2019

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	
$\overline{}$		

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

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

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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		CL Suffolk													
13 58 460 Military Highwa	City of Chesapeake (Maint: 64)	2.94	78000	Α	92%	0%	1%	1%	6%	0%	С	0.093	Α	0.556	81000	Α
<u></u>	To From	0.11	I-664		000/	00/		40/	00/	00/		0.11	_	0.50	11000	
[13] [58] [460]	City of Chesapeake (Maint: 64)		10000 Bus US 13	G	92%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	G
	From		58; SR 191													
13 (460) (191)	City of Chesapeake	0.18	7900	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8400	G
<del></del>	To: From	SR 191,	, S Military	Hwy												
13) (460) Military Highway	City of Chesapeake	0.45	6600	G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7000	G
C	ombined Traffic Estimates for 2 Parallel Roadways	on this Route:	6600	G								NA			NA	
	To: From	Ramp from	I-664; Sha	efer Av	e											
13) (460) Military Highway	City of Chesapeake	2.44	11000	G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	G
~ ~	To: From		I-64													
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
~ ~	To: From	US 17 Geor	ge Washing	gton Hv	уу											
13) (460) Military Highway	City of Chesapeake	1.01	19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	21000	G
<del>~</del> ~	To: From	SR 1	196 Canal D	)r												
13) (460) Military Highway	City of Chesapeake	2.20	37000	Α	97%	0%	1%	1%	1%	0%	С	0.115	Α	0.536	41000	Α
<del></del>	To: From	SR 166	Bainbridge	Blvd												
13 Military Highway	City of Chesapeake	0.31	38000	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.565	42000	G
	To: From:		I-464													
13 Military Highway	City of Chesapeake	0.78	26000	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.565	28000	G
~	To: From	Can	npostella Ro	d												
13 Military Highway	City of Chesapeake	0.65	25000	G	97%	1%	1%	0%	1%	0%	F	0.111	F	0.657	27000	G
<u> </u>	To From:	SR 168	Battlefield	Blvd												
13 Military Highway	City of Chesapeake	0.72	25000	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.523	26000	G
<u> </u>	To: From:	A	Allison Dr				_									
13 Military Highway	City of Chesapeake	0.41	28000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.603	NA	
<del>~</del>	T _{cc} From	Gree	enbrier Pkw	у												
13 Military Highway	City of Chesapeake	1.67	32000	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.500	34000	G
<del>~</del>	Tec	SCL V	Virginia Bea	ach												
~~ <u>-</u>	From:		Military Higl	_												
13 Ramp	City of Chesapeake (Maint: 64)		4400	G								0.125	F		4700	G
·	116. F		I-64 West				<u> </u>									
13 Ramp	City of Chesapeake (Maint: 64)		Military Higl 6000	hway <b>G</b>								0.089	F		6400	G
13) (1411)	Try		I-64 East	<u> </u>								0.000	•		0-100	u
	Front		Military High	hwav			<del>-</del>									
13 Ramp	City of Chesapeake (Maint: 64)		9400	G								0.117	F		10000	G
	To:		464 South													

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

		Oity of C	Cilesapeake												
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	OW
	- Cariodiotion					2Axle	3+Axle	1Trail	2Trail		Factor	- G. (	Factor		311
	From:	US 13 M	ilitary Highway												
13 Ramp	City of Chesapeake (Maint: 64)	0.23	4900 G								0.102	F		5200	G
	To:	I-4	64 North												
	From:	North Car	rolina State Line												
17 George Washington Hwy	City of Chesapeake		14000 A	94%	0%	1%	0%	5%	0%	С	0.102	Α	0.739	15000	Α
(17) distribution (17)	only or onlocapeding			0.70		. , ,	0,0	0 / 0	0,0	Ū	002		01.00	.0000	•
~~~~	From		6 Ballahack Rd												
(17) George Washington Hwy	City of Chesapeake	6.71 1	14000 G	94%	0%	1%	0%	5%	0%	F	0.089	F	0.709	15000	G
<u> </u>	To	Bus US 17 Geo	orge Washington	Hwv		\neg \vdash									
17 Dominion Blvd	City of Chesapeake		10000 G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.637	11000	G
	, .														
