0%	С	0.118	0.581	1000	G	201
		To				Spa	rrow Rd								
							ıglas Rd								
												0.000	400		001
West Rd	0.79	From		08%	10/_		•	1%	Nº/-	F	N 122			G	
8653) West Rd	0.79		G	98%	1%	0%	1%	1%	0%	F	0.122	0.609	190	G	201
	0.79	170 	G		1%	0% Bei	1% nefit Rd		0%	F	0.122	0.609	190	G	201
	0.79 5.27	From	G G	98%	1%	0%	1%	1%	0%	F C	0.122	0.609	1000	G G	
		170 				0% Ber 0%	1% nefit Rd	1%							
		170 170 From 950				0% Ber 0% US 17 D	1% nefit Rd 1% ominion E	1%							
West Rd	5.27	170 To From 950 To	G	98%	1%	0% Bei 0% US 17 D Bei	1% nefit Rd 1% ominion E	1% slvd	0%	С	0.110	0.573	1000	G	201
West Rd		170 To From 950				0% Ber 0% US 17 D Ber 1%	1% nefit Rd 1% ominion E	1% slvd 1%							201
West Rd	5.27	950 From 720	G	98%	1%	0% Bei 0% US 17 D Bei 1% US 17 D	1% nefit Rd 1% ominion E nefit Rd 1% ominion E	1% Slvd 1% Slvd	0%	С	0.110	0.573	1000	G	201
West Rd 8653 West Rd 8655 Shillelagh Rd	5.27 6.96	950 From 720 To From From From From From From From Fro	G G	98%	1% 1%	0% Ber 0% US 17 D Ber 1% US 17 D Sus US 168	1% nefit Rd 1% ominion E nefit Rd 1% ominion E	1% Slvd 1% Slvd d Blvd	0%	C	0.110	0.573	1000 760	G G	201
West Rd 8653) West Rd Shillelagh Rd	5.27	950 From 720	G	98%	1%	0% Bei 0% US 17 D Bei 1% US 17 D	1% nefit Rd 1% ominion E nefit Rd 1% ominion E	1% Slvd 1% Slvd	0%	С	0.110	0.573	1000 760	G	201
West Rd 8653) West Rd Shillelagh Rd	5.27 6.96	950 From 720 To From From From From From From From Fro	G G	98%	1% 1%	0% Ber 0% US 17 D Ber 1% US 17 D Sus US 168 2%	1% nefit Rd 1% ominion E nefit Rd 1% ominion E Battlefiel	1% Slvd 1% Slvd d Blvd	0%	C	0.110	0.573	1000 760	G G	201
West Rd Shillelagh Rd	5.27 6.96	950 From 720 To From From From From From From From Fro	G G	98%	1% 1%	0% Ber 0% US 17 D Ber 1% US 17 D Sus US 168 2%	1% nefit Rd 1% ominion E nefit Rd 1% ominion E	1% Slvd 1% Slvd d Blvd	0%	C	0.110	0.573	1000 760 1400	G G	201:

						City of C	nesape	ane								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Danasia Dal	0.40	From		000/	00/		stown Rd	00/	00/				0.040	1000	_	0015
8656 Benefit Rd	3.16	1200	G	98%	0%	1%	1% glas Rd	0%	0%	С	0.110		0.643	1300	G	2015
		From	i i								+					
0ld Atlantic Ave	0.07	8200	G	98%	0%	1%	Atlantic A	0%	0%	F	0.104		0.632	8700	G	2015
Old Atlantic Ave	0.07	0200		0070	0 70			0 70	0 70		- O.10+		0.002	0700	u	2010
Old Atlantia Ava	0.24	From		98%	0%	Par 1%	rk Ave	0%	0%	F	0.004		0.524	4800	G	2015
Old Atlantic Ave	0.24	4500	G	90%	076	170	1%	0%	0%	Г	0.094		0.534	4000	G	2013
0 1 51 1		From					Liberty S				<u> </u>				_	
(8657) Cascade Blvd	0.41	1000	G	98%	0%	1%	1%	0%	0%	F	0.139		0.575	1100	G	2015
			1				lina Ave									
O De alvar Ct	0.50	From	<u> </u>	000/	00/	SR 166 Ba			00/				0.000	770	_	0015
Booker St	0.58	720	G	99%	0%	1%	0%	0%	0%	С	0.153		0.696	770	G	2015
