2018

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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

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

Virginia State Route

- 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		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
13 (58) (460 Military Highway	City of Chesapeake (Maint: 64)	2.94	ECL Suffolk	Α	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.589	80000	Α
13 (58) (460) Military Highway	City of Chesapeake (Maint. 64)	2.94	76000	A	9176	076	1 70	1 70	070	0%	C	0.093	A	0.569	80000	A
(13) (58) (460)	City of Chesapeake (Maint: 64)	0.11	I-664 10000	F	91%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	F
(5) (6) (40)	To:		Bus US 13													
(13) (460) (191)	City of Chesapeake	0.18	5 58; SR 19 7700	91 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8100	G
13) (460) (191)	To:		1, S Militar			.,,		0,0	.,,	0,0	•	00	•	0.0.0	0.00	
13 (460 Military Highway	City of Chesapeake	0.45	6400	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	6800	G
	ned Traffic Estimates for 2 Parallel Roadways on	this Route:	6400	G								NA			NA	
	T _{co} . From:	Ramp from	n I-664; Sh	aefer Av	e											
(13) (460) Military Highway	City of Chesapeake	2.44	10000	G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	G
~~~	To: From:		I-64				$\Box$ $\vdash$						_			
13 460 Military Highway	City of Chesapeake	1.37	19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	G
Mella and Palanana	Too From:	US 17 Geo				00/	10/	40/	40/	00/		0.404	_	0.54.4	00000	
13 (460) Military Highway	City of Chesapeake	1.01	18000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	20000	G
13 (460) Military Highway	City of Chesapeake	2.20	196 Canal <b>35000</b>	Dr A	97%	0%	1%	1%	1%	0%	С	0.117	Α	0.536	39000	Α
Military Highway	Tree				37 76	0 70	1 70	1 /0	1 /0	0 70	O	0.117	^	0.550	33000	^
13 Military Highway	City of Chesapeake	0.31	Bainbridg 36000	ge BIVa G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.565	39000	G
10), 3,	то		I-464													
13 Military Highway	City of Chesapeake	0.78	25000	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.565	27000	G
<u> </u>	To- Front	Ca	mpostella I	Rd			$\neg$ $\vdash$									
13 Military Highway	City of Chesapeake	0.65	25000	G	97%	1%	1%	0%	1%	0%	F	0.111	F	0.657	26000	G
	To: From:	SR 168	8 Battlefield	d Blvd												
13 Military Highway	City of Chesapeake	0.72	24000	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.523	25000	G
<del>~</del>	To: From:		Allison Dr													
13 Military Highway	City of Chesapeake	0.41	28000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.603	30000	G
Melitaria I Palana	Tron:		eenbrier Pk	_	070/	00/	10/	40/	40/	00/		0.005	_	0.500	00000	
13 Military Highway	City of Chesapeake	1.67	31000 Virginia B	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.500	33000	G
	From:		Military Hi													
13 Ramp	City of Chesapeake (Maint: 64)	0.35	4300	F								0.125	F		4600	F
	To:		I-64 West													
~~ -	From		Military Hi												0.5	
13 Ramp	City of Chesapeake (Maint: 64)	0.41	<b>5800</b> I-64 East	F								0.089	F		6200	F
	From:	US 13 TO		M DT 4	5.4											
13 Ramp	City of Chesapeake (Maint: 64)	0.29	6400	M K 1 40	J <del>'1</del>							0.124	F		6400	G
-	To:		S FROM F													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~ B	From:		002A TO AND F	ROM RT							0.000	_		0500	_
(13) Ramp	City of Chesapeake (Maint: 6	,	3500 G								0.099	F		3500	G
~	10:	I-464-	N FROM RT 13												
~~	From:		Carolina State Lin							_					
(17) George Washington Hwy	City of Chesapeake	3.58	14000 A	94%	0%	1%	1%	5%	0%	С	0.103	Α	0.719	14000	Α
<u> </u>	To: From:	131-87	796 Ballahack Rd												
17 George Washington Hwy	City of Chesapeake	6.71	14000 G	94%	0%	1%	1%	5%	0%	F	0.089	F	0.709	14000	G
<u> </u>	To	Bus US 17 G	George Washingto	n Hwv											
17 Dominion Blvd	City of Chesapeake	3.86	9900 G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.637	10000	G
<u></u>	Tol														
17 Dominion Blvd	City of Chesapeake	0.94	165 Cedar Rd 27000 G	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.581	28000	G
Dominion Blvd	City of Chesapeake	0.94	27000 G	95 /6	0 /6	1 /0	1 /0	3 /0	0 /6	C	0.005	٨	0.561	20000	G
~~	To: From:		6 Bainbridge Blvd									_			
17 Dominion Blvd	City of Chesapeake	1.60	27000 G	95%	0%	1%	1%	3%	0%	F	0.095	F	0.772	28000	G
<u> </u>	To: From:	SR 190	Great Bridge Blv	d		$\neg$ $\vdash$									
17 Dominion Blvd	City of Chesapeake	0.28	39000 G	95%	0%	1%	1%	3%	0%	F	0.097	F	0.771	41000	G
$\searrow$	To:	SR 168 C	ak Grove Connec	tor											
~~ ~	From:		S 17 (Ramp)												
$\binom{17}{17}$ Ramp	City of Chesapeake (Maint: 6	•		Se	e US 1	7 for dire	ectional	traffic v	olume e	stima	tes for th	is seg	gment.		
<del></del>	To:	I-	-464 (Ramp)												
17 (64) Hampton Roads Beltway	City of Chesapeake (Maint: 6	4) 4.31	I-464	9	600 I-64	for direc	ctional tr	affic vo	luma ac	timat	es for this	coar	mont		
	affic Estimates for 2 Parallel Roadway	'	93000 F							F			nent.	00000	F
Combined 11	and Estimates for 2 Parallel Roadway	s on this houte.	93000 F I-64	92%	1%	1%	1%	5%	0%	Г	0.072	Г		98000	Г
	From	IS-00064-E(B)/IS-000		RT 17 NO	ORT										
17 (64) Ramp	City of Chesapeake (Maint: 6					for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
	· · · · · · · · · · · · · · · · · · ·	SUS-00017-P(U)/IS-0	0064-E296A(R)/I	ROM RT 6	54 E							ŭ			
	From:		I-64												
17 George Washington Hwy	City of Chesapeake	0.90	23000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.583	24000	G
<u> </u>	To:	US 13: U	JS 460 Military H	wv											
17 George Washington Hwy	City of Chesapeake	1.00	13000 G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.61	13000	G
,	7-														
17 George Washington Hwy	City of Chesapeake	0.63	196 Canal Dr 30000 G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.577	32000	G
George Washington Hwy	To:		L Portsmouth	31 /0	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.079	'	0.577	32000	G
	From:		CL Portsmouth												
17 Western Branch Blvd	City of Chesapeake	0.69	17000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.568	18000	G
<i>::</i> )	To					<del></del> 1									
	City of Chesapeake		24 Churchland Bly 22000 A	d 99%	0%	10/	Λ9/	<b>N</b> 9/	0%	С	0.098	Α	0.536	22000	Α
[17]	Gity of Chesapeake	0.56		99%	υ%	1%	0%	0%	0%	C	0.098	А	U.336	23000	А
-			ECL Suffolk			<u> </u>									
North	From		US 17 North								0.40=	_		0000	_
(17) Ramp	City of Chesapeake (Maint: 6	-	6400 F								0.127	F		6900	F
~	To		I-64 West												

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

		Oily of Offesapeake								1.4				
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
North	From:	US 17 North			ZAXIE	3+Axle	TITALI	ZITali		Factor		Factor		
17 Ramp	City of Chesapeake (Maint: 64)	0.17 <b>6100 F</b>								0.122	F		6500	F
(17)	То:	I-64 East								****	-			-
North	From:	US 17 TO RT 168 SOUT	H											
(17) Ramp	City of Chesapeake (Maint: 64)	0.16 <b>NA</b>	-							NA			NA	
	To:	I-64-W291B FROM RT 17 NO	ORTH											
North	From:	US 17 TO RT 464 NORT	Н											
17 Ramp	City of Chesapeake (Maint: 64)	0.26 <b>6000 G</b>								0.139	F		6400	G
	To: SR I	168-N015B FROM RT 17 NORTH	TO 464 NO	OR										
North	From:	US 17 N, Dominion Blvd												
(17) Ramp	City of Chesapeake (Maint: 64)	0.10 <b>NA</b>								NA			NA	
Novib	To: From:	SR 168 North Exit 15A Rai	np											
North	City of Chesapeake (Maint: 64)	0.54 <b>24000 F</b>								0.09	F		26000	F
(17)	To:	I-64 West Exit 291 Collector	Rd							0.00	•			•
North	From:	US 17 Dominion Blvd												
17 Ramp	City of Chesapeake (Maint: 64)	0.30 <b>21000 G</b>	95%	0%	1%	1%	3%	0%	F	0.125	F		22000	G
	To:	I-464 North												
South	From:	US 17 South												
17 Ramp	City of Chesapeake (Maint: 64)	0.19 <b>4300 F</b>								0.110	F		4600	F
	Τα	I-64 West												
South	From:	US 17 South												
(17) Ramp	City of Chesapeake (Maint: 64)	0.29 <b>1300 F</b>	95%	0%	1%	1%	3%	0%	F	0.082	F		1300	F
<u> </u>	To:	I-64 East												
Bus	From:	US 17 Dominion Blvd			Щ.				_		_			_
(17) George Washington Hwy	City of Chesapeake	4.07 <b>5800 G</b>	94%	0%	1%	1%	5%	0%	F	0.093	F	0.763	6000	G
Bus	To: From:	SR 165 Cedar Rd												
17 George Washington Hwy	City of Chesapeake	1.19 <b>33000 G</b>	94%	0%	1%	1%	5%	0%	F	0.075	F	0.592	34000	G
	To:	I-64												
	From:	ECL Suffolk												
58 13 460 Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>76000 A</b>	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.589	80000	Α
	To	I-664			$\neg$ $\vdash$									
(58) (13) (460)	City of Chesapeake (Maint: 64)	0.11 <b>10000 F</b>	91%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	F
$\bigcirc$	To:	SR 191 Jolliff Rd; US 13 Military	Highway											
ALT Airling Plyed	City of Change also	•		00/	10/	00/	00/	00/	0	0.004	F	0.500	7500	_
58 460 Airline Blvd	City of Chesapeake	1.72 <b>7000 G</b> WCL Portsmouth	96%	2%	1%	0%	2%	0%	С	0.091	г	0.569	7500	G
	I													
East (58) Ramp	City of Chesapeake (Maint: 64)	US 58 E, Military Highwa 0.53 <b>27000 G</b>	у							0.115	F		27000	G
(38) 11411114	Tix	Ramps to and from US Military	/ Hwv							0.113	'		21000	u
	I	ramps to and from OB William												

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

	Davida	1d. advada			or Chesap		4Tina	D		Tru	ıck		00	K	OK	Dir	A A \ A \ D T	- 0)4/
	Route	Jurisdictio	on 		AADT	QA		Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	Ramp	City of Chesapeake	(Maint: 64)	Ramps to and	d from US N 26000	Military <b>F</b>	Hwy							0.101	F		28000	F
58	namp	City of Griesapeake	(Mairit. 64)		I-664 East									0.101	Г		20000	Г
East		From:	:		E, Military F	Highway												
58	Ramp	City of Chesapeake	(Maint: 64)	0.17	10000	F								0.077	F		11000	F
<i>\</i>		To			I-664 West													
West	Ramp	City of Chesapeake	(Mainte C4)	US 58 W 0.29	V, Military I <b>420</b>	Highway <b>F</b>	7							0.107	F		450	_
58	namp	City of Chesapeake	(Marrit. 64)		420 I-664 East									0.107	Г		450	Г
Vest		From:	:		V, Military I	Highway	1											
58	Ramp	City of Chesapeake	(Maint: 64)	0.22	3000	F								0.109	F		3200	F
~		To	:		I-664 West													
East	I I amentan Danie Daltana	From:	(NA=!==+= O.4)		Virginia B		070/	00/	40/	40/	40/	00/	_	0.070	_		74000	_
64	Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	. ,	0.98	69000	F F	97% 99%	0% 0%	1% 0%	1% 0%	1% 1%	0% 0%	F	0.079 0.093	F A	0.52	74000 147000	F
		Combined Traine Estimates for 2 Faraner	noauways or				99%	076	0%	0%	170	076	Г	0.093	А	0.52	147000	Г
ast		From:			enbrier Park								_					
64	Hampton Roads Beltway	City of Chesapeake		2.13	45000	F	97%	0%	1%	1%	1%	0%	F	0.083	F	0.505	49000	F
		Combined Traffic Estimates for 2 Parallel	Hoadways or			F	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	96000	F
ast		To: From:			8 Battlefield													
64	Hampton Roads Beltway	City of Chesapeake	,	0.58	59000	F	97%	0%	1%	1%	1%	0%	F	0.074	F		65000	F
_		Combined Traffic Estimates for 2 Parallel	Roadways or	this Route:	109000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.55	118000	F
ast		To: From:			I-464													
64	(17) Hampton Roads Be		. ,	4.31	46000	F	92%	1%	1%	1%	5%	0%	F	0.075	F		49000	F
$\smile$	<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways or	this Route:	93000	F	92%	1%	1%	1%	5%	0%	F	0.072	F		98000	F
ast		To: From:		US 17 Geo	orge Washir	ngton H	wy											
64	Hampton Roads Beltway	City of Chesapeake		1.46	43000	F	92%	1%	1%	1%	5%	0%	F	0.085	F		46000	F
		Combined Traffic Estimates for 2 Parallel	Roadways or	this Route:	85000	F	92%	1%	1%	1%	5%	0%	F	0.076	F	0.551	90000	F
East		To: From:		US 13, US	460 Militar	y Highv	vay											
64	Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.31	45000	В	92%	1%	1%	1%	5%	0%	С	0.087	Α		48000	В
		Combined Traffic Estimates for 2 Parallel	Roadways or			В	92%	1%	1%	1%	5%	0%	С	0.084	Α	0.513	92000	В
		To:			I-264, I-664													
East	Pamp	City of Chesapeake	(Maint: 64)	I-64 I 0.26	East Collect	or Rd <b>F</b>	95%	1%	1%	1%	2%	0%	С	0.117	F		6700	F
64	Ramp	City of Griesapeake	(ivialiil. 64)		W, Greenb			I 70	1%	170	∠70	U 7/0	C	0.117	Г		6700	٢
East		From:	:		East Collect													
64	Ramp	City of Chesapeake	(Maint: 64)	0.25	14000	F								0.094	F		15000	F
		To:		131-8665	E, Greenbi	rier Pkw	у											

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

Route	Jurisdiction	Length AADT QA		Truck		QC	K Factor	QK Dir Factor	AAWDT	QW
East 64 Ramp	City of Chesapeake (Maint: 64)	-E BEG. COLL ROAD TO GREE 0.14 <b>26000 G</b>					0.101	F	26000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>19000 G</b>					0.092	F	19000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>30000 G</b>					0.082	F	30000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>14000 G</b>					0.087	F	14000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	65-E001A FROM GREENBRIER 0.22 <b>NA</b>	PARKWAY EA				NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	SLIP RAMP TO EXIT 290 CO 0.40 NA E END COLL RD FROM GREE		_ <del></del> ¬			NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64 East Collector Rd 0.27	94% 0%	1% 2% 3	3% 0%	С	0.137	F	5700	F
East 64 Ramp	From: City of Chesapeake (Maint: 64)	I-64 East 0.23 12000 F SR 168 South	98% 0%	0% 0%	1% 0%	С	0.180	F	12000	F
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 East  0.60 <b>19000 F</b> I-64 East Exit 290 A					0.107	F	21000	F
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 A 0.10 <b>14000 F</b>					0.099	F	15000	F
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefie	ld Blvd N				0.089	F	24000	F
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 B  0.12 <b>11000 F</b>					0.088	F	12000	F
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefie  0.20 15000 F  I-64 E	ld Blvd S	<del></del>			0.082	F	16000	F
East 64 Ramp	City of Chesapeake (Maint: 64)	1-64 East 0.25 <b>11000 F</b> 1-464 North					0.075	F	12000	F
East (64) Ramp	City of Chesapeake (Maint: 64)	I-64 East  0.23 <b>20000 F</b> I-464 South					0.082	F	22000	F

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
East	From:		I-64 East				ZAXIE	3+Axle	Hraii	ZTraii		Factor		Factor		
64) (17) Ramp	City of Chesapeake		4200	F								0.074	F		4500	F
	To:	US 17 N, C	eorge Wash	nington I	łwy											
East	From:	(14.1.1.2.1)	I-64 East										_			_
64 Ramp	City of Chesapeake		<b>5600</b> US 17 South	F								0.096	F		5900	F
-	From			1												
East 64) Ramp	City of Chesapeake	(Maint: 64) 0.31	I-64 East 4700	F								0.135	F		5000	F
64) 1 14111	To:		Military Hi									0.100	•		0000	·
Vest	From:	WC	L Virginia B	each												
64) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.89	65000	F	100%	0%	0%	0%	0%	0%	С	0.082	F		72000	F
✓ c	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	134000	F	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	147000	F
Most	To: From:	Gre	enbrier Park	way												
Nest Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.10	44000	F	97%	0%	1%	1%	1%	0%	F	0.087	F		47000	F
3.7	ombined Traffic Estimates for 2 Parallel	'		F	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	96000	F
	Tac		8 Battlefield	d Blvd												
Vest	From:				070/	00/	40/	40/	40/	00/		0.000	_		50000	
168 Hampton Roads Belt			49000	N	97%	0%	1%	1%	1%	0%	N	0.088	F		53000	N
C	ombined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle{\text{Toc}}}$	Roadways on this Route:	US 17	N	97%	0%	1%	1%	1%	0%	N	NA			118000	N
Vest	From:		68 Battlefield	d Blvd												
64) Hampton Roads Beltway	City of Chesapeake	,	49000	F	97%	0%	1%	1%	1%	0%	F	0.088	F		53000	F
C	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	F	97%	0%	1%	1%	1%	0%	F	0.073	F	0.558	118000	F
Vest	To: From:		I-464													
(64) $(17)$ Hampton Roads Belt	way City of Chesapeake	(Maint: 64) 0.41	45000	F	93%	0%	1%	1%	5%	0%	F	0.076	F		47000	F
	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	F	92%	1%	1%	1%	5%	0%	F	NA			97000	F
	Tœ	SR 190	Great Brid	ge Blyd												
$\frac{N_{\text{est}}}{64}$ $\frac{17}{17}$ Hampton Roads Belt	way City of Chesapeake		47000	F	93%	0%	1%	1%	5%	0%	F	0.074	F		49000	F
	ombined Traffic Estimates for 2 Parallel	'		F	92%	1%	1%	1%	5%	0%	F	0.074	· F		98000	F
· ·	Tree					. 70		170	070	070	•	0.072	•		00000	•
West	From:		orge Washir		•								_			
64 Hampton Roads Beltway	City of Chesapeake	,	42000	F	93%	0%	1%	1%	5%	0%	F	0.077	F	0.554	44000	F
- C	ombined Traffic Estimates for 2 Parallel			F	92%	1%	1%	1%	5%	0%	۲	0.076	F	0.551	90000	F
West	To: From:	US 13, U	JS 460 Milit	tary Hwy	/		_}									
64) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.65	42000	Α	93%	0%	1%	1%	5%	0%	С	0.085	Α		44000	Α
C	ombined Traffic Estimates for 2 Parallel			В	92%	1%	1%	1%	5%	0%	С	0.084	Α	0.513	92000	В
	Te:		I-264, I-664	·												
West	From:		West Collect		0551	461		4.57	051	061	_		_		0600	_
64 Ramp	City of Chesapeake		6200	F	95%	1%	1%	1%	2%	0%	С	0.114	F		6600	F
<u> </u>	10:	131-8665	W, Greenb	rier Pkw	У											

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

Route	Jurisdiction	1	Length	AADT	QA	4Tire Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (	Maint: 64)	0.25	Vest Collector	F							0.088	F		12000	F
West Oallanter Pd	From:	Mariata OA)		E, Greenbrie		1						0.005			04000	<del></del>
64 Collector Rd	City of Chesapeake (		0.66 est Exit 289B	19000 Ramp to Gre	<b>F</b>	r Pkwy East						0.085	F		21000	F
West 64 Collector Rd	City of Chesapeake (		0.10	7800	F							0.11	F		8300	F
West Collector Rd	City of Chesapeake (	Maint: 64)		Greenbriar P	r F	ast						0.087	F	0.773	13000	F
West 64 Collector Rd	City of Chesapeake (		0.16	Ramp to Gre	enbriar <b>F</b>	Pkwy West						0.101	F	0.826	6800	F
West 64 Collector Rd	City of Chesapeake (	Maint: 64)	Ramp from 0.14	Greenbriar Pl	kwy W	est						0.092	F	0.944	21000	F
West	To:			I-64 West Vest Collector	r Rd											
64 168 Ramp	City of Chesapeake (	Maint: 64)	0.18 Bi	<b>4000</b> us SR 168 N	F	86% 1%	1%	2%	9%	1%	С	0.078	F		4300	F
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (	Maint: 64)	0.30	9100 68 Battlefield	F	97% 0% S	1%	0%	1%	0%	С	0.098	F		9700	F
Nest (168) I-64 W Exit 290	City of Chesapeake (	Maint: 64)	0.10	I-64 West 15000 West Exit 290	G							0.079	F		15000	G
West (168) I-64 W Exit 290	City of Chesapeake (	Maint: 64)		W Exit 290 7600								0.082	F		8100	F
Nest (168) I-64 W Exit 290	City of Chesapeake (		mp From Bus 0.20	SR 168 Batt	tlefield <b>F</b>	Blvd S						0.079	F	0.673	13000	F
Nest 64   I-64 W Exit 290	City of Chesapeake (	Maint: 64)	I-64 0.12	7700	S F							0.085	F	0.536	8300	F
West 64 I-64 W Exit 290	Trom: Prom: City of Chesapeake (		np From Bus	SR 168 Batt	lefield <b>F</b>	Blvd N						0.082	F		19000	F
West 64 I-64 W Exit 290	City of Chesapeake (	· · · · · · · · · · · · · · · · · · ·	Ramp t	to I-64 E Exit	t 289							0.087	F		11000	F
West	To:			I-64 W Exit 291 Coll		ł.d										
Ramp	City of Chesapeake (	Maint: 64)	0.26	<b>4000</b> -464; US 17	F	95% 0%	1%	1%	3%	0%	F	0.106	F		4200	F

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

		City of Chesape	cano					1 .			17		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	City of Chesapeake (Maint: 64)	I-64 West 0.49 <b>8800</b>	F								0.098	F		9400	F
64 Ramp	To:	Ramp from US 17	_								0.096	Г		9400	Г
West (64) Ramp	City of Chesapeake (Maint: 64)	US 17-N017A FROM RT 0.05 <b>NA</b>	17 NOR	TH							NA			NA	
64 Ramp	the state of the s	1SR 168-P FROM RT 64 WES	ST & 17	NORTH							INA			INA	
West	From:	I-64-W BEGIN COLL ROA	D TO R	T 464											
64 Ramp	City of Chesapeake (Maint: 64)	0.40 <b>NA</b> I-64-W US 17-N017	C Com								NA			NA	
West	From:	I-64-W US 17-N017	C Gap												
Ramp	City of Chesapeake (Maint: 64)	0.20 <b>2400</b>	F								0.090	F		2600	F
	Τσ:	SR 190 Great Bridg	e Blvd												
West Ramp	City of Chesapeake (Maint: 64)	I-64 West 0.24 <b>5500</b>	F	95%	0%	1%	1%	3%	0%	F	0.102	F		5800	F
64 Ramp	To:	US 17	•	33 78	0 70	170	1 70	0 70	0 70	'	0.102	'		3000	'