~~~ B B	From		65 Cedar Rd	254				221	221	_			0.504		
(17) Dominion Blvd	City of Chesapeake	0.94 <b>2</b>	27000 G	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.581	NA	
<u> </u>	To:	SR 166 B	Bainbridge Blvd			$\neg$ $\vdash$									
17 Dominion Blvd	City of Chesapeake		27000 G	95%	0%	1%	1%	3%	0%	F	0.095	F	0.772	29000	G
	,														
	Front		reat Bridge Blvd	050/	00/		40/	00/	00/		0.007	_	0.774	40000	
(17) Dominion Blvd	City of Chesapeake		40000 G	95%	0%	1%	1%	3%	0%	F	0.097	F	0.771	42000	G
<u> </u>	To:		Grove Connecto	r											
~ ~ P	Oit and Observation (Mainta OA)		17 (Ramp)	0 -	- 110 4	7 (1'									
${17}$ ${17}$ Ramp	City of Chesapeake (Maint: 64)	0.30		Sec	e US 1.	/ for aire	ectional t	rattic v	olume e	estima	tes for th	ıs seç	gment.		
<del></del>	From		64 (Ramp) I-464												
17 (64) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	4.31	1-404	0.	00   64	for dire	ational tr	offic vo	luma aa	timat	es for this		mont		
( ) ( )	,												nent.		_
Combined I	raffic Estimates for 2 Parallel Roadways of	on this Route: 9	94000 G	93%	0%	1%	1%	5%	0%	F	0.072	F		100000	G
	To From IC (	20064 E/D) #G 00064	I-64	T 17 NO	DT										
C Roma	City of Chesapeake (Maint: 64)	00064-E(B)/IS-00064 0.23	4-E296A(R)/10 I			for dire	ational tr	offic vo	luma aa	timat	o for this		mont		
17 64 Ramp			CA FOOCA (B) FD			ior direc	cuonai tra	anic vo	iume es	limale	es for this	segi	nent.		
	From:	S-00017-P(U)/IS-000	1-64 I-64	OM RT 6	4 E										
17 George Washington Hwy	City of Chesapeake	0.90 2	24000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.583	25000	G
George Washington Hwy	City of Chesapeake	0.90 2	24000 G	31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	ı	0.000		0.565	23000	G
	To: From:	US 13; US 4	460 Military Hwy												
17 George Washington Hwy	City of Chesapeake	1.00 <b>1</b>	13000 G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.61	14000	G
$\bigcirc$	To	CD 10	96 Canal Dr												
17 George Washington Hwy	City of Chesapeake		31000 G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.577	33000	G
George Washington Hwy	Oity of Offesapeake		Portsmouth	31 /6	0 76	1 /0	1 /0	1 /0	0 /6	'	0.073	'	0.577	33000	ч
	From:		Portsmouth												
17 Western Branch Blvd	City of Chesapeake		18000 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.568	19000	G
17) Woodelli Brahon Biva	Only of Officeapound			00 /0	0 /0	<u> </u>	0 /0	0 /0	0 /0	'	0.000	•	0.000	10000	J
~~~	To: From:		Churchland Blvd												
[17]	City of Chesapeake	0.56 2	22000 F	99%	0%	0%	0%	0%	0%	С	0.096	Α	0.557	23000	F
$\overline{}$	To:	EC	L Suffolk												
North	From	LIS	17 North												
17 Ramp	City of Chesapeake (Maint: 64)		6600 G								0.127	F		7100	G
	Tor		64 West								J,	•			∽