			<u> </u>			SR 190 Gre					_					
8661) Centerville Tpke	3.76	From	L	98%	0%	1%	Battlefield	0%	0%	С	0.096		0.54	6000	G	2015
Centerville Tpke	3.70	5600		30 /6	0 /6	1 /0	1 /0	0 /6	0 /6	0	0.090		0.54	0000	G	2013
O 0		From					Manor B									
8661 Centerville Tpke	1.03	8400	G	98%	0%	1%	1%	0%	0%	F	0.099		0.651	9000	G	2015
<u> </u>		From					tress Rd									
(8661) Centerville Tpke	1.14	8800	G	98%	1%	1%	1%	0%	0%	С	0.104		0.566	9600	G	2015
$\overline{}$		To	-			SR 165 M	It Pleasant	Rd			\neg —					
8661) Centerville Tpke	1.25	16000	G	98%	0%	1%	1%	0%	0%	F	0.102		0.683	17000	G	2015
		To				131-8665 B	utts Static	n Rd								
O	0.40	From	<u> </u>	000/	00/		Station Rd		00/				0.000	11000	_	0045
(8661) Centerville Tpke	0.46	10000	G	98%	0%	1%	1%	0%	0%	С	0.101		0.669	11000	G	2015
		From					5 Elbow F ow Rd	Ka								
8661) Centerville Tpke	1.76	7100	G	98%	0%	1%	1%	0%	0%	F	0.096		0.677	7800	G	2015
1		Te	·				Va Beach									
		From				SR 190 K	empsville	Rd								
8662) Green Tree Rd	0.73	6900	G	98%	0%	1%	1%	0%	0%	F	0.103		0.611	7300	G	2015
		To	:			Oak (Grove Rd									
O 0 1 0 D 1		From				us US 168									_	
(8662) Oak Grove Rd	0.86	8800	G	99%	0%	0%	0%	0%	0%	С	0.091		0.606	9400	G	2015
		10				Green	Tree Rd									
O	504	From		000/	201		nefit Rd	00/	00/				0.570	0000	_	0015
8663 Johnstown Rd	5.94	3400	G	98%	0%	1%	1%	0%	0%	С	0.101		0.578	3600	G	2015
			1		В	us US 168		i Bivd								
Manadhada Da	0.40	From		000/	00/		stown Rd	00/	00/				0.054	000	_	0045
Woodbridge Dr	0.19	900 To	G	99%	0%	1%	0%	0%	0%	С	0.114		0.651	960	G	2015
		From					rfield Dr bridge Dr									
8664) Briarfield Dr	0.68	2700	G	99%	0%	0%	0%	0%	0%	С	0.127		0.503	2900	G	2015
		To				Sr 165	Cedar Rd									
		From	d			Provid	dence Rd									
8665) Dunbarton Rd	0.65	5200	G	98%	1%	1%	0%	0%	0%	С	0.134		0.528	5600	G	2015
\bigcirc		Te	_			US 13 M	lilitary Hv	L/V/								
Greenbrier Pkwy	0.28	29000	G	98%	0%	0%	0%	0%	0%	F	0.098		0.502	31000	G	2015
8000)	0.20									•			0.002	0.000	<u>.</u>	_0.0
8665) Greenbrier Pkwy	0.22	54000	G	98%	0%	0%	dlake Dr 0%	0%	0%	F	0.082		0.572	58000	G	2015
Greenbrier Pkwy	0.22	J-1000		<i>3</i> 0 /0	U /0			U /0	U /0	'	0.002		0.572	30000	u	2013
Organization Di	0.04	From	<u> </u>	0001	001		I-64	00/	00/				0.510	05000		0015
(8665) Greenbrier Pkwy	0.94	80000	G	98%	0%	0%	0%	0%	0%	F	0.085		0.518	85000	G	2015
		From					en Way									
8665) Greenbrier Pkwy	0.42	43000	G	98%	0%	0%	0%	0%	0%	F	0.083		0.525	46000	G	2015
\smile		To From	-			Volv	o Pkwy				_					
Croopbries Dlans	1 70	27000	G	98%	0%			00/	00/	_	0.005		0.601	20000	G	201E
(8665) Greenbrier Pkwy	1.78	27000	G	00 /0	0 /0	0%	0%	0%	0%	С	0.095		0.631	29000	G	2015

						011, 01	Jiicsapcan	.0								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			SR 190 I	Kempsville Ro	d			T					