West	From:	I-64 West													
64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>4900</b>	F								0.076	F		5200	F
	From:	US 13 Military Hig Bus US 17 George Wash		****											
165 Moses Grandy Trail	City of Chesapeake	2.70 <b>13000</b>	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.519	14000	G
	To: From:	US 17 Dominion 1	Blvd												
165 Cedar Rd	City of Chesapeake	0.28 <b>26000</b>	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.535	27000	G
	From:	Bells Mill Rd W		200/	10/		00/	00/	201		0.000	_	0.500	20000	
165 Cedar Rd	City of Chesapeake	2.01 30000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.529	32000	G
165 Cedar Rd	City of Chesapeake	131-8798 Bells Mill l 1.73 <b>27000</b>	Rd East <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.081	F	0.57	29000	G
	ть	Bus SR 168 Battlefie			. , ,			0 70		•	0.00	•	0.07		
Bus 165) 168 Battlefield Blvd	City of Chesapeake	0.26 <b>32000</b>	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	34000	G
103/108/24.1010/21/2	ты	BUS SR 168 Battlefie					0,0	0 70			0.000	•	0.000	0.000	
165)Mt Pleasant Rd	City of Chesapeake	0.75 <b>19000</b>	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.613	20000	G
	To: From:	SR 168 Great Bridge	Bypass												
165 Mt Pleasant Rd	City of Chesapeake	2.57 <b>19000</b>	G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.511	20000	G
Mt Diagont Dd	To From:	131-866 Centerville	_	070/	00/	10/	10/	10/	00/		0.110		0.550	11000	
165 Mt Pleasant Rd	City of Chesapeake	4.53 <b>10000</b>	G	97%	0%	1%	1%	1%	0%	С	0.110	F	0.558	11000	G
165)Mt Pleasant Rd	City of Chesapeake	131-8667 Fentress Air 0.91 <b>11000</b>	rfield Rd <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.116	F	0.661	11000	G
100	To:	WCL Virginia Be			- / -			, -	- , -						-
	From	US 17 Dominion 1								_					
166 Bainbridge Blvd	City of Chesapeake	2.05 <b>1900</b> SR 190 Great Bridg	G e Blyd	89%	1%	2%	4%	4%	0%	F	0.093	F	0.682	2100	G
		SK 190 Gleat Bridg	C DIVU												

		Oity 0	ii Chesapea	.NC				Tru	ماد			V		D:×		
Route	Jurisdiction	Length	AADT C	QΑ	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SB 100	Great Bridge E	Dlud			ZAXIE	3+Axie	TITALI	ZIIdii		Factor		Factor		
166)Bainbridge Blvd	City of Chesapeake	0.69		G	89%	1%	2%	4%	4%	0%	С	0.101	F	0.578	8400	G
160) = 4.1.5.	The state of the s				0070	. , 0		. , 0	.,0	0,0	Ū	0	•	0.0.0	0.00	<u> </u>
166)(460)Bainbridge Blvd	City of Chesapeake	0.74	3 Military Hwy	y G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	11000	G
166) 460 Bainbridge Blvd	Oily of Offesapeake	0.74	11000	<u> </u>	33 /0	1 /0	1 /0	1 /0	Z /0	0 /6	'	0.103	'	0.501	11000	G
	From:		reeman Ave		2=4											
166 (460) Bainbridge Blvd	City of Chesapeake	1.25	9900	G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	G
	To: From:	Cl	nesapeake Dr													
166)(460) Bainbridge Blvd	City of Chesapeake	0.81	8600	G	95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9100	G
	To:		37 Poindexter S	St												
166)(460) Poindexter St	City of Chesapeake	Ва 0.56	inbridge Blvd 7500	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8000	G
166 460 Poindexter St	City of Chesapeake	0.56	7500	G	90%	I 70	1 76	0%	076	0%	C	0.119	Г	0.099	8000	G
	To: From:		Liberty St	_			<u> </u>									
166 (460) 22nd St	City of Chesapeake	0.39		G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6000	G
	10:	S	SCL Norfolk													
	From:		Carolina State L								_					
168 Battlefield Blvd	City of Chesapeake	1.79	26000	Α	97%	0%	1%	1%	1%	0%	С	0.150	Α	0.544	25000	Α
<u> </u>	To: From:	Bus SR 168 Bar	ttlefield Blvd; (	Gallbu	sh Rd											
168)Chesapeake Expressway	City of Chesapeake (Maint: T	OL) 2.92	10000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.744	9600	G
$\smile$	To	Bus SR 168 Battlefie	eld Blvd: Near	Indian	Creek R	d										
168)Chesapeake Expressway	City of Chesapeake (Maint: T			G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.744	9600	G
	To	ц	illcrest Pkwy													
168) Chesapeake Expressway	City of Chesapeake (Maint: T			G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.744	34000	G
108) emecapeante Expresentaj	and an emergence (mainter)	,			0.70	0 70		. , 0	. , 0	0,0	•	0.000	•	0	0.000	<u> </u>
Crost Bridge Burges	City of Chesapeake	1.76	nd Toll Road 37000		97%	0%	10/	1%	1%	00/	F	0.09	F	0.670	34000	G
168 Great Bridge Bypass	City of Criesapeake	1.76	37000	G	9/%	0%	1%	170	170	0%	Г	0.09	Г	0.673	34000	G
	To: From:		168 Battlefield				<u> </u>						_			
168 Great Bridge Bypass	City of Chesapeake	0.20	33000	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.609	31000	G
<u> </u>	To: From:	I	Hanbury Rd													
168)Great Bridge Bypass	City of Chesapeake	1.50	48000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.675	45000	G
$\smile$	To:	SR 16	5 Mt Pleasant I	Rd												
168)Great Bridge Bypass	City of Chesapeake	2.49		G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.669	66000	G
	Tec	Duo CD	168 Battlefield	Dlvd			—									
168)Oak Grove Connector	City of Chesapeake	1.82		G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.61	66000	G
166) Can Grove Commodel	ony or onesapeane	1.02			01 /0	0 /0		1 /0	1 /0	0 70	•	0.000	•	0.01	00000	ď
Llamatan Danda Balturan	City of Change and (Maint)	64) 0.50	I-64			0 1 64	for direc	tional to	offic v-	luma ca	tim ot-	o for the		mont		
168 64 Hampton Roads Beltway	City of Chesapeake (Maint: 6		100000									es for this	segi	ment.	440000	
Combined Ir	affic Estimates for 2 Parallel Roadwa			N	97%	0%	1%	1%	1%	0%	N	NA			118000	Ν
	From:		I-64; US 17 R 168 CD Rd													
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 0				Se	e I-64	for direc	tional tra	affic vo	lume es	timate	es for this	sea	ment.		
100 07	To		to Bus SR 168	S			$\neg$						3			

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
168 (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp to Bus SR 168 S 0.10		ee I-64 fo	or direc	tional tr	affic vo	lume es	stimate	es for this	s seg	ment.		
	To:	Ramp From SR 168 S			_									
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20	S	ee I-64 f	or direc	tional tr	affic vo	lume es	stimate	es for this	s seg	ment.		
$\bigcirc$	To:	Ramp to SR 168, Bus SR 1	168											
168 (64) Ramp	City of Chesapeake (Maint: 64)	Ramp to Bus SR 168 0.18	S	ee I-64 f	or direc	tional tr	affic vo	lume es	stimate	es for this	s seg	ment.		
Bus	To: From:	Bus SR 168												
168 Battlefield Blvd	City of Chesapeake	0.35 <b>70000 N</b> End Bus SR 168	99%	0%	1%	0%	0%	0%	Ν	0.08	F	0.509	74000	N
	From:	I-64; US 17												
168 Battlefield Blvd	City of Chesapeake	0.54 <b>36000 G</b>	96%	1%	1%	1%	2%	0%	F	0.086	F	0.548	39000	G
	To: From:	US 13 Military Hwy			ᆜᅳ						_			
168 Battlefield Blvd	City of Chesapeake	0.47 <b>23000 G</b>	96%	1%	1%	1%	2%	0%	F	0.082	F	0.519	25000	G
	To: From:	Campostella Rd												
168 Atlantic Ave	City of Chesapeake	0.42 <b>16000 G</b>	96%	1%	1%	1%	2%	0%	F	0.093	F	0.542	17000	G
Atlantia Ava	City of Chesapeake	Providence Rd 1.16 17000 A	96%	1%	1%	1%	2%	0%	С	0.114	Α	0.531	19000	Α
168 Atlantic Ave	City of Criesapeake	Old Atlantic Avenue	90%	1 %	1% —	176	2%	0%	U	0.114	А	0.531	19000	А
168 Atlantic Ave	City of Chesapeake	0.39 <b>9900 G</b>	96%	1%	1%	1%	2%	0%	F	0.102	F	0.56	11000	G
	To: From:	SR 246 Liberty Rd									_			
168 Campostella Rd	City of Chesapeake	0.35 <b>16000 G</b> SCL Norfolk	96%	1%	1%	1%	2%	0%	F	0.099	F	0.599	17000	G
North	From:	SR 168; 1SR 168-P SR 168-N	J015B											
(168)Ramp	City of Chesapeake (Maint: 64)	0.21 <b>NA</b>								NA			NA	
	To:	US 17-N017C TO RT 64 W	EST											
North	From:	SR 168; 1SR 168-P SR 168-N	J015A											
168)Ramp	City of Chesapeake (Maint: 64)	0.28 <b>NA</b>								NA			NA	
	To	SR 168-N015C TO RT 17 SOUT	TH & 190		$\neg$									
North 168 Ramp	City of Chesapeake (Maint: 64)	0.05 <b>7000 G</b>								0.142	F		7600	G
North	To US 1	7-N017B FROM RT 17 NORTH	TO 464 NO	)R	$\Box$									
(168)Ramp	City of Chesapeake (Maint: 64)	0.07 <b>5800 G</b>								0.127	F		6200	G
$\smile$	To:	I-64-W291A US 17-N01	7											
North		SR 168-N015B TO RT 17 SOUT	H & 190											
(168)Ramp	City of Chesapeake (Maint: 64)	0.38 <b>NA</b>								NA			NA	
$\overline{}$	To	SR 168-S015A TO RT 17 SOUT	H & 190											
South	From:	1SR 168-P TO RT 190												
(168)Ramp	City of Chesapeake (Maint: 64)	0.13 <b>16000 G</b>								0.084	F		17000	G
$\sim$	То:	SR 168-N015C TO RT 17 SOUT	H & 190											

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 168 Ramp	City of Chesapeake (Maint: 64		NA								NA			NA	
<u> </u>	To:	US 17 SR 190 FRO	M & TO RT 4	64,64 &											
SR 168 SB From I 464 S to south of Interchan	ge City of Chesapeake	0.55 <b>I</b>	h of Interchang NA 464 S	2							NA			NA	
	From:			I C 11D1	1										
Bus 168 Battlefield Blvd	City of Chesapeake	SR 168 Chesapeake Ex 2.70 <b>15</b>	5000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.630	16000	G
Bus	To: From:	Indian	Creek Rd												
168 Battlefield Blvd	City of Chesapeake		3000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	19000	G
Bus	From:	Center	ville Tpke												
68 Battlefield Blvd	City of Chesapeake	3.78 <b>21</b>	1000 G	97%	0%	1%	1%	1%	0%	F	0.121	F	0.553	22000	C
Bus	To: From:	SR 168 Grea	t Bridge Bypas	s											
68) Battlefield Blvd	City of Chesapeake	0.28 <b>1</b> 1	1000 G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	12000	(
	From:	131-8802	Hanbury Rd												
68 Battlefield Blvd	City of Chesapeake		2000 G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	13000	(
Bus	From:	SR 165 S, Mount Ple	asant Rd, John	stown Rd											
168 (165) Battlefield Blvd	City of Chesapeake	0.26 <b>32</b>	2000 G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	34000	C
Bus	To: From:	SR 165 Nor	th; Cedar Road												
68) Battlefield Blvd	City of Chesapeake	1.24 <b>38</b>	3000 G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.664	41000	(
Bus	From:	SR 190 Gre	eat Bridge Blvd												
168 Battlefield Blvd	City of Chesapeake	0.17 <b>36</b>	6000 G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.566	38000	G
3	To: From:	SR 168 Grea	t Bridge Bypas	S		_									
Bus 168 Battlefield Blvd	City of Chesapeake	1.39 <b>40</b>	0000 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.657	43000	G
Bus	To: From:	Hollywood Ro	d; Oak Grove F	ld.											
Battlefield Blvd	City of Chesapeake		1000 G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.622	55000	C
Bus	From:	Volv	o Pkwy												
8 Battlefield Blvd	City of Chesapeake		0000 G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.509	74000	C
Bus	From:		I-64												
168 Battlefield Blvd	City of Chesapeake		0000 N attlefield Blvd	99%	0%	1%	0%	0%	0%	N	0.08	F	0.509	74000	Ν
Bus	From		168 North												
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	,	Collector Rd	99%	0%	0%	0%	0%	0%	С	0.083	F		11000	F

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

						Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		+Axle 1Tr		QC	Factor	QK	Factor	AAWDT	Q'
Bus	From:	Bus SR 168 North											
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	0.18 <b>8500 F</b>		0%	1%	0% 19	6 0%	С	0.076	F		9000	
<u> </u>	To:	I-64 East Collector Rd											
Bus	From:	SR 168 Battlefield Blvd											
168)Ramp	City of Chesapeake (Maint: 64)	0.17 <b>4200 F</b>		0%	2%	1% 3%	6 0%	С	0.076	F		4500	
<u> </u>	To:	I-64 West Collector Rd	l										
Bus	From:	Bus SR 168 Battlefield Bly											
Ramp	City of Chesapeake (Maint: 64)	0.35 <b>4000 F</b>	86%	1%	1%	2% 9%	6 1%	С	0.078	F		4300	
	10.	I-64 East											
	From:	SR 166 Bainbridge Blvd		201		00/	, 00,	•	0.440	_	0.705	4000	
90 Great Bridge Blvd	City of Chesapeake	0.83 <b>4000 G</b>	89%	3%	1%	3% 3%	6 0%	С	0.110	F	0.705	4200	
	To: From:	131-8763 Campostella R											
(190) Great Bridge Blvd	City of Chesapeake	0.30 <b>7900 G</b>	89%	3%	1%	3% 3%	6 0%	F	0.110	F	0.705	8400	
<u></u>	Toc From:	I-64											
190)Great Bridge Blvd	City of Chesapeake	0.26 <b>13000 G</b>	96%	2%	1%	0% 0%	6 0%	F	0.096	F	0.694	13000	
<u> </u>	Toc	US 17 Dominion Blvd											
90)Great Bridge Blvd	City of Chesapeake	2.34 <b>13000 G</b>	96%	2%	1%	0% 0%	6 0%	С	0.095	F	0.665	14000	
<u></u>	To	Bus SR 168 Battlefield Bl											
(90) Kempsville Rd	City of Chesapeake	0.48 <b>31000</b> G		0%	0%	1% 19	6 0%	F	0.087	F	0.578	32000	
(30) . toporo . to	July of Ginesapeane			0,0		.,,	0 70	•	0.007	•	0.07.0	02000	
190)Kempsville Rd	City of Chesapeake	Clearfield Ave 0.81 <b>31000 G</b>	98%	0%	0%	1% 19	6 0%	С	0.088	F	0.512	33000	
190 Kempsville Hu	Oity of Offesapeake		90 /6	0 /6	U /6	1/0 1/	0 0/0	C	0.000	•	0.512	33000	
	From:	Greenbrier Pkwy	200/	201		10/ 00	, 00,		0.000	_	0.500	00000	
90 Kempsville Rd	City of Chesapeake	1.81 <b>21000 G</b>	99%	0%	0%	1% 0%	6 0%	F	0.096	F	0.562	22000	
	To: From:	Volvo Pkwy											
(190) Kempsville Rd	City of Chesapeake	0.49 <b>19000 G</b>	99%	0%	0%	1% 0%	6 0%	F	0.097	F	0.541	21000	
	10:	WCL Virginia Beach											
$\neg \sim \sim$	From:	SR 191, S Military Hwy						_		_			
91) (13) (460)	City of Chesapeake	0.18 <b>7700 G</b>	90%	1%	2%	3% 4%	6 0%	F	0.113	F	0.576	8100	
	From:	AIRLINE BLVD US 58 Airline Blvd											
91 Jolliff Rd	City of Chesapeake	2.22 <b>3500 G</b>	96%	1%	1%	1% 0%	6 0%	С	0.122	F	0.676	3700	
31)	To							_	-				
191)Jolliff Rd	City of Chesapeake	Dock Landing Rd 0.91 <b>4000 G</b>	98%	0%	1%	0% 0%	6 0%	С	0.111	F	0.527	4200	
91)301111111	To To	SR 337 Portsmouth Blvd		0 /6	1 /8	076 07	0 /0	O	0.111	•	0.527	4200	
	From:	US 13 Military Hwy	•		1								
96)Canal Dr	City of Chesapeake	0.96 <b>19000 G</b>	98%	0%	0%	1% 0%	6 0%	С	0.081	F	0.508	20000	
130) 3	To To	US 17 George Washington		3 /0	Ť	. , 5	0 /0	J	0.001	•	0.000	_55555	
	From:	US 460 Poindexter St											
246)Liberty St	City of Chesapeake	0.39 <b>6900 G</b>	97%	1%	1%	0% 0%	6 0%	С	0.091	F	0.533	7300	
240) = 3311, 31	To:	Latham Street	J1 /0	. 70		J,U J/	0 /0	J	0.001	•	0.000	. 500	

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

		City of Ches	ареаке												
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q'
	From	T 4 0				2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
246)Liberty St	City of Chesapeake	Latham St 0.37 <b>4400</b>	reet <b>G</b>	97%	1%	1%	0%	0%	0%	F	0.090	F	0.539	4600	(
246) 2.0011) 31	To:	SR 168 Campo		01 70	1 70		0,0	0 70	070	•	0.000	•	0.000	1000	
Fact	From:	I-64; I-6													
East 264	City of Chesapeake (Maint: 6	· · · · · · · · · · · · · · · · · · ·		94%	0%	1%	1%	4%	0%	F	0.129	F		34000	
20.7	Combined Traffic Estimates for 2 Parallel Roadway		G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	65000	
	To:	WCL Portsr	nouth												
Vest	From:	I-64 WB I-6	64 EB												
Ramp	City of Chesapeake (Maint: 6	4) 0.46 <b>6000</b>	G								0.102	F		6100	
<u> </u>	То	I-264 WB; I-6													
Vest	City of Chesapeake (Maint: 6	I-64; I-64 4) 0.71 <b>2900</b> 0		93%	0%	1%	1%	4%	0%	F	0.122	F		31000	
264	Combined Traffic Estimates for 2 Parallel Roadway			93%	0%	1%	1%	4% 4%	0%	F	0.122	F	0.682	65000	
	Combined Trainic Estimates for 2 Parallel Roadway	s on this Route: 61000 WCL Portsi		94%	0%	1%	170	4%	0%	Г	0.092	Г	0.002	65000	
1	From														
Vest 264 Ramp	City of Chesapeake (Maint: 6	I-264-W TO I-6 4) 0.42 <b>1900</b> 0									0.129	F		22000	
264 Mamp	Train	I-664-W FROM I-		г							0.123	'		22000	
	From:	ECL Suff													
Portsmouth Blvd	City of Chesapeake	0.72 <b>1300</b>		95%	1%	1%	1%	1%	0%	F	0.095	F	0.537	14000	
337). 6.16641. 2.14					. , •		. , ,	. , 0	0 / 0	•	0.000	•	0.007	000	
337)Portsmouth Blvd	City of Chesapeake	SR 191 Joli 0.68 <b>1900</b> 0		96%	0%	1%	1%	2%	0%	F	0.090	F	0.560	20000	
337 Fortsmouth blvd	Oily of Offesapeake		, г	90 /6	0 /0	1 /0	1 /0	2/0	0 /6	'	0.090	'	0.500	20000	
Double of the Division	Other of Oher	I-664		000/	00/	00/	00/	00/	00/		0.000	_	0.500	00000	
Portsmouth Blvd	City of Chesapeake	0.60 <b>2800</b> 0	G	98%	0%	0%	0%	0%	0%	F	0.083	F	0.508	30000	
	To: From:	Capri Circle													
Portsmouth Blvd	City of Chesapeake	0.67 <b>22000</b>	G	98%	0%	0%	0%	0%	0%	С	0.084	F	0.515	24000	
<u> </u>	To: From:	Taylor F	d												
Portsmouth Blvd	City of Chesapeake	0.24 <b>26000</b>	G	98%	0%	0%	0%	0%	0%	F	0.089	F	0.5	27000	
<u> </u>	Τα	Dock Landin	ng Rd			$\neg$ $\sqsubseteq$									
337)Portsmouth Blvd	City of Chesapeake	0.49 <b>2600</b> 0		98%	0%	0%	0%	0%	0%	F	0.091	F	0.504	28000	
	To:	WCL Portsr	nouth												
	From:	ECL Portsn										_			
Jordan Bridge	City of Chesapeake (Maint: To	OL) 0.39 <b>7900</b>	N	93%	1%	1%	2%	4%	0%	Ν	0.16	F	0.533	8600	
	To: From:	Toll Authority I													
Poindexter St	City of Chesapeake	0.11 <b>7900</b>	G	93%	1%	1%	2%	4%	0%	С	0.16	F	0.533	8600	
<u> </u>	To Prom-	I-464													
337)Poindexter St	City of Chesapeake	0.56 <b>1200</b> 0	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.671	13000	
$\smile$	To:	US 460 Bainbri													
	From:	US 460; Poind		0000	4-1		001	<b>F</b> c '	061	_	0 40=	_	0.65=	1000	
Bainbridge Blvd	City of Chesapeake	0.74 <b>1700</b>	G	90%	1%	1%	2%	5%	0%	С	0.127	F	0.827	1800	
<u> </u>	To:	SCL Norf	olk												

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

		Only 0	ТОПОЗарсако											
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Truck 3+Axle 17		ററ	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	SR 337	E, Portsmouth Blv	d		1								
Ramp	City of Chesapeake (M		3600 F							0.111	F		3800	F
1	To:		I-664 East											
East	From:	CD 337	E, Portsmouth Blv	d										
Ramp	City of Chesapeake (M		2500 F	u						0.085	F		2700	F
337/14/11	To:		I-664 West							0.000	•		2700	•
East	City of Olympia and I was (M		37 Poindexter St							0.000	_		0000	F
Ramp	City of Chesapeake (M		2200 F							0.208	F		2300	г
<u> </u>	10.	I-464 S	outh Collector Rd											
East	From:		7 E, Poindexter St											
₃₃₇ )Ramp	City of Chesapeake (M	Maint: 64) 0.17	1700 F							0.214	F		1800	F
$\smile$	To:	]	-464 North											
West	From:	SR 337 V	W, Portsmouth Blv	ď										
337)Ramp	City of Chesapeake (M	Maint: 64) 0.24	6000 F							0.079	F		6400	F
	To:	·	I-664 East											
West	From:	SR 337 V	W, Portsmouth Blv	d										
Ramp	City of Chesapeake (M		4900 F	u						0.075	F		5300	F
337) ( 1411)	To:		I-664 West							0.070	•		0000	•
	TI													
West	City of Olympia and A (M		W, Poindexter St							0.400	_		0400	_
337)Ramp	City of Chesapeake (M		2000 F			_				0.106	F		2100	F
	10.	1-464 S	outh Collector Rd											
West	From:		W, Poindexter St											
₃₃₇ )Ramp	City of Chesapeake (M		3000 F							0.091	F		3200	F
$\smile$	To:	]	-464 North											
	From:	F	CL Norfolk											
407) Indian River Rd	City of Chesapea	ake 0.71	20000 G	98%	0%	1%	1% C	0%	F	0.097	F	0.523	21000	G
	To		)-1-1-44- A			_								
407)Indian River Rd	From: City of Chesapea		25000 G	98%	0%	1%	1% C	)% 0%	С	0.093	F	0.539	27000	G
407 Indian River Ru	To:		Virginia Beach	30 /6	0 /6	1 /0	1/0	7/0 U/0	C	0.033	'	0.559	27000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		ECL Suffolk						_					
460 (58) (13) Military Highwa	y City of Chesapeake (M	Maint: 64) 2.94	76000 A	91%	0%	1%	1% 6	5% 0%	С	0.095	Α	0.589	80000	Α
* * * * * * * * * * * * * * * * * * *	To		I-664			\neg \vdash								
460 (58) (13)	City of Chesapeake (M	Maint: 64) 0.11	10000 F	91%	0%	1%	1% 6	5% 0%	F	0.11	F	0.52	11000	F
400 (00)	, T-1	<u> </u>												
~~~	C'L of Observed		S 58; SR 191	000/	40/	-00/	00/ /	00/		0.440	_	0.570	0400	_
460 \	City of Chesapea	ake 0.18	7700 G	90%	1%	2%	3% 4	% 0%	F	0.113	F	0.576	8100	G
<del></del>	To: From:	SR 19	l, S Military Hwy											
460 13 Military Highway	City of Chesapea	ake 0.45	6400 G	90%	1%	2%	3% 4	% 0%	F	0.113	F	0.576	6800	G
)( - )	ombined Traffic Estimates for 2 Parallel Ro	padways on this Route:	6400 G							NA			NA	
		<u> </u>				<del></del> 1								
MARIA - LES	To:		Military Hwy	000/	101		00/	0/ 00/		0.4.40		0.010	11000	
460 (13) Military Highway	City of Chesapea	ake 2.44	10000 G	90%	1%	2%	3% 4	% 0%	С	0.148	F	0.813	11000	G
~ ~	To:		I-64											