		1-0	0 1 11 031												

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

Route	Jurisdiction	Length AADT QA	4 4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 North) 0.17 6300 G I-64 East	i						0.122	F		6700	G
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 TO RT 168 SOUT 0.16 NA I-64-W291B FROM RT 17 N							NA			NA	
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 TO RT 464 NORT	ГН	OR					0.24	F		5100	G
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 N, Dominion Blv) 0.10 NA SR 168 North Exit 15A R:							NA			NA	
North (17) Ramp	City of Chesapeake (Maint: 64		i						0.09	F		26000	G
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 Dominion Blvd) 0.30 4300 G I-464 North		0%	1% 1%	3%	0%	F	0.162	F		4500	G
South 17 Ramp	City of Chesapeake (Maint: 64	US 17 South) 0.19 4400 G I-64 West	i						0.110	F		4700	G
South 17 Ramp	City of Chesapeake (Maint: 64	US 17 South) 0.29 1300 G I-64 East	95%	0%	1% 1%	3%	0%	F	0.082	F		1300	G
Bus 17 George Washington Hwy	City of Chesapeake	US 17 Dominion Blvd 4.07 6100 G		0%	1% 0%	5%	0%	F	0.093	F	0.763	6300	G
Bus 17 George Washington Hwy	City of Chesapeake	SR 165 Cedar Rd 1.19 34000 G I-64	94%	0%	1% 0%	5%	0%	F	0.075	F	0.592	36000	G
58 (13) (460) Military Highway	City of Chesapeake (Maint: 64	ECL Suffolk) 2.94 78000 A I-664	92%	0%	1% 1%	6%	0%	С	0.093	Α	0.556	81000	Α
58 (13) (460)	City of Chesapeake (Maint: 64) 0.11 10000 G		0%	1% 1%	6%	0%	F	0.11	F	0.52	11000	G
ALT Airline Blvd	City of Chesapeake	SR 191 Jolliff Rd; US 13 Military 1.72 7300 G WCL Portsmouth		2%	1% 0%	2%	0%	С	0.091	F	0.569	7700	G
East (58) Ramp	City of Chesapeake (Maint: 64	US 58 E, Military Highw) 0.53 28000 G Ramps to and from US Militar							0.115	F		28000	G

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

Route	Jurisdictic		ath A	ADT		4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
	unsaidie						Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QII
East (58) Ramp	City of Chesapeake			om US Mi 7000	ilitary l	Hwy							0.101	F		29000	G
(36)	To:	(maintrol)		64 East									0	•			
East	From:	US	58 E, M	lilitary Hi	ghway												
(58) Ramp	City of Chesapeake	(Maint: 64) 0.		0000	G								0.077	F		11000	G
<u> </u>	To:		I-66	64 West													
West	City of Chesapeake			Military Hi									0.107	F		470	G
Ramp	City of Chesapeake	(Wallit. 64) 0.4		440 64 East	G								0.107	Г		470	G
West	From	IIS		filitary Hi	ohway												
758 Ramp	City of Chesapeake			3100	G								0.109	F		3300	G
	To:		I-66	64 West													
East	From			irginia Bea	ach												
64 Hampton Roads Beltwa				9000	G	97%	0%	1%	1%	1%	0%	F	0.079	F		75000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 13	88000	G	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	151000	G