8665 Butts Station Rd	2.08	14000 _{To}	G	98%	0%	0%		0%	0%	F	0.107		0.661	15000	G	2015
F -		From	1				•									
East 8665) Ramp	0.35	6900	G			131-8003 1	TO RT 64 EA	.51			0.096			6900	G	2015
8665) 1141119	0.00	То	Ť	I-64-I	E289X F	ROM GRI	EENBRIER P	ARKW	AY EAS		0.000			0000	ď	2010
East		From	1				O RT 64 WE									
Ramp	0.19	4800	G			131 0003 1	O RT OT WE	.51			0.116			4800	G	2015
00009		То		I-64	4-W2892	X FROM C	REENBRIE	R PARI	KWAY							
West		From				131-8665 7	TO RT 64 EA	ST								
Ramp	0.20	10000	G								0.08			10000	G	2015
		To		I-64-I	E289X F	ROM GRE	ENBRIER P.	ARKW	AY WES	}						
Vest		From	1			131-8665 T	O RT 64 WE	ST								
Ramp	0.38	15000	G			101 0000 1	0111 01 112				0.091			15000	G	2015
		To		I-64-V	V289X F	ROM GRI	EENBRIER P	ARKW	AY WES	S						
		From	1			WCI	Va Beach									
Blackwater Rd	2.62	2600	G	94%	0%	1%		2%	0%	С	0.095		0.756	2800	G	2015
3007)		То				Fentres	s Airfield Rd									
		From		_	•	Black	kwater Rd		•			_				_
Fentress Airfield Rd	0.15	4000	G	94%	1%	1%		1%	0%	С	0.103		0.708	4300	G	2015
\smile		То	1			SR 165 N	At Pleasant R	d								
		From			I	Bus SR 168	Battlefield B	3lvd								
Hickory Rd East	0.81	3300	G	98%	1%	1%	0%	0%	0%	С	0.091		0.558	3500	G	2015
<u> </u>		То	_			Cente	rville Tpke				\neg —					
Head Of River Rd	4.89	2000 Prom	G	97%	0%	0%		0%	0%	С	0.114		0.686	2100	G	2015
,,,,,,		To				WCL V	irginia Beach	1								
		From	1		1	Rue SR 168	Battlefield B	Rlvd								
Ashley Rd	0.42	3300	G	99%	0%	0%		0%	0%	F	0.108		0.599	3500	G	2015
3074)	****	To	<u> </u>				At Pleasant R								-	
		From					ostella Rd				i					
Sep5) Lindale Dr	0.67	3400	G	99%	0%	0%		0%	0%	F	0.158		0.812	3600	G	2015
5093)		То					Baun Ave				\neg					
_		From				Lir	ndale Dr									
DeBaun Ave	0.49	4000	G	99%	0%	0%	0% (0%	0%	С	0.134		0.718	4200	G	2015
<u> </u>		To				SR 168 B	Battlefield Blv	d								
		From				Crystal	wood Circle						-		-	
Nolvo Pkwy	0.30	700	G	99%	0%	0%	0% (0%	0%	F	0.09		0.580	740	G	2015
		To	_			P	yron St									
Nolvo Pkwy	0.26	9300 From	G	99%	0%	0%		0%	0%	С	0.114		0.924	9900	G	2015
Volvo Pkwy	5.20			-070					- , -					3000	~	_5.0
Value Dlam	0.05	From	<u> </u>	000/	00/		ndence Pkwy	00/	00/		0.00		0.774	20000		0015
8717) Volvo Pkwy	0.25	20000	G	99%	0%	0%	0% (0%	0%	F	0.09		0.774	22000	G	2015
		From		_	I		Battlefield B	Blvd	•							
8717) Volvo Pkwy	1.38	25000	G	98%	0%	1%	0%	1%	0%	С	0.089		0.513	26000	G	2015
$\overline{}$		To				Green	brier Pkwy									
8717) Volvo Pkwy	0.45	24000	G	98%	0%	1%		1%	0%	F	0.103		0.633	25000	G	2015
<u> </u>		To					en Way									
<u> </u>		From					Vay; 8717-Vo									
(8717) Volvo Pkwy	1.49	26000	G	98%	0%	1%		1%	0%	F	0.102		0.667	27000	G	2015
<u> </u>		To	<u> </u>			De	ead End									