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		I-64													
460 (13) Military Highway	City of Chesar	peake 1.37	19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	G
<del>~</del> <del>~</del> <del>~</del>	To: From:		orge Washi													
460 (13) Military Highway	City of Chesap	peake 1.01	18000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	20000	G
~ ~	To: From:		196 Canal	Dr												
460 (13) Military Highway	City of Chesar		35000	Α	97%	0%	1%	1%	1%	0%	С	0.117	Α	0.536	39000	Α
~ ~	To: From:		Military Hw 13 Military													
460 (166) Bainbridge Blvd	City of Chesar		11000	G G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	11000	G
460 (166) 54595 55	Tree					. , ,		. , 0	_,,	0,0	•	000	•	0.00		·
460 (166) Bainbridge Blvd	Prom. City of Chesap		Freeman Av 9900	re G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	G
460 166 Barrioriage Biva	Only of Officea				0070	1 /0		1 /0	270	0 70	•	0.000	•	0.004	11000	
460 (166) Bainbridge Blvd	City of Chesar		nesapeake <i>A</i> <b>8600</b>	Ave G	95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9100	G
460 166 Bainbridge Blvd	City of Chesap		37 Poindex		95%	1 70	170	170	270	0%	C	0.065	Г	0.031	9100	G
	From:		ainbridge B													
160 166 Poindexter St	City of Chesar		7500	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8000	C
~~	Tæ		Liberty St													
460 (166) 22nd St	City of Chesar	peake 0.39	5700	G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6000	C
400)(100)	To:		SCL Norfol	k												
ALT	From:		Joliff Rd													
460 58 Airline Blvd	City of Chesar	peake 1.72	7000	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7500	G
	To:	W	CL Portsmo	outh												
lorth	From:		I-64													
464)	City of Chesapeake	(Maint: 64) 0.79	30000	G	95%	0%	1%	1%	2%	0%	F	0.122	F		35000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	70000	G
	Tœ	US	13 Military	Hwv												
North	From:				050/	00/	10/	10/	00/	00/	_	0.100	_		00000	
464	City of Chesapeake	,	28000	G	95%	0%	1%	1%	2%	0%	F	0.126		0.775	32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	66000	G
lorth	To: From:	]	Freeman Av	/e												
464)	City of Chesapeake	(Maint: 64) 1.89	27000	Α	95%	0%	1%	1%	2%	0%	С	0.148	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel	,		Α	95%	0%	1%	1%	2%	0%	С	0.116	Α	0.664	62000	A
	To		37 Poindex	ter St			<u> </u>									
North	From:				050/	00/	40/	40/	00/	00/	_	0.44	_		00000	_
464	City of Chesapeake	,	26000	F	95%	0%	1%	1%	2%	0%	-	0.11	F	0.000	30000	F
~	Combined Traffic Estimates for 2 Parallel			<u> F</u>	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	59000	F
	10.		SCL Norfol													
North D	From:		I-464 North									0.00	_		7400	_
Ramp	City of Chesapeake		7400	G								0.09	F		7400	G
<u> </u>	To:	US 13	Military H	ıghway												