East	To: From:		Greenbr	ier Parkw	ay												
(64) Hampton Roads Beltwa	•	,		5000	G	97%	0%	1%	1%	1%	0%	F	0.083	F		49000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 92	2000	G	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	99000	G
East		S	R 168 Ba	attlefield l	Blvd			\Box \vdash									
(64) Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64) 0.5	58 6 0	0000	G	97%	0%	1%	1%	1%	0%	F	0.074	F		65000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 11	2000	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.55	121000	G
	To:		I-	[-464				\neg									
East (64) (17) Hampton Roads	Beltway City of Chesapeake	(Maint: 64) 4.3	31 4 7	7000	G	92%	1%	1%	1%	5%	0%	F	0.075	F		50000	G
(17) Hampton House	Combined Traffic Estimates for 2 Parallel	'			G	93%	0%	1%	1%	5%	0%	F	0.072	F		100000	G
	Tor			Washing	ton Hy	/V											
East (64) Hampton Roads Beltwa	ay City of Chesapeake	•		4000	G	92%	1%	1%	1%	5%	0%	F	0.085	F		47000	G
1 Hampton Hoads Beltwa	Combined Traffic Estimates for 2 Parallel	,			G	93%	0%	1%	1%	5%	0%	F	0.003	F	0.551	92000	G
	To To	·					070		170	070	070	•	0.070		0.001	02000	<u> </u>
East	From) Military	-		40/		40/	5 0/	00/	_	0.007	•		40000	
64 Hampton Roads Beltwa		'		6000	G	92%	1%	1%	1%	5%	0% 0%	С	0.087	A	0.510	49000	G
	Combined Traffic Estimates for 2 Parallel	noadways on this Hol		9000 4, I-664	G	93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	93000	G
East	From	1		Collector	· Rd												
Ramp	City of Chesapeake			5500	G	95%	1%	1%	1%	2%	0%	С	0.117	F		6900	G
	To:		8665 W,	Greenbrie	er Pkw	y											
East	From:			Collector													
64 Ramp	City of Chesapeake			4000	G								0.094	F		15000	G
	To:	131-	-8665 E,	Greenbrie	r Pkwy	У											

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

		Oity 0	o Chesapeake	,									
Route	Jurisdiction	Length	AADT QA	4Tire Bus		Truck- le 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW
Foot	From:	I-64-E BEG. COLL	DOAD TO CREE	EMDDIED DA		017.000 11	ran Erran		1 40101		1 40101		
East 64 Ramp	City of Chesapeake (Mai	nt: 64) 0.14	27000 G						0.101	F		27000	G
East	To: From:	I-64-E289A TO	GREENBRIER P.	ARKWAY									
64 Ramp	City of Chesapeake (Mai		20000 G						0.092	F		20000	G
East	To: From:	131-8665-W001A FRO	M GREENBRIE	R PARKWAY W									
64 Ramp	City of Chesapeake (Mai		30000 G						0.082	F		30000	G
East	To: From:	I-64-E289B TO 0	GREENBRIER P.	ARKWAY	-								
Ramp	City of Chesapeake (Mai		14000 G						0.087	F		14000	G
East	To: From:	131-8665-E001A FROM	M GREENBRIER	PARKWAY EA	-								
Ramp	City of Chesapeake (Mai		NA						NA			NA	
East	To: From:	SLIP RAMP	TO EXIT 290 CO	LL RD									
(64) Ramp	City of Chesapeake (Mai	nt: 64) 0.40	NA						NA			NA	
04)	та	I-64-E END COLL F		NBRIER PAR]							, .	