<u> </u>	· · · · · · · · · · · · · · · · · · ·	From					landing Rd									
8757) Coffman Blvd	0.70	1600	G	99%	1%	0%		0%	0%	С	0.1		0.529	1700	G	2015
\sim		To	<u> </u>			SR 337 Pc	ortsmouth Blv	/d								
		From	1			SR 190 Gr	ant Bridge Bl	lvd								
		rioni				510 170 01	cat bridge bi	<u> </u>							_	2015
R763) Campostella Rd	1.34	6000	G	98%	0%	1%		0%	0%	С	0.111		0.697	6400	G	2013
8763) Campostella Rd	1.34	6000	_	98%		1%	0%	0%	0%	С	0.111		0.697	6400	G	2013
8763) Campostella Rd	1.34		_	98%		1%	0% (Military Hwy	0%	0%	C	0.111		0.697	15000	G G	2015

						City of Ch	nesapeal	ke								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truc +Axle 1	• •		QC	K Factor	ΩK	Dir actor	AAWDT	QW	Year
City of Chesapeake																
Virginia Ava	0.50	1000	<u> </u>	000/	10/	US 460 Bai			00/	0	0.100	0	E70	1200	_	2015
8771 Virginia Ave	0.50	1200 _{то}	G	99%	1%	0%	0% eake Ave	0%	0%	С	0.108	U	.570	1300	G	2015
		From					nia Ave									
8771) Chesapeake Ave	1.12	2300	G	98%	1%	1%		0%	0%	С	0.111	0	.632	2500	G	2015
		To	_			D 1										
R771) Chesapeake Ave	0.41	1900	G	98%	1%	1%	Ave 0%	0%	0%	F	0.111	0	.612	2000	G	2015
onesapeake Ave	0.41	To		30 /6	1 /0	SR 246 Pc			0 /6	'	0.111	U	.012	2000	G	2013
O Barda Arra	0.07	From	<u> </u>	070/	40/	US 460 Bai			00/			•	077	4000	0	0045
₈₇₇₆ Park Ave	0.37	1200	G	97%	1%	1%	1%	0%	0%	С	0.111	0	.677	1200	G	2015
		To From				Chesape	eake Ave				\Box					
8776) Park Ave	0.35	3600	G	97%	1%	1%	1%	0%	0%	F	0.109	0	.672	3800	G	2015
\bigcirc		To	c			Old Atla	antic Ave									
		From				Dead	d End									
8778) Barnes Rd	0.45	1100	G	65%	0%	2%		31%	0%	С	0.140	0	.699	1200	G	2015
8//8)	00	To	Ť	0070	0,0	US 460 Bair			0,0			·		00	.	_0.0
		From			***						<u> </u>					
Rallahaak Dd	11 70		<u> </u>	079/		17 George V			00/		0.100	^	720	1000	C	2015
8796 Ballahack Rd	11.72	960	G	97%	1%	1%	1%	0%	0%	С	0.123	0	.730	1000	G	2015
-		From				Old Battle	efield Blvd	l			\supset					
8796) Ballahack Rd	0.10	5200	G	97%	1%	1%	1%	0%	0%	F	0.123	0	.730	5700	G	2015
$\overline{}$		To				SR 168 Bat	tlefield Bl	vd	-							
		From			ι	JS 17 Wester	n Branch	Blvd								
Poplar Hill Rd	0.23	11000	G	99%	0%	0%	0%	0%	0%	С	0.095	0	.550	12000	G	2015
1		To				Churchl	and Blvd									
		From				SR 165 W	Codor D	A								
8798) Bells Mill Rd	2.38	1700	G	98%	0%	1%	1%	0%	0%	С	0.101	0	.615	1800	G	2015
Bells Mill Rd	2.50	1700 To		30 /6	0 76		, Cedar Rd		0 /6		0.101	U	.015	1000	ч	2013
								1								
O.W	0.00	From	<u> </u>	000/	00/		ngton Dr	00/	00/	_		•	50 4	0.1.00	_	0015
₈₇₉₉ Waters Rd	0.36	8500	G	99%	0%	0%	0%	0%	0%	С	0.091	0	.531	9100	G	2015
<u> </u>		10	1			SR 165	Cedar Rd									
		From	:				ar Rd									
8800) Millville Rd	0.69	1700	G	99%	0%	0%	1%	0%	0%	С	0.114	0	.701	1800	G	2015