5/8/2019 21

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

		0.1,	or Griesap					Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
North	From:		I-464 North													
464 Ramp	City of Chesapeake		4400	G								0.082	F		4400	G
	100		Freeman Ave													
North 464 Ramp	From: City of Chesapeake		I-464 North 2100	F								0.072	F		2200	F
464 Hallip	Tax	,	7 E, Poindex									0.072	'		2200	'
North	From:		I-464 North	iter st			i									
Ramp	City of Chesapeake		2200	F								0.15	F		2300	F
1	To:		7 W, Poinde	xter St												
South	From:		I-64													
464)	City of Chesapeake	(Maint: 64) 1.32	31000	G	95%	0%	1%	1%	2%	0%	F	0.118	F		36000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	62000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	70000	G
Courth	To: From:	US	13 Military I	łwy												
South 464	City of Chesapeake	(Maint: 64) 0.84	29000	G	95%	0%	1%	1%	2%	0%	F	0.129	F		34000	G
404)	Combined Traffic Estimates for 2 Parallel I			G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	66000	G
	To		eeman Aven	110												
South	From: L				050/	201	40/	40/	00/	00/	_	0.400			0.1.000	
464	City of Chesapeake		27000	A	95%	0%	1%	1%	2%	0%	С	0.162	A	0.004	31000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	53000	Α	95%	0%	1%	1%	2%	0%	С	0.116	Α	0.664	62000	Α
South	To: From:	C	ollector Roa	d												
464)	City of Chesapeake	(Maint: 64) 0.43	25000	F	95%	0%	1%	1%	2%	0%	F	0.112	F		29000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel I			F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	59000	F
	To:		SCL Norfolk													
South	From:		I-464 South									0.404	_		10000	_
Ramp	City of Chesapeake		<b>11000</b> Exit 291 Co	F	2.4							0.101	F		12000	F
2 "				nector i	Ku											
South (464) Ramp	City of Chesapeake		I-464 South 4800	F								0.112	F		5200	F
464) 1101119	To:	(10141111111111111111111111111111111111	I-64 East	•								0.112	•		0200	•
South	From:		I-464 South				Ī									
(464)Ramp	City of Chesapeake		5600	G								0.113	F		5600	G
	To:	US 13	Military Hig	ghway												
South	From:	I-464-S	TO FREEM	AN Ave	,											
(464)Ramp	City of Chesapeake	, ,	3100	G								0.117	F		3100	G
	To:	131-8598; 131-	8598- A TO	AND F	ROM I											
South	From:		I-464 South									<u> </u>	_		4666	_
Ramp	City of Chesapeake		4000	F	OTOO BOX	NID						0.1	F		4200	F
South	From:	SR 337-W023A FRO	from SR 337		\$100- PO	IND										
(464)Ramp	City of Chesapeake		2000	F								0.105	F		2100	F
	To:	I-464-S004A TO R'	Γ 337 EAST	00- POI	NDEXTE	R										

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

Route	Jurisdictio	ın	l enath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Gariotic							2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		<u> </u>
outh 164 Ramp	City of Chesapeake		0.09	Γ 337 EAS' <b>NA</b>	Γ00- PO	INDEXTE	R						NA			NA	
164 / Папір	To:		E023A FRO		FASTOO	POINDE	ХТ						INA			INA	
outh	From:	SR 337		np from SR		TONIDEZ											
Ramp	City of Chesapeake	(Maint: 64)	0.14	4200	F								0.156	F		4500	F
	То:			I-464 Soutl	1												
East	From:		7	WCL Suffo	lk												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.16	39000	F	94%	0%	1%	1%	4%	0%	F	0.089	F		42000	F
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	87000	G
		Ea	st I-664 is	signed a	s Sout	h I-664											
	To:		64-6	59 Pughsvil	lle Rd												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	39000	F	94%	0%	1%	1%	4%	0%	F	0.083	F		43000	F
,	Combined Traffic Estimates for 2 Parallel	,			F	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	87000	F
	Combined Traine Estimates for 2 Taraner	•	st I-664 is		s Sout		0 70	1 /0	170	470	0 /0	•	0.077	•	0.022	07000	•
	Tel			_		11 1 00+											
East	From:		SR 33	7 Portsmou	th Blvd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.10	41000	F	94%	0%	1%	1%	4%	0%	F	0.079	F		45000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	84000	F	94%	0%	1%	1%	4%	0%	F	0.076	F	0.516	92000	F
		Ea	st I-664 is	_		h I-664											
	To			k Landing													
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	Dock Land 43000	ing Road <b>F</b>	94%	0%	1%	1%	4%	0%	F	0.079	E		47000	E
	Combined Traffic Estimates for 2 Parallel	,			F	94%	0%	1%	1%	4% 4%	0%	' -	0.079	F	0.507	95000	
	Combined Trainc Estimates for 2 Faraner	•	st I-664 is				0 /6	1 /0	1 /0	4 /0	0 /6	'	0.076	'	0.507	93000	'
	_ 1																
East	From:	U	S 13, US 58,	US 460 M	iliatry Hi	ighway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.13	56000	F	94%	0%	1%	1%	4%	0%	F	0.09	F		61000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	113000	F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	124000	F
		Ea	st I-664 is	signed a	s Sout	h I-664											
		Ţ	JS 13, US 46	0 Military l	Highway	South											
East 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.27	54000	F	94%	0%	1%	1%	4%	0%	F	0.089	F		58000	F
	Combined Traffic Estimates for 2 Parallel	. ,			-	94%	0%	1%	1%	4%	0%	E	NA	•		121000	F
	Combined Hame Estimates for 2 Faraner	-	st I-664 is				0 /0	1 /0	1 /0	7 /0	U /6	'	INA			121000	'
	Tα	⊏a	31 1-004 15	I-64: I-264		11 1-004		$\neg$									
East	From:		I-664 Eas	t; Ramp to		ıst											
Ramp	City of Chesapeake	(Maint: 64)	0.46	36000	F								0.075	F		39000	F
$\smile$	To:			I-64 West													
East	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.35	6400	F	_							0.128	F		6900	F
$\smile$	To:		I	Pughsville F	Rd												