	r			TORIER 1711C									
East (64) Ramp	From:		East Collector Rd					_		_			_
(64) Ramp	City of Chesapeake (Mai	•	5500 G	94% 0%	19	6 2% 3	% 0%	С	0.137	F		5800	G
<u> </u>	To:	S	R 168 North										
East	From		I-64 East										
(64) Ramp	City of Chesapeake (Mair	nt: 64) 0.23	12000 G	98% 0%	0%	6 0% 1	% 0%	С	0.180	F		13000	G
	To:		R 168 South										
Foot	From		I-64 East		1								
East (64) I-64 E Exit 290	City of Chesapeake (Mai	nt: 64) 0.60	20000 G						0.107	F		21000	C
64 I-64 E Exit 290	City of Chesapeake (Mail								0.107	Г		21000	G
Foot	From		East Exit 290 A 4 E Exit 290 A										
East (64) I-64 E Exit 290	City of Chesapeake (Mai		15000 G						0.099	F		16000	G
64 I-64 E Exit 290	City of Chesapeake (Mail	111. 64) 0.10	15000 G						0.099	Г		16000	G
East	To: From:	Ramp From Bus	SR 168 Battlefie	ld Blvd N									
East 64 I-64 E Exit 290	City of Chesapeake (Main	nt: 64) 0.20	23000 G						0.089	F		25000	G
Foot	To: From:	I-64	4 E Exit 290 B		-								
East (64) I-64 E Exit 290	City of Chesapeake (Mai	nt: 64) 0.12	11000 G						0.088	F		12000	G
<u>~</u>	To: From:	Ramp From Bus	s SR 168 Battlefie	eld Blvd S									
East	City of Change and (AA-1)	•							0.000	г		17000	_
64 I-64 E Exit 290	City of Chesapeake (Mai	nt: 64) 0.20	15000 G						0.082	F		17000	G
	To:		I-64 E										
East	From:		I-64 East										
(64) Ramp	City of Chesapeake (Mai	nt: 64) 0.25	12000 G						0.075	F		13000	G
\smile	To:		I-464 North										
Fact	From	<u> </u>	I-64 East										
$\underbrace{\left(\begin{array}{c} East \\ 64 \end{array}\right)}_{Ramp}$	City of Chesapeake (Mai	nt: 64) 0.23	21000 G						0.082	F		22000	G
04) 1 141119	Oity of Offesapeake (Wall		I-464 South		1				0.002	•		22000	J
			1-404 SOUUI										

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

	Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East	17 Ramp	City of Chesapeake	(Maint: 64)	0.23	I-64 East 4300	G								0.074	F		4600	G
64)	(17) Ramp	City of Offesapeake	(Iviaiiii. 04)	US 17 N, G			lwy							0.074	'		4000	G
ast		From:			I-64 East				i									
64	Ramp	City of Chesapeake	(Maint: 64)	0.21	5700	G								0.096	F		6100	G
		To:		1	US 17 South	1												
ast	Dama	From:	(Mainte CA)	0.01	I-64 East									0.105	_		F000	
64)	Ramp	City of Chesapeake	(Maint: 64)	0.31	4900 Military Hi	G								0.135	F		5200	G
'est		From	<u> </u>		L Virginia B													
	Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.89	68000	G	100%	0%	0%	0%	0%	0%	С	0.082	F		76000	(
		bined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	138000	G	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	151000	G
		To:	-	Gree	enbrier Park	way												
Vest 64	Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	46000	G	97%	0%	1%	1%	1%	0%	F	0.087	F		50000	C
9		bined Traffic Estimates for 2 Parallel	,			G	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	99000	C
		Tec	-		8 Battlefield	l Blvd												
64)	(168) Hampton Roads Beltwa	y City of Chesapeake	(Maint: 64)	0.50	52000	N	97%	0%	1%	1%	1%	0%	N	0.088	F		56000	1
04		bined Traffic Estimates for 2 Parallel				N	97%	0%	1%	1%	1%	0%	N	NA	•		121000	
		To:	·		US 17		0.70	0,70		.,0	. , 0	0,0						·
Vest	Hamatan Daada Baltuay	City of Changes also	(Maint: 64)	SR 16 0.49	8 Battlefield		97%	0%	10/	10/	10/	00/	г	0.088	_		E6000	,