<u> </u>		То	_			SR 165 Mose	s Grandy '	Trail								
8800 Millville Rd	0.42	2900 From	G	99%	0%	0%	1%	0%	0%	F	0.09	0	.659	3100	G	2015
8800)	0		<u> </u>	0070	0,0			0,0	0,0	•		·	.000	0.00	.	_0.0
<u> </u>		From	<u> </u>				on Dr								_	
8800) Millville Rd	0.65	1100	G	99%	0%	0%		0%	0%	F	0.098	0	.668	1200	G	2015
<u> </u>		To	c			Shipy	ard Rd									
		From					Cedar Rd									
8801) Shipyard Rd	0.99	1000	G	96%	1%	1%	1%	1%	0%	С	0.163	0	.717	1100	G	2015
\bigcirc		To				Rure	on Dr									
8801) Shipyard Rd	1.28	270 From	G	96%	1%	1%	1%	1%	0%	F	0.121	n	.606	290	G	2015
8801) Shipyara ria	1.20	To	<u> </u>	0070	1 70		ille Rd	1 /0	0 70	•	<u> </u>	·	.000	200	G	2010
		F														
O Hambum Dd	1.00	From	Щ_	000/	00/		own Rd	00/	00/			0	F74	0700	_	0015
8802 Hanbury Rd	1.00	9100	G	99%	0%	0%	0%	0%	0%	С	0.099	U	.571	9700	G	2015
		To From				Bus SR 168	Battlefield	Rd								
8802) Hanbury Rd	0.51	16000	G	99%	0%	0%	0%	0%	0%	С	0.093	0	.548	17000	G	2015
		To				Hillw	ell Rd									
		From			F	Bus SR 168 E	Battlefield	Blvd								
8803) Hillwell Rd	2.36	3100	G	99%	0%	1%		0%	0%	С	0.095	n	.579	3300	G	2015
0000		To	-			SR 165 Mt			- /-	-		·				
		From									<u> </u>					
Contract Dd	4.00		<u> </u>	000/	001	SR 165 Mt			00/			_	EEC	0000	^	0015
8804 Fentress Rd	1.80	3000 _{To}	G	99%	0%	0%	0%	0%	0%	С	0.102	0	.552	3200	G	2015
		10	1				ille Tpke									
<u> </u>		From		-			ation Rd									
8805) Elbow Rd	0.87	4800	G	100%	0%	0%		0%	0%	F	0.119	0	.606	5100	G	2015
$\overline{}$		To				Centerv	ille Tpke									
						Comerv	pre									

							Oncoupe								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
itv of Chesapeake		From				Cont	amilla Tul								
805) Elbow Rd	3.05	8500	G	100%	0%	0%	erville Tpk	0%	0%	С	0.113	0.506	9100	G	2015
3003) =12011 1 10	0.00	To	<u> </u>		0 70		Virginia Be		0 70			0.000	0.00	<u>.</u>	_0.0
		From:				Vo	olvo Pkwy				1				
Ban Way N	0.49	11000	G	99%	0%	0%	0%	0%	0%	F	0.099	0.555	12000	G	2015
		To				White	Oak Cross	no							
Bden Way N	0.68	12000	G	99%	0%	0%	0%	0%	0%	С	0.097	0.593	13000	G	2015
,		To													
S806) Eden Way N	0.85	14000	G	99%	0%	0%	nbrier Pkw 0%	0%	0%	F	0.099	0.625	15000	G	2015
5606) = 5.51. 1.1.5		То	Ť				ssways Blvo							-	
		From					Bainbridge								
Anne Ave		450	G			05 100	Bumoriage	Diva			0.089	0.61	450	G	2015
		To					Arlie St								
		From				(Canal Dr								
Baywood Trail		370	G				Junu 21				0.114	0.523	370	G	2015
•		To				M	leiggs Rd								
		From				Centerv	ille Tpke S	outh							
Beaver Dam Rd		500	G	98%	0%	1%	0%	0%	0%	С	0.101	0.644	500	G	2015
		To				Lon	g Ridge Rd								
		From				Will	low Oak Di								
Beckley Lane		220	G								0.114	0.623	240	G	2015
		To				Gra	ntham Lane								
		From				Brie	r Cliff Cres	t							