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

Jurisdictio	n L	.ength	AADT	QA	4Tire	Bus			-		QC		QK		AAWDT	QW
From:			I-664 East					017.54.0				. 40101		· doto:		
City of Chesapeake	(Maint: 64)	0.36	2700	F								0.09	F		2800	F
To:	,	SR 337 V	W, Portsmou	ıth Blvd												
From:			I-664 East													
City of Chesapeake	(Maint: 64)	0.22	4400	F								0.096	F		4700	F
To:		SR 337	E, Portsmou	th Blvd												
From:			I-664 East													
City of Chesapeake	(Maint: 64)	0.06	2100	F								0.110	F		2200	F
To:		I-664 E	ast Exit 12B	Ramp												
From:			I-664 East													
City of Chesapeake	(Maint: 64)	0.47	11000	F								0.087	F		11000	F
To:	1	US 58 W	V, Military F	Iighway												
From:			I-664 East													
City of Chesapeake	(Maint: 64)		2100	F								0.138	F		2300	F
To:		US 58 E	E, Military H	ighway												
From:			I-664 East													
City of Chesapeake	(Maint: 64)		2500	F	91%	0%	1%	1%	6%	0%	F	0.123	F		2600	F
To:		US 13	3; 1US 13-P	FRO												
From:	I-	-664 East	t: Ramp to I	-64 Wes	it.											
City of Chesapeake			21000	F								0.114	F		22000	F
To:			I-264 East													
From:		V	VCL Suffolk													
City of Chesapeake	(Maint: 64)		41000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		45000	G
		Route:	80000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	87000	G
	•															
To							1									
From:		04-035	Pugnsvine													
•	,			F	94%	0%	1%	1%	4%	0%	F	0.086	F		44000	F
Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	87000	F
	West I-	-664 is	signed a	s Norti	h I-664											
To:		SR 337	7 Portsmoutl	n Blvd												
City of Changapaka	(Maint: 64)	1 03	43000	F	0/1%	Nº/-	10/	10/	10/-	0%	F	0.081	F		47000	F
											, E		ı	0.516		F
Combined Trainic Estimates for 2 Parallel	•			-		U%	170	1 70	470	U%	r	0.076	r	0.516	92000	Г
	vvest 1-	-004 IS	signed a	S INOILI	11-004											
To: From:		Docl	k Landing R	oad												
City of Chesapeake	(Maint: 64)	1.48	43000	F	94%	0%	1%	1%	4%	0%	F	0.076	F		48000	F
				F					4%		F	0.078	F	0.507	95000	F
	,				- · -							· <del>-</del>				-
	West I-	-664 is	signed a	s Norti	h I-664											
	City of Chesapeake  Combined Traffic Estimates for 2 Parallel  City of Chesapeake  Combined Traffic Estimates for 2 Parallel  City of Chesapeake  Combined Traffic Estimates for 2 Parallel  City of Chesapeake  Combined Traffic Estimates for 2 Parallel	City of Chesapeake (Maint: 64)  To:  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this F  West I  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this F  West I  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this F  West I  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this F  West I  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this F  West I  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this F  West I	City of Chesapeake (Maint: 64)   0.36     To	City of Chesapeake (Maint: 64)   0.36   2700	City of Chesapeake (Maint: 64)   0.36   2700   F   SR 337 W, Portsmouth Blvd   I-664 East   I-664   I-664   I-664   I-664   I-664   I	City of Chesapeake (Maint: 64)   0.36   2700   F	City of Chesapeake (Maint: 64)   0.36   2700   F	Length AADT QA 4Tire Bus 2Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   Edit   State   S	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Second   Company   Compa	Second   College   Colle	State   Stat	Section   Clity of Chesapeake (Maint: 64)   0.36   2700   F	Section   Control   Cont	Length AMD   QA   4The   Bus   2Avde   3A-Avde   1Trail   2Trail   QC   Factor   CR   Factor   CR

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Doute	luvia diatia	n Longth	AADT		4Tiro	Due		Tru	ck		QC	K	ΟK	Dir	AAWDT	OW
Route	Jurisdictio	n Lengtr	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
West	From:	US 13, US 58	3, US 460 M	ilitary Hi	ghway											
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.21	57000	F	94%	0%	1%	1%	4%	0%	F	0.088	F		63000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	113000	F	94%	0%	1%	1%	4%	0%	F	0.076	F	0.571	124000	F
		West I-664	s signed a	as Nort	h I-664											
	To:		I-64; I-264													
West	From:		I-664 West													
(664)Ramp	City of Chesapeake	(Maint: 64) 0.19	6600	F								0.093	F		7100	F
$\overline{}$	To:	I-664	West Exit 10	B Ramp												
West	From:		I-664 West													
(664) Ramp	City of Chesapeake	(Maint: 64) 0.22	3400	F								0.097	F		3600	F
	To:	SR 337	W, Portsmo	uth Blvc	l											
West	From:		I-664 West													
(664)Ramp	City of Chesapeake	(Maint: 64) 0.36	6700	F								0.085	F		7200	F
	То	SR 33	7 E, Portsmo	uth Blvd												
West	From:		I-664 West													
(664)Ramp	City of Chesapeake	(Maint: 64) 0.14	2700	F								0.107	F		2800	F
	To:	I-664	West Exit 12	B Ramp												
West	From:		I-664 West													
(664)Ramp	City of Chesapeake	(Maint: 64) 0.06	27000	F								0.097	F		29000	F
	To	I-6	64 West Exit	13B			$\neg$									
West 664 Ramp	City of Changanaka		25000	F								0.005	F		27000	F
664 harrip	City of Chesapeake		W, Military									0.095	Г		2/000	Г
	From:		•		'											
West 664 Ramp			64 West Exit									0.150	F		1.400	F
664 Ramp	City of Chesapeake		1300	F								0.153	г		1400	Г
	10.	US 58	E, Military l	ngnway												

						City of (	Chesapeake								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			Rue	s SR 168			-					
(F144)	0.10	3800	R			Du	5 SK 100			NA			NA		06/19/2018
		To				De	ead End								
$\sim$		From:				Ti	ntern St								
(F145) Bulldog Rd	0.06	590 To:	R			_				0.148	F	0.598	NA		06/19/2018
							ead End								
(F148) Tennyson St	0.10	50	L			De	ead End			0.161	F	0.5	NA		04/06/2018
(F148) Tennyson St	0.10	To:	<del>"</del>			SR 190 G1	eat Bridge Blvd			1	•	0.0	1471		04/00/2010
		From:					ıllen Rd								
(F150) Libertyville Rd	0.34	1300	R							0.112	F	0.608	NA		04/06/2018
		To	:			SR 166 B	ainbridge Blvd								
		From:	:			Sou	thway St								
(F151) Firman St	0.17	50	R							0.233	F	0.511	NA		04/06/2018
<u> </u>		To					ead End								
O Datamata Aus	4.07	From:	<u> </u>	000/	00/		litary Highway	00/			_	0.000	000	_	0010
F ₁₅₃ Rotunda Ave	1.67	640	F	93%	2%	2%	0% 3%	0%	С	0.126	F	0.692	690	F	2018
		From:		2221			Portsmouth			<u> </u>					2212
(F ₁₅₃ ) Rotunda Ave	0.69	640 To:	N	93%	2%	2%	0% 3%	0%	N	0.126	F	0.692	690	N	2018
							Greenwood Dr								
(F156) Burns St	0.12	220	L R			Do	orcas Rd			0.246	F	0.516	NA		04/06/2018
(F156) Burns St	0.12	<b>220</b> To:	_ n			De	ead End			0.246	Г	0.516	INA		04/06/2016
		From	-												
(F336) Jolliff Rd	0.19	30	R			SK 19	1 Jolliff Rd			0.222	F	0.583	NA		03/30/2018
F336) JOIIIπ Rα	0.10	To				De	ead End				•	0.000	147.		00/00/2010
		From:				De	ead End								
F337 Branchview Way	0.47	60	R							0.128	F	0.5	NA		03/30/2018
		To				SR 19	1 Jolliff Rd								
		From				SR 190 G1	eat Bridge Blvd								
(F683) Blake St	0.32	1000	R							0.092	F	0.614	NA		04/06/2018
		To	•			De	ead End								
O = · · ·		From:				SR 190 G1	eat Bridge Blvd				_				
(F684) Finck Lane	0.13	690	R							0.253	F	0.563	NA		04/06/2018
		10.	1				ead End								
(F808) W Military Hwy	0.06	From:				De	ead End			0.247	F	0.524	NA		03/30/2018
(F808) VV Willitary Hwy	0.06	470	R			IIC 5	8; FR-923			0.247	Г	0.324	INA		03/30/2010
		From:					ead End								
(F809)	0.65	770	R			Di	au Eliu			0.168	F	0.571	NA		03/30/2018
(1 009)	-	To:				US 58 1	Military Hwy				-				
		From:				US 13 1	Military Hwy								
(F812) Ridgeway Ave	0.46	110	R							0.179	F	0.519	NA		03/30/2018
		To	:			De	ead End								
		From:				US 58 1	Military Hwy								
(F923) Snowden St	0.58	570	R							0.381	F	0.625	NA		03/30/2018
$\bigcirc$		To				De	ead End								
O :		From					hland Blvd				_				
1 Towne Point Rd	0.07	22000	G	95%	2%	1%	1% 1%	0%	F	0.092	F	0.508	23000	G	2018
		To	<u> </u>				31 NCL Chesapea	ке							
Rankwanda Dd	0.70	1600	<u> </u>	000/			olina State Line	00/	С	0.100	_	0.705	1000	_	2010
2 Backwoods Rd	0.73	1600	G	99%	1%	0%	0% 0%	0%	U	0.123	F	0.785	1800	G	2018
		To					Rallahack Pd								
			<u> </u>		110		Ballahack Rd			<u> </u>					
3 Douglas Rd	2.95	From:	G	95%	US 2%		e Washington Hw	y 0%	С	0.154	F	0.54	420	G	2018

						Oity of Officeapt	Jano								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				***************************************									
Indian Creek Rd	5.92	2400	G	95%	1%	3us US 168 Battlefie 1% 1%	1%	0%	С	0.102	F	0.523	2600	G	2018
1 Indian Creek Rd	0.02	<b>2-700</b>	$\overline{}$	33 /6	1 /0	WCL Virginia Be		0 70		0.102	•	0.525	2000	G	2010
		From				Volvo Pkwy				i					
5 Crossways Blvd	0.32	12000	G	99%	0%	0% 0%	0%	0%	С	0.097	F	0.609	13000	G	2018
		To	:			Eden Way Nort	th								
		From	r			Greenbriar Pkw	y y								
6 Woodlake Dr	0.23	22000	G	98%	1%	1% 0%	1%	0%	С	0.085	F	0.634	23000	G	2018
<u> </u>		To				Old Greenbriar Pl	cwy								
Old Our and of an Dd	0.40	From	<u> </u>	000/	40/	Woodlake Dr		00/			_	0.54	10000	_	0040
7 Old Greenbriar Rd	0.43	11000	G	98%	1%	1% 0%	0%	0%	С	0.089	F	0.54	12000	G	2018
		From				US 13 Military H Military Hwy									
7 Old Greenbriar	0.46	4500	G	98%	1%	0% 0%	0%	0%	F	0.106	F	0.621	4800	G	2018
$\bigcup$		To				Providence Rd	l								
		From	i:			Ballahack Rd									
8 Bunch Walnuts Rd	3.01	1500	G	98%	1%	1% 0%	0%	0%	С	0.097	F	0.525	1600	G	2018
<u> </u>		To	<u> </u>			Benefit Rd									
<u> </u>		From		0==/	4-1	WCL Va Beach		061			_	0.550	4600		0015
9 Paramont Ave	1.11	4100	G	97%	1%	1% 0% US 13 Military H	0%	0%	С	0.101	F	0.572	4300	G	2018
			1			*	lwy								
10) Sign Pine Rd	2.43	3400	L	98%	1%	Benefit Rd 0% 0%	0%	0%	С	0.107	F	0.678	3600	G	2018
10) Sign Pine Rd	2.43	3400 To	- G	90%		Bus SR 168 Battlefie		0%		0.107	Г	0.676	3600	G	2010
		From	:												
11) Campostella Rd	0.44	11000	G	96%	0%	58 Battlefield Blvd, A	2%	0%	F	0.083	F	0.518	11000	G	2018
TT) Gampootoma rid	0.11	т.		0070	0 70				•		•	0.010	11000	Ğ	2010
11) Campostella Rd	1.34	12000	G	96%	0%	1% 1%	2%	0%	F	0.089	F	0.611	12000	G	2018
TT) Gampootona rid	1.01	To	Ť	0070		R 246 Liberty St; Bo		0 70	•		•	0.011	12000	Ğ	20.0
		From				SR 165 Moses Gran									
12) Cedar Rd	3.05	6600	G	97%	2%	0% 0%	0%	0%	С	0.09	F	0.562	7000	G	2018
		To	:			SR 165 Moses Gran	dy Rd								
		From	:			Dead End									
13) Old Galberry Rd	0.34	140	G							0.117	F	0.5	140	G	2018
$\overline{}$		To	c			Dead End Bus US	S 17								
$\sim$		From	c			Western Branch F									
8524 Churchland Blvd	0.57	5800	G	99%	0%	1% 0%	0%	0%	С	0.079	F	0.574	6100	G	2018
<u> </u>		To From				Towne Point R				$\exists$					
8524) Churchland Blvd	0.09	13000	N	99%	1%	0% 0%	0%	0%	N	0.097	F	0.557	14000	Ν	2018
<u> </u>		To				WCL Portsmou	th			<u> </u>					
<u> </u>	•	From		0000		SR 191 Jolliff R			_		_	0.0:-			
8527 Dock Landing Rd	0.27	5800	G	99%	0%	1% 0%	0%	0%	F	0.104	F	0.648	6100	G	2018
		From				I-664				]-				_	
8527 Dock Landing Rd	0.89	6000	G	98%	1%	0% 0%	0%	0%	С	0.098	F	0.608	6300	G	2018
<u> </u>		To From				Eagle Hill Dr				$\Box$					
8527) Dock Landing Rd	0.24	5600	G	98%	1%	0% 0%	0%	0%	F	0.098	F	0.604	5900	G	2018
		To From				Devon Dr									
8527) Dock Landing Rd	2.23	5900	G	98%	2%	0% 0%	0%	0%	С	0.101	F	0.51	6300	G	2018
$\smile$		Te				SR 337 Portsmouth	Blvd								
$\widehat{}$		From				Dock Landing F	Rd								
(8527) Ramp	0.27	2900	F							0.137	F		3100	F	2018
		To				I-664 East									
<u> </u>		From				Dock Landing F	Rd								
₈₅₂₇ Ramp	0.28	2500 To	F			1 ((1 3)				0.099	F		2700	F	2018
		To	1			I-664 West									