64	Hampton Roads Beltway	City of Chesapeake bined Traffic Estimates for 2 Parallel	,		52000	G G	97% 97%	0% 0%	1% 1%	1% 1%	1% 1%	0% 0%	F	0.000	F	0.558	56000 121000	(
	Oom	Diffed Traffic Estimates for 2 Taraffer	Tioadways off t	ilis Houle.		<u> </u>	31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.073	'	0.556	121000	
Vest	~~	From		2.11	I-464		2021	221			/	221	_		_		10000	_
64	Hampton Roads Beltway	,	,	0.41	46000	G	93%	0%	1%	1%	5%	0%	F	0.076	F		48000	G
	Com	bined Traffic Estimates for 2 Parallel	Roadways on t			G	93%	0%	1%	1%	5%	0%	Г	NA			98000	G
Vest	~~~	To: From:			Great Bridg	ge Blvd												
64)	Hampton Roads Beltway		,	3.86	47000	G	93%	0%	1%	1%	5%	0%	F	0.074	F		50000	(
\smile	Com	bined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	94000	G	93%	0%	1%	1%	5%	0%	F	0.072	F		100000	G
Vest		To: From:		US 17 Ge	orge Washin	ngton Hy	vy											
64	Hampton Roads Beltway	City of Chesapeake	,	1.86	43000	G	93%	0%	1%	1%	5%	0%	F	0.077	F		45000	G
\smile	Com	bined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	87000	G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.551	92000	C
/est		To: From:		US 13, U	JS 460 Milit	ary Hwy	7											
	Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.65	42000	F	93%	0%	1%	1%	5%	0%	С	0.085	F		44000	F
	Com	bined Traffic Estimates for 2 Parallel	Roadways on t			G	93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	93000	C
		To:			I-264, I-664													
Vest	Damp	City of Chesapeake	(Maint: 64)	0.28	Vest Collect		95%	1%	10/	10/	20/	0%	С	0.114	F		6800	C
64)	Ramp	Oily of Chesapeake	(ivialiil. 04)		W, Greenbr	G		I 7o	1%	1%	2%	U%	U	0.114	г		0000	Ċ

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

			-	iesapeaki				Tru	ıck			K		Dir		
Route	Jurisdiction		Length A	ADT QA	4 lire	e Bus	2Axl	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	City of Chesapeake (N	Moint: 64)		Collector Rd								0.088	F		12000	G
64 Ramp	Tax		131-8665 E, C		wv							0.000	Г		12000	G
West	From:			West												
64 Collector Rd	City of Chesapeake (N	Maint: 64)		000 G								0.085	F		21000	G
West	To: From:	I-64 West I	Exit 289B Ran	np to Greenb	riar Pkwy	East										
64 Collector Rd	City of Chesapeake (M			000 G								0.11	F		8500	G
West	To: From:	R	amp from Gree	enbriar Pkwy	East											
64 Collector Rd	City of Chesapeake (N	Maint: 64)	0.23 13	000 G								0.087	F	0.773	14000	G
West	To: From:	I-64 West F	Exit 289A Ram	p to Greenb	iar Pkwy '	West										
64 Collector Rd	City of Chesapeake (M	Maint: 64)	0.16 66	600 G								0.101	F	0.826	7000	G
West	To: From:	Ra	amp from Gree	nbriar Pkwy	West											
64 Collector Rd	City of Chesapeake (M	Maint: 64)	0.14 20	000 G								0.092	F	0.944	21000	G
\bigcirc	To:		I-64	West												
West	From:			Collector Rd												
(64) (168) Ramp	City of Chesapeake (N	Maint: 64)		200 G	86%	1%	1%	2%	9%	1%	С	0.078	F		4400	G
	To			R 168 N												
West (64) Ramp From I-64 W to SR 168 S	City of Chesapeake (N	Maint: 64)		Collector Rd	97%	0%	1%	0%	1%	0%	С	0.098	F		10000	G
(84) Hamp Hom For W to on 100 0	To:		Bus SR 168 B			070		070	1 /0	070	Ū	0.000	•		10000	Ğ
West	From:			West												