Birchleaf Rd		230	G								0.121	0.864	250	G	2015
		To				Mi	ll Pond Dr								
		From:				Sh	ipyard Rd								
Burson Dr		800	G								0.105	0.714	800	G	2015
		To				Orar	ngewood Ro	i							
		From				De	enver Ave								
Chattanooga St		420	G								0.106	0.552	450	G	2015
		To				W	aters Rd								
		From			F	Bus SR 16	8 Battlefiel	d Blvd							
Coastal Way		1500	G								0.087	0.753	1500	G	2015
		To					Sams Dr								
		From:				SR 1	65 Cedar R	d							
Conquest Dr		1200	G								0.141	0.57	1200	G	2015
		To					Shea Dr								
		From:			US	17 Georg	ge Washing	ton Hwy							
Conrad Ave		1400	G								0.107	0.776	1500	G	2015
		To				1	Butler St								
		From:				G	ibson Dr								
Cottonwood Lane		150	G								0.138	0.535	160	G	2015
		To	<u> </u>				nore Trail								
		From	ــــــــــــــــــــــــــــــــــــــ	0==:			/ilson Rd					. = . =			
Cypress St		840	G	97%	0%	2%	0%	0%	0%	С	0.132	0.513	840	G	2015
		To	<u> </u>				Isaac St								
Dalil		From	پ				Vellen St					2 2 -	222	^	00:-
Debbs Lane		210 To	G			_	D-11- C:				0.104	0.617	220	G	2015
							Rellen St								
D D		From	ــــــــــــــــــــــــــــــــــــــ			W	arrick Rd					a = · · a	050	^	00:-
Dove Dr		230 To:	G			¥-	a.s				0.124	0.742	250	G	2015
			<u> </u>				atterfly Dr								
_		From	ــِــا			K	almar Dr							_	
Essex Dr		650	G								0.103	0.692	690	G	2015
		To	1			Kin	gs Way Dr								

Route	Length AADT	ΩΔ	4Tiro	Rue	Truc	:k		QC	K	QK _ Dir	AAWDT	OW	Year
	Longin AAD1	Q,A	41110	Duo	2Axle 3+Axle	1Trail	2Trail	QU	Factor	Facto	or	Q II	rour
ty of Chesapeake	From	n-			Jule Dr								
Etheridge Manor Blvd	14000	G			Shifford Lane				0.095	0.61	6 15000	G	2015
	Froi	n:			Edenbridge Dr								
Etheridge Rd	2500	G	99%	0%	1% 0%	0%	0%	С	0.097	0.63	3 2500	G	2015
<u>-</u>	Т	0:			Fentress Rd								
- B	From				Saul Dr							_	
Eva Blvd	580	. G			Marge Dr				0.086	0.67	' 620	G	2015
	Fro	n:			Greenbrier Pkwy								
Fairway Dr	2000	G	99%	0%	0% 0%	0%	0%	С	0.122	0.71	6 2000	G	2015
	Т	0:			Cranston Dr								
Firmon Ct	From	<u> </u>			Shell Rd				0 111	0.61	0 700	_	2015
Firman St	730	G			Tuttle St				0.111	0.61	9 780	G	2015
	From	n:			Cecilia Terrace								
Fleming Circle	350	G							0.105	0.57	9 350	G	2015
	Т	01			SR 165 Cedar Rd								
Forest Cove Rd	320	[™]			Bramblewood Ct				0.109	0.64	9 320	G	2015
Totest Cove Hu	320	· G			Winslow Ave				0.109	0.04	9 320	G	2013
	From	n:			Johnstown Rd								
Frank Dr	950	G							0.134	0.56	9 1000	G	2015
	Т	0:		В	sus SR 168 Battlefield	Blvd							
Franklin St	2400	"	99%	0%	Country Rd	0%	0%	С	0.085	0.51	7 2400	G	2015
Trankiii St	2-100	_	33 /6		US 460 Bainbridge B		0 /0		0.003	0.51	7 2400	ч	2010
	From	n:			Albert Ave								
Gilmerton Rd	4700	G							0.107	0.58	2 5100	G	2015
	Т	01			Geneva Ave								