						City of	Chesape	eane								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Pughsville Rd	0.85	11000	G	93%	0%	59 Pughs 0%	ville Rd; E 1%	5%	0%	С	0.087	F	0.568	12000	G	2018
Pughsville Rd	0.16	22000 To:	G	98%	0%	0%	I-664 0% 30; Taylor	0%	0%	С	0.084	F	0.555	24000	G	2018
8529 Taylor Rd	1.65	13000 To:	G	98%	0% U	Pug 0%	stern Branc	0%	0%	F	0.088	F	0.572	14000	G	2018
₈₅₂₉ Ramp	0.09	From: <b>6700</b>	F			Pug	shsville Rd				0.101	F		7100	F	2018
North 8529 Ramp	0.07	From			131-852		664 East UTE 664 I	EASTSOU	JTH		NA			NA		
North Down	0.10	From:			1.		ville Rd No				0.124	F		070	F	2010
Ramp	0.19	910 To:	F		13		664 West	A ROUT			0.124			970	Г	2018
Ramp	0.05	<b>NA</b>					131-8529		OUT		NA			NA		
South 8529 Ramp	0.29	6000 To:	F				ville Rd So	uth			0.102	F		6400	F	2018
3530) Taylor Rd	1.70	From:	G	99%	0%		Portsmouth	Blvd 0%	0%	С	0.088	F	0.517	21000	G	2018
8530) Taylor Rd	0.29	22000 From:	G	99%	0%	0%	on Park in	0%	0%	F	0.088	F	0.552	23000	G	2018
9531) Dunedin Dr	0.99	From: <b>1800</b>	G	98%	1%	0%	9 Pughsvill aylor Rd 0% stern Brand	0%	0%	С	0.095	F	0.622	1900	G	2018
8532) Bruce Rd	1.54	From:	G	98%	1%	T 0%	aylor Rd 0%	0%	0%	С	0.099	F	0.559	13000	G	2018
Tyre Neck Rd	1.26	From:	G	99%	0%	0%	e Neck Rd Bruce St 0%	0%	0%	С	0.105	F	0.606	9100	G	2018
8547) Deep Creek Blvd	0.60	From: <b>4600</b>	G	98%	1%	G 1%	Portsmou oust Lane 0%	0%	0%	С	0.118	F	0.574	4900	G	2018
B591) Liberty St	0.40	From:	G	90%	1%		Portsmout 460 22nd S 2%		0%	F	0.088	F	0.543	3500	G	2018
	0.39	From:	G	98%	1%		L Norfolk L Norfolk 0%	0%	0%	С	0.092	F	0.64	1800	G	2018
Berkley Ave		To:		5576	. 70	Wir	ngfield Ave		373				J.04			
Rosemont Ave	0.13	240	G	83%	0%		1% ill Street Hill St	14%	0%	С	0.128	F	0.575	250	G	2018
Rosemont Ave	0.37	450	G	71%	3%	2%	2% Bainbridge	21% Blvd	0%	С	0.12	F	0.557	480	G	2018
Chesapeake Dr	0.45	2000 To:	G	97%	1%	1%	Bainbridge 1% apeake Av	0%	0%	С	0.102	F	0.509	2200	G	2018

						City of	Chesap	eake								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From														
(8598) Freeman Ave	0.65	4100	G	59%	1%	3%	8%	30%	0%	С	0.098	F	0.537	4300	G	2018
8598 Freeman Ave	0.25	8700 To:	G	59%	1%	3%	I-464 8% Bainbridge	30%	0%	F	0.083	F	0.563	9200	G	2018
		From			121 050				3.4.1							
(8598) Ramp	0.13	4500 To:	G			64-S FRO		AND FRO	OVI 1-		0.101	F		4500	G	2018
		From:		4				M AND T	ODT							
(8598) Ramp	0.13	3800	G	1	31-0390	1-404-110	USA FRO	WI AND I	OKI		0.12	F		3800	G	2018
(8598)	00	To:	<u> </u>		I-40	64-N FRO	M FREE	MAN Ave			<u> </u>	•		0000	<u> </u>	20.0
		From:				JS 13 & 4										
(8599) Cavalier Blvd	1.24	12000	G	90%	1%	1%	2%	5%	0%	С	0.095	F	0.520	12000	G	2018
8599) 5474		To:		0070	. , 0		Portsmou		0 70			•	0.020	000	<b>C</b> .	20.0
		From:			1	JS 13 & 4										
8601) Deep Creek Blvd	0.94	3200	G	97%	1%	1%	0%	0%	0%	С	0.098	F	0.740	3400	G	2018
Doop Clock Biva	0.04	3200 To:		J1 /0	1 /0		ust Lane	0 /0	J /0		7.000	•	J.7 <del>T</del> U	3-00	G	_010
		From:					Creek Bl	vd								
(8601) Gust Lane	0.44	5600	G	99%	0%	0%	0%	0%	0%	С	0.100	F	0.52	6000	G	2018
$\bigcirc$		To				SCL	Portsmou	th								
		From				Sir C	Galahad D	r								
(8602) Camelot Blvd	0.59	7200	G	97%	1%	1%	0%	0%	0%	С	0.089	F	0.572	7600	G	2018
0002)		Too				ъ.	C 1 DI				_					
8602 Camelot Blvd	0.32	4600	G	90%	1%	1%	Creek Blv	va 5%	0%	F	0.089	F	0.573	4900	G	2018
(8602) Camelot Blvd	0.32	4000 To:		90%		17 Georg			0%	Г	0.069	Г	0.573	4900	G	2010
O 0 11 D 1		From				13, US 46					<u> </u>	_				
(8604) Galberry Rd	2.41	2600	G	97%	2%	0%	0%	0%	0%	С	0.144	F	0.812	2800	G	2018
<u> </u>		To			Bus U	JS 17 Geo	orge Wash	ington Hw	/у							
8604) Shell Rd	0.87	5300	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.566	5600	G	2018
		To				E	irman St									
Shell Rd	0.81	4300 From:	G	97%	2%	1%	0%	0%	0%	С	0.112	F	0.645	4600	G	2018
Shell Rd	0.01	4000		07.70				0 70	070			•	0.010	1000	G	2010
<u> </u>		From:					Canal Dr				<u> </u>					
(8604) Shell Rd	1.12	2500	G	97%	1%	1%	0%	0%	0%	С	0.118	F	0.688	2600	G	2018
<u> </u>		To			U	JS 13, US	460 Milita	ry Hwy								
		From:				S	shell Rd									
(8605) Canal Dr Ext	0.51	4700	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.632	4900	G	2018
$\overline{}$		To			Ţ	JS 13 & 4	60 Milita	ry Hwy								
		From:			US	460, SR 1	66 Bainbi	ridge Blvd								
(8622) Portlock Rd	0.89	5900	G	98%	1%	1%	0%	0%	0%	С	0.111	F	0.594	6300	G	2018
$\bigcirc$		To				Cam	postella R	d								
		From:				Prov	vidence Ro	1								
(8635) Dunbarton Rd	0.06	3500	G	98%	2%	0%	0%	0%	0%	F	0.175	F	0.534	3700	G	2018
				- / -							<del></del>					- • -
Dunhartan Dd	0.10	From		000/	00/		lale Cresco		00/	^			0.505	1500	^	0010
(8635) Dunbarton Rd	0.18	1400	G	98%	2%	0%	0%	0%	0%	С	0.1	F	0.595	1500	G	2018
		From:				Crov	vn Crescei	nt								
(8635) Dunbarton Rd	0.16	610	G	97%	2%	1%	0%	0%	0%	С	0.093	F	0.64	650	G	2018
$\bigcirc$		To				Longd	lale Cresc	ent								
		From:				Cam	postella R	d	<u> </u>					<u> </u>		
(8640) Providence Rd	1.55	15000	G	98%	1%	0%	0%	0%	0%	F	0.107	F	0.655	16000	G	2018
								-	-							-
Drovidor Dd	0.00	From:		000/	10/		ngora Dr	00/	00/		0 101	Г	0.570	15000		0010
(8640) Providence Rd	0.99	14000 To:	G	98%	1%	0%	0%	0%	0%	С	0.101	F	0.573	15000	G	2018
							/irginia Be									
<u> </u>		From:	ـــِـــا				itary Hwy					_			_	<u> </u>
(8645) Sparrow Rd	0.23	5200	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.589	5500	G	2018
$\overline{}$		To				Prov	vidence Ro	1								

						City of Chesapeake								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake														
Sparrow Rd	0.04	9600	'L	98%	1%	Providence Rd 1% 0% 0%	0%	С	0.1	F	0.626	10000	G	2018
Sparrow Rd	0.84	9000		96%	170	1% 0% 0%	0%	U	0.1	Г	0.626	10000	G	2016
Charrow Pd	0.57	3100		97%	1%	Indian River Rd 1% 0% 0%	0%	С	0.104	F	0.599	2200	G	2018
Sparrow Rd	0.57	3100	G	97%	1 70	1% 0% 0%	076	U	0.104	F	0.599	3300	G	2010
Charrow Pd	0.28	Fron		98%	1%	Little Beaver Rd  1% 0% 0%	00/	С	0.101	F	0.543	1500	G	2018
Sparrow Rd	0.20	1400 Tr	G	90%	1 70	1% 0% 0% Goldcrest Dr	0%	U	0.101	F	0.543	1500	G	2010
		Fron	1:			SR 168 Campostella Rd								
Border Rd	0.47	4100	G	98%	2%	0% 0% 0%	0%	С	0.089	F	0.537	4300	G	2018
3047)		To	):			Wingfield Ave								
O 111 / 11 / 1		Fron	1:			Border Rd				_				
Wingfield Ave	0.08	2000	G	98%	2%	0% 0% 0%	0%	F	0.098	F	0.544	2200	G	2018
<u> </u>		Fron	1:			131-8592 Berkley Ave								
Wingfield Ave	0.48	2400	G	97%	1%	1% 0% 0%	0%	С	0.098	F	0.562	2600	G	2018
		Fron	1:			Tatemstown Rd Wingfield Ave								
Tatemstown Rd	0.34	3700	G	98%	1%	1% 0% 0%	0%	С	0.092	F	0.589	3900	G	2018
		To	):			SR 407 Indian River Rd								
		Fron	1:		I	Bus SR 168 Battlefield Blvd								
8648) Albemarle Dr	1.19	5000	G	99%	0%	0% 0% 0%	0%	С	0.121	F	0.949	5300	G	2018
<u> </u>		To	):			Cedar Rd								
		Fron				Mt Pleasant								
(8649) Woodford Dr	0.28	840	G	96%	3%	1% 0% 0%	0%	С	0.106	F	0.604	900	G	2018
<u> </u>		Tr	n'			Royal Oak Dr								
<u> </u>		Fron				Walnut Ave							_	
Cornick Ave	0.14	680	G	97%	2%	1% 0% 0%	0%	С	0.115	F	0.627	720	G	2018
<u> </u>		Fron				Oleander Ave			<u> </u>	_			_	
G ₆₅₀ Cornick Ave	0.60	920	G	97%	2%	1% 0% 0%	0%	С	0.108	F	0.637	980	G	2018
						Sparrow Rd								
West Rd	0.79	160	G G	95%	3%	Douglas Rd 0% 2% 1%	0%	С	0.146	F	0.519	170	G	2018
West Rd	0.73	100		95 /6	J /6		0 76		0.140	'	0.513	170	u	2010
8653) West Rd	5.27	Fron		029/	4%	Benefit Rd 1% 1% 1%	0%	С	0.125	F	0.777	980	G	2018
West Rd	3.27	930 To	G	93%	4 70	US 17 Dominion Blvd	076	U	0.123	Г	0.777	900	G	2010
		Fron	1.											
Shillelagh Rd	6.96	800	G	96%	3%	Benefit Rd 1% 1% 0%	0%	С	0.125	F	0.651	850	G	2018
5033)		To	: <u> </u>			US 17 Dominion Blvd				-			-	
		Fron	1:		F	Bus US 168 Battlefield Blvd								
Benefit Rd	1.96	1600	G	95%	3%	1% 1% 0%	0%	С	0.116	F	0.612	1700	G	2018
		Te				Sign Pine Rd			<b>—</b> —					
8656) Benefit Rd	1.92	3000 From	G	96%	1%	1% 0% 0%	0%	С	0.115	F	0.599	3100	G	2018
<u></u>		Te				Johnstown Rd								
8656) Benefit Rd	3.16	1300 From	G	97%	1%	1% 0% 0%	0%	С	0.119	F	0.574	1400	G	2018
5050) = 5115111 115		Tr				Douglas Rd				•			-	
		Fron	1:			SR 168 Atlantic Ave								
Old Atlantic Ave	0.07	8100	G	97%	1%	1% 0% 0%	0%	F	0.098	F	0.549	8600	G	2018
$\mathcal{O}$						Park Ave								
Old Atlantic Ave	0.24	4600 From	G	97%	1%	1% 0% 0%	0%	F	0.091	F	0.505	4900	G	2018
$\mathcal{O}$		To	<u>.</u>			SR 246 Liberty St								
Cascade Blvd	0.41	1100 From	G	98%	1%	0% 1% 0%	0%	С	0.111	F	0.664	1100	G	2018
		To				Spadina Ave								
		Fron	1:			SR 166 Bainbridge Blvd						-		
8658) Booker St	0.58	570	G	97%	2%	2% 0% 0%	0%	С	0.112	F	0.515	600	G	2018
		-				SR 190 Great Bridge Blvd								