(64) (168) I-64 W Exit 290	City of Chesapeake (N	Maint: 64)	0.10 16	000 G								0.079	F		16000	G
Maria de la companya della companya	To:			Exit 290 B												
West (64) (168) I-64 W Exit 290	City of Chesapeake (M	Maint: 64)		300 G								0.082	F		8300	G
04) (100) 1 1 1 2 2 2 2	To:		From Bus SR		ld Dlud C											
West	From:	*			iu bivu s							0.070	_	0.070	10000	_
64 168 I-64 W Exit 290	City of Chesapeake (N	Maint: 64)		000 G								0.079	F	0.673	13000	G
West	To: From:			Exit 290 S												
(64) I-64 W Exit 290	City of Chesapeake (M	Maint: 64)	0.12	000 G								0.085	F	0.536	8500	G
West	To: From:	Ramp	From Bus SR	168 Battlefie	ld Blvd N											
64 I-64 W Exit 290	City of Chesapeake (M	Maint: 64)	0.35 19	000 G								0.082	F		20000	G
West	To: From:		Ramp to I-6	64 E Exit 289)											
64 I-64 W Exit 290	City of Chesapeake (M	Maint: 64)	0.51 11	000 G								0.087	F		12000	G
\smile	To:		I-6	4 W												
West	From		-64 West Exit													
64 Ramp	City of Chesapeake (N	Maint: 64)		100 G	95%	0%	1%	1%	3%	0%	F	0.106	F		4300	G
<u> </u>	To		1-464	; US 17												

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

		Only of Officeapour												
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		True	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64 West 0.49 9100 C	à							0.098	F		9700	G
\smile	То	Ramp from US 17 Nor												
West 64 Ramp	City of Chesapeake (Maint: 64)	US 17-N017A FROM RT 17 0.05 NA	NORTH							NA			NA	
Ramp		SR 168-P FROM RT 64 WEST 8	₹ 17 NORTH	ſ						INA			INA	
West	From	I-64-W BEGIN COLL ROAD			_									
64 Ramp	City of Chesapeake (Maint: 64)	0.40 NA	IO KI 404							NA			NA	
1	To:	I-64-W US 17-N017C (ap											
Vest	From	I-64 West												
Ramp	City of Chesapeake (Maint: 64)	0.20 2500 C	à							0.090	F		2700	(
\smile	To:	SR 190 Great Bridge B	vd											
Vest	From:	I-64 West												
64) Ramp	City of Chesapeake (Maint: 64)	0.24 5600 (95%	0%	1%	1%	3%	0%	F	0.102	F		5800	(
<u> </u>	To:	US 17												
Vest	From	I-64 West												
Ramp	City of Chesapeake (Maint: 64)	0.23 5100 (0.076	F		5400	(
<u> </u>	10:	US 13 Military Highwa	ay											
	From	Bus US 17 George Washingt				221					_	0 = 10		
Moses Grandy Trail	City of Chesapeake	2.70 13000 C	98%	1%	1%	0%	0%	0%	С	0.099	F	0.519	14000	(
	To: From:	US 17 Dominion Blv												
165 Cedar Rd	City of Chesapeake	0.28 27000 (98%	1%	1%	0%	0%	0%	С	0.09	F	0.535	28000	(
<u> </u>	To: From:	Bells Mill Rd West												
Cedar Rd	City of Chesapeake	2.01 31000 C	98%	1%	1%	0%	0%	0%	F	0.089	F	0.529	33000	(
<u> </u>	To: From	131-8798 Bells Mill Rd	East											
165)Cedar Rd	City of Chesapeake	1.73 28000 (98%	1%	1%	0%	0%	0%	F	0.081	F	0.57	30000	C
<u> </u>	To- From:	Bus SR 168 Battlefield I	Blvd		\neg \vdash									
Bus 165) (168) Battlefield Blvd	City of Chesapeake	0.26 32000 (99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	NA	
165 A 168 Battlefield Blvd	only of official care			0 70	170	0 70	0 70	0 / 0	Ü	0.000	•	0.000	14/1	
165)Mt Pleasant Rd	City of Chesapeake	BUS SR 168 Battlefield 1		1%	1%	1%	1%	0%	F	0.102	F	0.613	20000	(
165 Juli Fleasant Nu	City of Chesapeake			1 /0	1 /0	1 /0	1 /0	0 /6	'	0.102	'	0.013	20000	
MA Discourt Del	City of Oly	SR 168 Great Bridge By		40/		40/	40/	00/		0.007	_	0.544	04000	_