Greendell Rd	300	"L			Collins Blvd				0.102	0.6	320	G	2015
aroonaon na	т				Ashland Dr					0.0	020		2010
	From	n:			Galahad Dr								
Guenevere Dr	2500	G							0.083	0.56	5 2600	G	2015
	Т				Sean Dr								
Hawksley Dr	330	"L			Barksdale Rd				0.134	0.56	4 350	G	2015
Hamiloy Bi	т				Glenview Rd					0.00			2010
	From	n:			Pinecliff Dr								
Holly Gate Lane	320	G							0.109	0.62	2 340	G	2015
	T				Briarwood Dr								
Hunningdon Woods Blv		"LG			Placid Way				0.106	0.58	980	G	2015
	т	0.			SR 190 Kempsville I	Rd							
	From				Canal Rd								
Iowa St	620	G			0111				0.109	0.58	5 660	G	2015
	From	n:			Oklahoma Dr								
Joyner Rd	310	"LG			Gregg St				0.147	0.53	1 330	G	2015
- ,	т				Grant St								
	From				Parker Rd								
Keeling Dr	550	G			Y ~				0.111	0.50	8 550	G	2015
	Froi	1			Lobdell Ct	D 1			<u> </u>				
Kemp Lane	310	"LG			SR 407 Indian River	Kd			0.101	0.54	6 330	G	2015
	т	•			Kemp Lane E					0.04		<u>_</u>	_5.0

					City of Chesape	ake								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Chesapeake	From	1.			Cobb Ave									
Laurel Ave	510	G			2000 1110				0.106		0.535	550	G	2015
	Te	n-			Rokeby Ave									
	From		2221	221	Cornick Ave		2-1		<u> </u>					
Lilac Ave	1300 _{то}	<u>,</u> G	99%	0%	1% 0% Davis Ave	0%	0%	С	0.114		0.573	1400	G	2015
	Fron	1												
Lincoln Rd	170	G	92%	1%	Dunn St 2% 2%	3%	0%	С	0.155		0.667	170	G	2015
	To):			Outlaw St									
	Fron	ı:			Lindale Dr									
Lindsey Ave	240	G							0.120		0.627	240	G	201
	To):			Waterfield Ave									
Lofurno Rd	230	G G			Baugher Ave				0.133		0.625	240	G	2015
Lolumo na	230	,			Bounds Ave				0.133		0.023	240	G	201
	Fron	1:		F	Bus SR 168 Battlefield	d Blvd								
Marion Dr	1200	G							0.101		0.759	1200	G	201
	To):			Johnstown Rd									
	Fron	1:			Culpeper Ave									
Marlboro St	140	G			***				0.111		0.657	150	G	201
	Fron				Winslow Ave									
Masters Row Ct	600	G			Baff Loop Ct				0.099		0.566	640	G	201
Masters How Ot	To	,			Brassie Ct				0.000		0.500	040	u	201
	From	1.			Haledon Rd									
McCosh Dr	1000	G							0.097		0.692	1100	G	201
	Te	١.			Duffield Pl									
	From				Broadmoor Ave	:								
Michael Dr	90	G			T C4				0.129		0.522	90	G	201
	Fron				Texas St									
Millwood Ave	1100	G			Clover Dr				0.117		0.546	1100	G	201
	To				E Royce Dr									
	From	1:			Parker Rd									
Natchez Terrace	540	G							0.114		0.643	540	G	201
	To):			Foxgate Quarter	•								
	Fron				Johnstown Rd						0.500	740	_	004
Newberry Dr	670	<u>,</u> G			Horse Run Dr				0.112		0.588	710	G	201
	Fron	,			Woodcroft Lane				<u> </u>					
Oak Dr	290	G			woodcroft Lane	;			0.134		0.5	310	G	201
	To):			Tyre Neck Rd									
	Fron	1:			Victoria Dr									
Old Dr	1400	G							0.131		0.635	1400	G	201