						City of (	Inesape	еаке								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
(8661) Centerville Tpke	3.76	5600	G	96%	2%	3us SR 168 1%	Battlefie 1%	ld Blvd 0%	0%	С	0.118	F	0.669	5900	G	2018
<u> </u>		From					e Manor l				<u> </u>	_				
(8661) Centerville Tpke	1.03	8700	G	96%	2%	1%	1%	0%	0%	F	0.118	F	0.669	9300	G	2018
Occidental Tales	4.4.4	From	Ļ	070/	40/		ntress Rd	00/	00/				0.005	0000		0010
(8661) Centerville Tpke	1.14	8700	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.625	9300	G	2018
Occasion dillo Tralica	4.05	From	<u> </u>	070/	00/		Mt Pleasar		00/				0.07	10000		0010
(8661) Centerville Tpke	1.25	15000 _{To}	G	97%	0%	1% 131-8665	1%	0%	0%	F	0.101	F	0.67	16000	G	2018
		From					Station R									
(8661) Centerville Tpke	0.46	9900	G	97%	0%	1%	1%	0%	0%	С	0.1	F	0.629	11000	G	2018
$\bigcup$		To					05 Elbow	Rd								
Contonvillo Toko	1 76	From	<u> </u>	079/	00/		bow Rd	00/	09/	F	0.100	_	0.654	0200	G	2010
Centerville Tpke	1.76	8700 To	G	97%	0%	1%	1% Va Beacl	0%	0%	Г	0.100	F	0.654	9200	G	2018
		From														
8662) Green Tree Rd	0.73	10000	G	99%	0%	0%	Kempsvill 0%	0%	0%	С	0.119	F	0.528	11000	G	2018
8662	0.70	То	Ĕ	0070	0 70		Grove Ro		0 70	<u> </u>		•	0.020	11000	ŭ	20.0
		From				Bus US 16										
(8662) Oak Grove Rd	0.86	9100	G	98%	1%	0%	0%	0%	0%	С	0.103	F	0.623	9700	G	2018
<u> </u>		To				Gree	n Tree Ro	1								
<u> </u>		From					nefit Rd								_	
3663 Johnstown Rd	5.94	3200 To	G	98%	0%	1%	0%	0%	0%	С	0.112	F	0.660	3400	G	2018
					E	Bus US 168										
Maadhridga Dr	0.10	From	<u> </u>	069/	20/		stown Rd		00/	-	0.100	_	0.700	070	_	2010
Woodbridge Dr	0.19	820	G	96%	3%	1%	0% arfield Dr	0%	0%	С	0.129	F	0.703	870	G	2018
		From					dbridge D	r								
8664) Briarfield Dr	0.68	2700	G	97%	2%	0%	0%	0%	0%	С	0.132	F	0.532	2900	G	2018
		To				Sr 16	5 Cedar R	ld.								
$\sim$		From				Prov	idence Ro									
(8665) Dunbarton Rd	0.65	5800	G	97%	2%	0%	0%	0%	0%	С	0.121	F	0.536	6200	G	2018
		To From				US 13	Military H	lwy								
8665) Greenbrier Pkwy	0.28	29000	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.538	31000	G	2018
$\bigcup$		To				Wo	odlake Dr				$\neg$ $\vdash$					
8665) Greenbrier Pkwy	0.22	51000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.586	54000	G	2018
$\bigcup$		To					I-64									
8665) Greenbrier Pkwy	0.94	75000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.552	80000	G	2018
		To					len Way									
(8665) Greenbrier Pkwy	0.42	42000 From	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.606	44000	G	2018
,		To									_					
8665) Greenbrier Pkwy	1.78	26000	G	97%	1%	1%	vo Pkwy 1%	1%	0%	С	0.092	F	0.619	28000	G	2018
(8665) Greenbrier Pkwy	1.70	20000		37 78	1 /0				0 70		0.002		0.013	20000	ч	2010
8665 Butts Station Rd	2.08	15000	G	97%	1%	SR 190 1	Kempsvill 1%		0%	F	0.107	F	0.630	15000	G	2018
8665) Butts Station Rd	2.00	15000 To		97%		131-8661		1% e Toke	0%	Г	0.107	Г	0.638	15000	G	2010
Foot		From				31-8665 S,										
East 8665) Ramp	0.35	5800	F		1.	51-8005 5,	Greenbri	errkwy			0.085	F		6200	F	2018
0000)	5.00	To	-			I-64 Eas	t Collecto	r Rd				•		3_00	•	_5.5
East		From			19	31-8665 E.										
(8665) Ramp	0.19	4800	F		1.		, Siconoff	j			0.113	F		5100	F	2018
·		To				I-64 Wes	t Collecto	or Rd								
West		From			13	1-8665 W	, Greenbri	ier Pkwy								-
(8665) Ramp	0.20	10000	F								0.075	F		11000	F	2018
$\bigcirc$		То				I-64 Eas	t Collecto	r Rd								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From			12	1 0005 N	C	Dl			1					
Vest Ramp	0.38	13000	F		13	1-8665 N,	, Greenbri	er Pkwy			0.09	F		14000	F	2018
3005) 1 14111	0.00	To	Ė			I-64 Wes	st Collecto	or Rd				•		11000	•	2010
-		From:					Va Beac				i					
8667) Blackwater Rd	2.62	2700	G	94%	1%	1%	3%	1%	0%	С	0.097	F	0.715	2800	G	2018
		To:				Fentres	s Airfield	Rd								
Control Airdiold Dd	0.45	From:	<u> </u>	050/	10/		kwater Ro		00/		0.000	_	0.700	F000	0	0010
Fentress Airfield Rd	0.15	5000 To:	G	95%	1%	1%	2% Mt Pleasar	1%	0%	С	0.099	F	0.702	5300	G	2018
		From:														
G668) Hickory Rd East	0.81	4400	G	96%	2%	us SR 168 1%	1%	0%	0%	С	0.15	F	0.839	4600	G	2018
3668)	0.0.	Tor	<u> </u>						0,0		<del></del>	•	0.000	.000	<u>.</u>	
Read Of River Rd	4.89	2100 From:	G	97%	1%	1%	erville Tpk 1%	0%	0%	С	0.104	F	0.698	2200	G	2018
Head Of River Rd	4.00	Z 100 To:		37 70	1 /0		irginia Be		0 70		0.104		0.000	2200	u	2010
		From:	I		D	sus SR 168					i					
3674) Ashley Rd	0.42	2900	G	99%	0%	1%	0%	0%	0%	С	0.112	F	0.545	3100	G	2018
, , , , , , , , , , , , , , , , , , ,		To:					Mt Pleasar							· -		
		From:					postella R									
E695) Lindale Dr	0.67	3700	G	98%	1%	1%	0%	0%	0%	С	0.134	F	0.797	3900	G	2018
$\mathcal{O}$		To:					Baun Ave									
DoBows Ave	0.40	From:	<u> </u>	000/	10/		ndale Dr	00/	00/		0.110	_	0.604	4000	C	0011
DeBaun Ave	0.49	4600 To:	G	98%	1%	1%	0% Battlefield	0% Blvd	0%	С	0.118	F	0.691	4900	G	2018
		F	l													
Nolvo Pkwy	0.30	860	G	99%	0%	Crystal 0%	lwood Cir 0%	cle 0%	0%	F	0.098	F	0.604	910	G	2018
Volvo Pkwy	0.30	800		99 /o	0 /6			0 /6	0 /6	'	0.036	1	0.004	910	G	2010
Value Dissert	0.00	From	<u> </u>	000/	00/		yron St	00/	00/		0.100		0.001	10000		0010
Volvo Pkwy	0.26	9700	G	99%	0%	0%	0%	0%	0%	С	0.106	F	0.921	10000	G	2018
	0.05	From:	Ļ	000/	00/		ndence Pk		00/			_	0.050	00000		0046
Volvo Pkwy	0.25	21000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.659	23000	G	2018
		To: From:				us SR 168										
8717) Volvo Pkwy	1.38	24000	G	98%	0%	1%	1%	1%	0%	С	0.087	F	0.504	25000	G	2018
		To: From:					ibrier Pkw									
(8717) Volvo Pkwy	0.45	25000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.634	26000	G	2018
<u> </u>		To: From:			121 00		len Way	-Volvo Pk	3377							
8717) Volvo Pkwy	1.49	26000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.667	28000	G	2018
., .,		To:					ead End									
		From:	1				landing R	d								
Coffman Blvd	0.70	1800	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.565	1900	G	2018
$\mathcal{O}$		To:				SR 337 P	ortsmouth	Blvd								
		From:				SR 190 Gr	reat Bridge	e Blvd								
8763) Campostella Rd	1.34	6000	G	96%	2%	1%	0%	0%	0%	С	0.123	F	0.75	6300	G	2018
$\smile$		To:				US 13 I	Military H	lwy			<b>—</b> —					
		15000	G	95%	1%	1%	2%	1%	0%	С	0.084	F	0.615	16000	G	2018
Campostella Rd	1.06					SR 168 F	Battlefield	Blvd								
Campostella Rd	1.06	To:														
<u> </u>	1.06					US 460 B		Blvd								
	0.50	To:	G	96%	2%	US 460 B 1%	Bainbridge 1%	0%	0%	С	0.145	F	0.664	1600	G	2018
		From: 1500	G	96%	2%	US 460 B 1% Chesa	ainbridge 1% apeake Av	0%	0%	С	0.145	F	0.664	1600	G	2018
Wirginia Ave	0.50	1500 To:				US 460 B 1% Chesa Virg	3ainbridge 1% apeake Av ginia Ave	0% /e								2018
Wirginia Ave		From: 1500	G G	96%	2%	US 460 B 1% Chesa	ainbridge 1% apeake Av	0%	0%	C	0.145	F	0.664	1600 2500	G G	
Ohesapeake Ave	0.50	1500 To:  From:  2400 To:  From:  From:  From:  From:  From:  To:  From:  From:  From:  To:  From:  From:  To:  From:  From:  To:  From:  From:  To:  From:  From:  From:  To:  From:  From:  To:  From:  From:  To:  From:  From:  From:  To:  From:  From:  To:  From:  From:	G	96%	2%	US 460 B 1% Chesa Virg 1%	Bainbridge 1% apeake Avginia Ave 0% ark Ave	0% /e 0%	0%	С	0.109	F	0.637	2500	G	2018
Ohesapeake Ave	0.50	1500 To:				US 460 B 1% Chesa Virg 1%	apeake Ave 0%	0% /e 0%								2018
Ohesapeake Ave	0.50	1500 To:  2400 To: From: 1800 To:	G	96%	2%	US 460 B 1% Chesa Virg 1% Pa 1% SR 246	Bainbridge 1% apeake Av ginia Ave 0% ark Ave 0% Poindexte	0% 0% 0% 0% er St	0%	С	0.109	F	0.637	2500	G	2018
Wirginia Ave  (B771) Chesapeake Ave	0.50	1500 To: Prom: 1500 To: Prom: 1400 To: 1800	G	96%	2%	US 460 B 1% Chesa Virg 1% Pa 1% SR 246	apeake Ave 0%	0% 0% 0% 0% er St	0%	С	0.109	F	0.637	2500	G	2018 2018 2018 2018

						City of Che	sapeake								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
8776 Park Ave	0.35	3800 To	G	96%	2%	Chesapeal 1% 0 Old Atlant	% 0%	0%	F	0.094	F	0.641	4000	G	2018
		From:				Dead I	End								
8778 Barnes Rd	0.45	1000 To:	G	80%	1%	3% 3 US 460 Bainb	% 14% ridge Blvd	0%	С	0.159	F	0.753	1100	G	2018
8796) Ballahack Rd	11.72	930	G	96%	US 2%	17 George Wa 1% 1	shington Hwy % 1%	0%	С	0.122	F	0.677	990	G	2018
8796) Ballahack Rd	0.10	930 From:	N	96%	2%	Old Battlefi	eld Blvd % 1%	0%	N	0.122	F	0.677	990	N	2018
		To:				SR 168 Battle	field Blvd								
Poplar Hill Dd	0.00	From:		000/		JS 17 Western		00/	С	0.003	F	0.570	12000	G	2010
8797 Poplar Hill Rd	0.23	11000 To:	G	99%	0%	0% 0 Churchlan	% 0%	0%		0.093	Г	0.572	12000	G	2018
		From:				SR 165 W, C									
(8798) Bells Mill Rd	2.38	1800	G	97%	1%		% 0%	0%	С	0.103	F	0.568	1900	G	2018
		To:				SR 165 E, C	edar Rd								
		From:				Washingt	on Dr								
(8799) Waters Rd	0.36	8600	G	98%	1%	0% 0	% 0%	0%	С	0.101	F	0.621	9100	G	2018
		To:				SR 165 Ce	dar Rd								
Mille Del	0.00	From:		000/	10/	Cedar		00/			_	0.714	1000	_	0010
Millville Rd	0.69	1700	G	98%	1%	0% 0	% 0%	0%	С	0.113	F	0.714	1800	G	2018
O MEN EN EN E	0.40	From:	_	070/		SR 165 Moses (		00/				0.040	0.1.0.0		0010
Millville Rd	0.42	2900	G	97%	1%	1% 1	% 0%	0%	С	0.097	F	0.616	3100	G	2018
O 1411 111 1 1 1 1		To: From:		.=-/		Burson				$\neg$					
(8800) Millville Rd	0.65	1000	G	95%	2%	1% 1 Shipyard	% 1%	0%	С	0.108	F	0.6	1100	G	2018
		From:													
(8801) Shipyard Rd	0.99	1200	G	97%	2%	SR 165 Ce 1% 0	% 0%	0%	С	0.102	F	0.585	1200	G	2018
(8801) Shipyard Rd	1.28	70. From:	G	94%	2%	Burson 2% 1	Dr % 0%	0%	С	0.110	F	0.514	310	G	2018
		To:				Millville	Rd								
		From:				Johnstow	n Rd								
(8802) Hanbury Rd	1.00	9200	G	98%	1%	0% 0	% 0%	0%	С	0.102	F	0.55	9800	G	2018
		To: From:				Bus SR 168 Ba	ttlefield Rd								
(8802) Hanbury Rd	0.51	15000	G	98%	1%		% 0%	0%	С	0.105	F	0.517	16000	G	2018
$\overline{}$		To:				Hillwell	Rd								
O 1831 18 D 1	0.00	From:		070/		Bus SR 168 Bat		00/			_	0.500	0500	_	0010
(8803) Hillwell Rd	2.36	3300 _{To:}	G	97%	2%		% 0%	0%	С	0.112	F	0.562	3500	G	2018
						SR 165 Mt Pl									
(8804) Fentress Rd	1.80	3000	G	98%	1%	SR 165 Mt Pl	% 0%	0%	С	0.108	F	0.55	3200	G	2018
(8804) Fentress Rd	1.00	To:		30 /6	1 /0	Centerville		0 76		0.100	'	0.55	3200	ч	2010
		From:				Butts Stati									
(8805) Elbow Rd	0.87	5300	G	100%	0%		% 0%	0%	F	0.12	F	0.621	5600	G	2018
0003)		To													
(8805) Elbow Rd	3.05	8100	G	100%	0%	Centerville 0% 0	е трке % 0%	0%	С	0.112	F	0.552	8600	G	2018
(8805) EIDOW Rd		To:		. 30 /0	2,0	WCL Virgin									
		From:				Volvo P									
(8806) Eden Way N	0.49	11000	G	99%	1%		% 0%	0%	F	0.104	F	0.552	12000	G	2018
		To				White Oak 0									
(8806) Eden Way N	0.68	12000	G	99%	1%		% 0%	0%	С	0.099	F	0.575	13000	G	2018
$\overline{}$		To:				Greenbrier	Pkwv								
(8806) Eden Way N	0.85	13000	G	99%	1%		% 0%	0%	F	0.102	F	0.632	14000	G	2018
· ·		To:				Crossway									