	Te	١.			Barlett Dr									
0 0:	Fron				Campostella Rd								_	
Omar St	500 _{то}	, G			Faye St				0.124		0.636	540	G	201
	Fron	1							1					
Philadelphia St	60	G			English Ave				0.186		0.818	60	G	201
	те				Miller Ave									
	Fron	1:			Etheridge Rd									
Poplar Ridge Dr	270	G							0.123		0.75	270	G	201
	To):			Sandlewood Lan	e								
	Fron	n:			Erik Paul Dr								_	
Priscilla Lane	790	G			Y Y				0.094		0.599	790	G	201
	10	1			Loretta Lane									

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From	l			Greenway Dr		-					
Queenswood Terrace	110	G			Gleenway Di		0.142		0.714	120	G	2015
Queen	To				Royal Grant Dr		Ť		0.7.1.	0	<u>.</u>	
	From:				Campostella Rd							
River Creek Rd	530	G					0.111		0.521	530	G	2015
	To				Booker St							
	From				SR 168 Battlefield Blvd							
Robert Hall Blvd	6000	G					0.161		0.818	6500	G	201
	To				US 13 Military Hwy							
01 1 0 1	From:				Shepherds Ct				2.00	070	_	004
Shepherds Gate	260	G			Y WHEN I		0.132		0.62	270	G	201
					Logans Mill Trail							
Sir Meliot Dr	250	G			Sir Meliot Ct		0.135		0.643	270	G	201
Sil Mellot Di	250 To:	<u> </u>			Drawbridge Dr		0.133		0.043	210	G	201
	From:				Saxon Ct							
Sir Meliot Dr	870	G					0.099		0.517	870	G	201
	To				Parapet Rd							
	From				Cricket Ct							
Smokey Mountain Trail	1300	G			***		0.086		0.537	1300	G	201
	To				Woodwind Way							
0 45 44 5	From:				Woodberry Dr					00	_	004
Southfield Dr	80	G			D . II D		0.171		0.5	90	G	201
	10				Bartell Dr							
Ota dissa Du	From.				Scarlett Dr				0.504	1000	_	001
Stadium Dr	1800	G			SR 165 Mt Pleasant Rd		0.124		0.524	1900	G	201
	From						_					
Strafford Dr	360	G			Golden Hind Rd		0.125		0.560	380	G	201
Strationa Di	To:				Harding Dr		0.123		0.500	300	u	201
	From				•		-					
Tanglewood Trail	360	G			Goldcrest Dr		0.137		0.535	380	G	201
rangionio da Tran	To				Trilby Ct				0.000		<u>.</u>	_0.
	From:				Fairview St							
Tatemstown Rd	2500	G			Tanview St		0.086		0.617	2600	G	201
	To				Peter Rd							
	From:				Bruin Rd							
Terry Dr	2100	G					0.208		0.653	2300	G	201
	To				Brittany Way							
	From:				Bulldog Dr							
Tintern St	2700	G					0.088		0.612	2900	G	201
	To				Volvo Pkwy							
	From:				Campostella Rd							
Wadena Rd	840	G					0.106		0.586	840	G	201
	To		-		Gratton St							
	From				SR 165 Cedar Rd							
Warrick Rd	840	G					0.088		0.572	900	G	201
	To	<u> </u>			Butterfly Dr		<u> </u>					
	From:				Waters Rd						_	
Washington Dr	760	G					0.103		0.606	760	G	201
	To	<u> </u>			E St							
	From:				Magnolia Ave		<u> </u>				_	
Winslow Ave	210	G					0.146		0.619	220	G	201
	To				Marlboro St							
	From:			US	17 George Washington Hwy							
Yadkin Rd	3100	G			***		0.103		0.601	3300	G	201
	To				I-64							