Route	Length AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From				**** ***										
Anne Ave	450	G			US 460 Ba	inbridge B	lvd			0.089	F	0.61	450	G	2018
Aillie Ave	<b>430</b>	_			Ar	lie St				0.003	'	0.01	430	u	2010
	From					nal Dr				<del>- i -</del>					
Baywood Trail	370	G			Cai	nai Di				0.114	F	0.523	370	G	2018
	To				Mei	ggs Rd					-	0.000		-	
	From	1			Centerville	e Tpke Sou	ıth								
Beaver Dam Rd	500	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.644	500	G	2018
	To				Long 1	Ridge Rd									
	From	:			Willov	v Oak Dr									
Beckley Lane	200	G								0.163	F	0.569	210	G	2018
	То	:			Grantl	nam Lane									
	From	:			Brier C	Cliff Crest									
Birchleaf Rd	220	G								0.134	F	0.672	230	G	2018
	To				Mill l	Pond Dr									
	From				Ship	yard Rd									
Burson Dr	800	G								0.105	F	0.714	800	G	2018
	To	:			Orange	wood Rd									
	From				Denv	ver Ave									
Chattanooga St	400	G								0.096	F	0.55	430	G	2018
	То	:			Wat	ers Rd									
	From	:		В	Sus SR 168	Battlefield	Blvd								
Coastal Way	1700	G								0.119	F	0.736	1800	G	2018
	To				Saı	ns Dr									
	From				SR 165	Cedar Rd									
Conquest Dr	1000	G								0.116	F	0.55	1100	G	201
	To				Sh	ea Dr									
	From			US	17 George	Washingto	on Hwy								
Conrad Ave	1200	G								0.08	F	0.54	1300	G	201
	То				Bu	tler St									
	From				Gib	son Dr									
Cottonwood Lane	140	G								0.110	F	0.722	150	G	201
	10	1			Leno	re Trail									
	From	<u> </u>				son Rd	221				_			_	
Cypress St	840 To	G	97%	0%	2%	0%	0%	0%	С	0.132	F	0.513	840	G	201
						ac St									
5	From	<u> </u>			Vel	llen St				<u> </u>	_				
Debbs Lane	240	G								0.107	F	0.576	260	G	201
	То					len St									
	From	<u> </u>			War	rick Rd				<u>ا.</u>	_			_	
Dove Dr	210 To	G			D #	a D				0.171	F	0.711	220	G	201
						erfly Dr									
	From	<u> </u>			Kalı	mar Dr					_	0.070	0.40	_	004
Essex Dr	610	G			17.	W D				0.132	F	0.676	640	G	201
						Way Dr									
· · · · · · · · · · · · · · · · · ·	From	<u> </u>			Ju	le Dr					_		.=		
Etheridge Manor Blvd	14000 _{то}	G			01:00					0.112	F	0.518	15000	G	201
						ord Lane									
	From	ـــــــــــــــــــــــــــــــــــــــ				ridge Dr				<u> </u>	_			_	
Etheridge Rd	2500	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.633	2500	G	201
	To					ress Rd									
	From				Sa	ul Dr									
Eva Blvd	490	G								0.101	F	0.690	520	G	2018
	То	<u> </u>			Ma	rge Dr									
	From	:				rier Pkwy									_
Fairway Dr	2000	G	99%	0%	0%	0%	0%	0%	С	0.122	F	0.716	2000	G	2018
,	To					ston Dr									

ADT	QA	4Tire	Bus		Trud 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
From				S	hell Rd									
720	G								0.098	F	0.627	760	G	2018
To				T	uttle St									
L				Ceci	lia Terrace				0.105	_	0.570	050	_	001
350 To:	G			SR 16	5 Cedar Rd				0.105	F	0.579	350	G	2018
From														
350 350	G			Diam	newood Ct				0.109	F	0.615	350	G	2018
To:				Win	slow Ave									
From:				Johr	stown Rd									
100	G								0.115	F	0.525	1100	G	201
!			Bı			Blvd								
L		99%	0%			Λ% -	0%	С	0.085	F	0.517	2400	G	201
. <b>400</b> To:	<u> </u>	33 70					0 70		0.003	'	0.517	2400	u	201
From:														
5200	G								0.098	F	0.545	5500	G	201
To:				Ger	neva Ave			_						
From:				Col	lins Blvd									
290	G								0.141	F	0.633	310	G	201
L	<u> </u>			Ga	lahad Dr				0.084	E	0.565	2000	G	201
. <b>7 00</b> To:	<u> </u>			S	ean Dr				0.004	'	0.505	2300	u	201
From														
330	G			Dur	isdaio Ita				0.144	F	0.567	350	G	201
To·				Gle	nview Rd									
From:				Pin	ecliff Dr									
310 	G								0.129	F	0.655	330	G	201
- 10.														
L	G			Pla	cid Way				n ng2	F	0.586	980	G	201
<b>720</b> To:	<del>_</del>			SR 190 I	Kempsville	Rd			0.002	•	0.000	300	ď	201
From:														
200	F			I-464 Sou						F				
	-			I-464 Sou	ui Concetoi				0.1	Г		4200	F	201
To:	_				uxton St				0.1			4200	F	201
From:				Tr										
	G			Tr	uxton St anal Rd				0.123	F	0.669	4200 570	F G	
From: <b>540</b> To:				Tr C: Okl:	uxton St anal Rd ahoma Dr						0.669			
From: To:	G			Tr C: Okl:	uxton St anal Rd				0.123	F		570	G	201
From: <b>540</b> To:				Tr C: Okl:	uxton St anal Rd ahoma Dr						0.669			201
From: To: From:	G			Tr C: Okl:	anal Rd ahoma Dr regg St				0.123	F		570	G	201
From: To: From: To: To: To:	G			Tr C: Okl:	uxton St anal Rd ahoma Dr regg St				0.123	F		570	G	201
From: To: From: To: From:	G G			Tr Cc Okl- G Cc	anal Rd ahoma Dr regg St				0.123	F	0.59	570 380	G G	201
Front   Front   S   Front   S   Front   S   Front   Fr	G G			Tr Cl Okl G Cl Pe	uxton St anal Rd ahoma Dr regg St frant St rker Rd	Rd			0.123	F F	0.59	570 380 550	G G	201
From: 360  From: 550  From: 550  From: 240	G G			Tr C: Okla G C: Pa Lo SR 407 In	anal Rd ahoma Dr regg St irant St rker Rd bdell Ct dian River	Rd			0.123	F	0.59	570 380	G G	201
540 To From: 360 From: 550 From: 240 To	G G			Tr Cc Okla G Cc Pa Lo SR 407 In	uxton St  anal Rd  ahoma Dr  regg St  frant St  rker Rd  bdell Ct  ndian River	Rd			0.123	F F	0.59	570 380 550	G G	201
540 To	G G G			Tr Cc Okla G Cc Pa Lo SR 407 In	anal Rd ahoma Dr regg St irant St rker Rd bdell Ct dian River	Rd			0.123 0.097 0.097 0.111	F F	0.59 0.508 0.615	570 380 550 250	G G G	201 201 201 201
540 To From: 360 From: 550 From: 240 To	G G			Tr Cl Okla G Cl Pa Lo SR 407 In Ken	uxton St  anal Rd  ahoma Dr  regg St  frant St  rker Rd  bdell Ct  ndian River	Rd			0.123	F F	0.59	570 380 550	G G	201 201 201 201
540 To	G G G			Tr Cl Okl G Cl Pa Lo SR 407 In Ken Cc Rol	anal Rd ahoma Dr regg St rrant St rker Rd bdell Ct ndian River up Lane E bbb Ave	Rd			0.123 0.097 0.097 0.111	F F	0.59 0.508 0.615	570 380 550 250	G G G	201 201 201 201
540 To To From: 360 From: 550 To From: 540 To From: 550 To	G G G	99%		Tr Cl Okl G Cl Pa Lo SR 407 In Ken Cc Rol	uxton St  anal Rd  ahoma Dr  regg St  irant St  rker Rd  bdell Ct  ndian River  np Lane E	Rd 0%	0%	C	0.123 0.097 0.097 0.111	F F	0.59 0.508 0.615	570 380 550 250	G G G	201 201 201 201 201
540 To	G G G	99%		Tr Cl Okl Gl Cl Pa Lo SR 407 In Ken Co Rol Co 1%	anal Rd ahoma Dr regg St rker Rd bdell Ct andian River ap Lane E bbb Ave seby Ave nick Ave		0%	C	0.123 0.097 0.097 0.111 0.095	F F F	0.59 0.508 0.615 0.509	570 380 550 250	G G G	2015 2015 2016 2016 2016
540 To: From: 360 From: 550 To: From: 240 To: From: 530 To: From: 1300	G G G	99%		Tr C: Okl: G C: C Pa Lo SR 407 I: Ken Cc Rol Cor 1% Da	anal Rd ahoma Dr regg St frant St rker Rd bdell Ct ndian River  p Lane E bbb Ave keby Ave nick Ave 0%		0%	C	0.123 0.097 0.097 0.111 0.095	F F F	0.59 0.508 0.615 0.509	570 380 550 250	G G G	2015 2016 2016 2016 2016 2016 2016
	720   Front   350   To	720 G To To  750 G To  750	720 G To	720 G  Try  From  350 G  To  350 G  To  100 G  To  From  2400 G 99% 0%  To  From  2200 G  To  From  2700 G  To  From  From  2700 G  To  From  From  From  290 G  To  From  From  From  2700 G  To  From  Fro	720 G  To Ceci 350 G  To SR 16  Braml 350 G  To Win  From: SR 168  400 G  400 G  70 US 460 B  100 G  To Ger  From: Col  290 G  To Ger  From: Col  290 G  To Ser  To Se	Total   Stick   No.	Total   Tuttle St	Tuttle St	To   Tuttle St	Top	To   Tuttle St   To   SR 165 Cedar Rd   To   SR 168 December 100 Cedar Rd   To   SR	Total   Country Rd   Country	The content   The content	Total   Cecilia Terrace   Ce

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	O(	C K Factor	QK	Dir Factor	AAWDT	QW	Yea
itv of Chesapeake	From	1			Lindale Dr							
Lindsey Ave	240	G			Endare Di		0.120	F	0.627	240	G	2018
	Te				Waterfield Ave							
	Fron				Baugher Ave						_	
Lofurno Rd	240 _{тс}	G			Daniela Ann		0.106	F	0.552	250	G	2018
	From				Bounds Ave							
Marion Dr	1200	G		В	Bus SR 168 Battlefield Blvd		0.101	F	0.759	1200	G	2018
	To				Johnstown Rd							
	Fron				Culpeper Ave							
Marlboro St	130	G					0.121	F	0.73	140	G	2018
	To				Winslow Ave							
Mastara Daw Ot	Fron	<u> </u>			Baff Loop Ct		0.005	_	0.500	550	0	001
Masters Row Ct	520	G			Brassie Ct		0.095	F	0.586	550	G	2018
	Fron	:			Haledon Rd							
McCosh Dr	1000	G			Halcdon Rd		0.104	F	0.69	1100	G	201
	To				Duffield Pl							
	Fron	:			Broadmoor Ave							
Michael Dr	45	G					0.177	F	0.889	47	G	201
	To				Texas St							
. A	Fron	<u> </u>			Clover Dr			_	0.507	1000	•	004
Millwood Ave	1100	G			E Bayras De		0.107	F	0.537	1200	G	201
	From	l			E Royce Dr							
Natchez Terrace	540	G			Parker Rd		0.114	F	0.643	540	G	201
Natoricz Terrace	<b>3-70</b>	<u> </u>			Foxgate Quarter		0.114	•	0.040	340	u	201
	From				Johnstown Rd							
Newberry Dr	760	G					0.11	F	0.576	810	G	201
	To				Horse Run Dr							
	Fron	:			Woodcroft Lane							
Oak Dr	680	G					0.308	F	0.592	720	G	201
	To				Tyre Neck Rd							
Old D.	Fron	<u> </u>			Victoria Dr		0.010	_	0.007	1700	0	001
Old Dr	1600 _{тс}	G			Barlett Dr		0.212	F	0.807	1700	G	201
	Fron											
Omar St	470	G			Campostella Rd		0.100	F	0.595	500	G	201
	To	Ť			Faye St			-			-	
	Fron				English Ave							
Philadelphia St	50	G					0.146	F	0.5	60	G	201
	To				Miller Ave							
	Fron	:			Etheridge Rd							
Poplar Ridge Dr	270	G			0 11 11		0.123	F	0.75	270	G	201
	Te				Sandlewood Lane							
Priscilla Lane	From <b>700</b>				Erik Paul Dr		0.004	F	0.500	700	G	201
riisciiia Lane	<b>790</b>	G			Loretta Lane		0.094	г	0.599	790	G	201
	From				Greenway Dr							
Queenswood Terrace	130	G		-	Gicciiway Di		0.122	F	0.667	130	G	201
					Royal Grant Dr							
	From	:			Campostella Rd					· ·		
River Creek Rd	530	G					0.111	F	0.521	530	G	201
	To	:			Booker St							
	Fron				SR 168 Battlefield Blvd							
Robert Hall Blvd	5300	G					0.103	F	0.737	5700	G	201
	To	1			US 13 Military Hwy							

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Chesapeake	From	T										
Shepherds Gate	230	G			Shepherds Ct		0.103	F	0.691	250	G	2018
onepherus date	<b>230</b>				Logans Mill Trail		0.103	'	0.031	230	u	2010
	From				Sir Meliot Ct		1					
Sir Meliot Dr	270	G			Sh Wehot et		0.107	F	0.642	290	G	2018
	To				Drawbridge Dr			-			-	
	From				Saxon Ct							
Sir Meliot Dr	870	G					0.099	F	0.517	870	G	2018
	To				Parapet Rd							
0 1 11 "	From				Cricket Ct			_			_	
Smokey Mountain Trail	1300 _{то}	G					0.086	F	0.537	1300	G	2018
					Woodwind Way							
Courthfield Dr	From	<u> </u>			Woodberry Dr		0.155	_	0.707	70	0	0010
Southfield Dr	60 To	G			Doutall Du		0.155	F	0.727	70	G	2018
	From				Bartell Dr							
Stadium Dr		<u> </u>			Scarlett Dr		0.129	F	0.509	2200	G	2018
Stadium Di	2000 _{то}	G			SR 165 Mt Pleasant Rd		0.129	Г	0.509	2200	G	2016
	From	l										
Strafford Dr	300	G			Golden Hind Rd		0.137	F	0.633	320	G	2018
Strationa Di	То				Harding Dr		0.137	•	0.000	320	u	2010
	From						1					
Tanglewood Trail	340	G			Goldcrest Dr		0.122	F	0.5	360	G	2018
rangiewood rran	To	<u> </u>			Trilby Ct		7	•	0.0	000	u	2010
	From				Fairview St							
Tatemstown Rd	2600	G			ranview St		0.088	F	0.567	2800	G	2018
	To				Peter Rd						-	
	From				Bruin Rd							
Terry Dr	1900	G					0.194	F	0.719	2000	G	2018
•	То				Brittany Way							
	From				Bulldog Dr							
Tintern St	3200	G					0.08	F	0.508	3400	G	2018
	То				Volvo Pkwy							
	From				Campostella Rd							
Wadena Rd	840	G					0.106	F	0.586	840	G	2018
	То				Gratton St							
	From				SR 165 Cedar Rd							
Warrick Rd	990	G					0.117	F	0.525	1000	G	2018
	То				Butterfly Dr							
	From				Waters Rd							
Washington Dr	760	G					0.103	F	0.606	760	G	2018
	То				E St							
	From				Magnolia Ave							
Winslow Ave	260	G					0.111	F	0.582	280	G	2018
	То	<u> </u>			Marlboro St							
	From			US	17 George Washington Hwy							
Yadkin Rd	3900	G					0.084	F	0.577	4200	G	2018
	To				I-64							