Mt Pleasant Rd	City of Chesapeake	2.57 19000 (97%	1%	1%	1%	1%	0%	С	0.097	F	0.511	21000	C
	To: From:	131-866 Centerville Tp												
Mt Pleasant Rd	City of Chesapeake	4.53 10000 (97%	0%	1%	1%	1%	0%	С	0.110	F	0.558	11000	C
	To: From:	131-8667 Fentress Airfiel												
165 Mt Pleasant Rd	City of Chesapeake	0.91 11000 (0%	1%	1%	1%	0%	F	0.116	F	0.661	12000	C
	To:	WCL Virginia Beach												
	From	US 17 Dominion Blv												
166 Bainbridge Blvd	City of Chesapeake	2.05 2000 (1%	2%	4%	4%	0%	F	0.093	F	0.682	2200	G
\sim	Tor	SR 190 Great Bridge B	vd											

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

		Oity C	or Griesape	Jano				Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 190	Great Bridge	e Blvd			ZAXIC	OTANIC	TITAL	ZIIaii		1 actor		1 40101		
166)Bainbridge Blvd	City of Chesapeake	0.69	7600	G	89%	1%	2%	4%	4%	0%	С	0.101	F	0.578	8700	G
	To	US	13 Military H	wv												
166 (460) Bainbridge Blvd	City of Chesapeake	0.74	11000	G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	12000	G
100/400	To	T	Freeman Ave													
166) 460 Bainbridge Blvd	From: City of Chesapeake	1.25	10000	G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	G
160)(460) - 460	Table 1				0070	. , 0		. , 0	_,,	0 / 0	•	0.000	•	0.00		<u> </u>
166)(460)Bainbridge Blvd	City of Chesapeake	0.81	hesapeake Dr 8900	G	95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9400	G
166 (460) Bainbridge Blvd	Tto:		37 Poindexte		95 /6	1 /0	1 /0	1 /0	Z /0	0 /6	C	0.005	'	0.031	3400	G
	From:		ainbridge Blvo													
166) 460 Poindexter St	City of Chesapeake	0.56	7800	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8200	G
	To		Liberty St													
166)(460)22nd St	City of Chesapeake	0.39	5900	G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6200	G
100/400	To:		SCL Norfolk													
	From:	North (Carolina State	Line												
168)Battlefield Blvd	City of Chesapeake	1.79	27000	A	97%	1%	1%	1%	1%	0%	С	0.149	Α	0.54	26000	Α
100)	To	D 0D 100 D	41 C 11 D1 1	C 111	1.0.1											
168)Chesapeake Expressway	City of Chesapeake (Maint:	Bus SR 168 Ba TOL) 2.92	11000	; Gallbi	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	9900	G
168 Onesapeake Expressway	Oity of Offesapeake (Maint.	<u> </u>					1 /0	1 /0	1 /0	0 /6	'	0.000	'	0.744	3300	ч
Oh a sanada Farrana	To: From:	Bus SR 168 Battlefi						40/	40/	00/		0.000	_	0.744	0000	
168 Chesapeake Expressway	City of Chesapeake (Maint:	TOL) 2.94	11000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	9900	G
	To: From:		lillcrest Pkwy													
168 Chesapeake Expressway	City of Chesapeake (Maint:	TOL) 0.25	38000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	35000	G
<u> </u>	To: From	Е	nd Toll Road													
168)Great Bridge Bypass	City of Chesapeake	1.76	38000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.673	35000	G
\smile	Too	Bus SR	168 Battlefiel	d Blvd												
168) Great Bridge Bypass	City of Chesapeake	0.20	34000	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.609	32000	G
	Too		Hanbury Rd													
168)Great Bridge Bypass	City of Chesapeake	1.50	50000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.675	47000	G
100) c.	Tall					. , 0		. , 0	. , 0	0 / 0	•	0.00	•	0.0.0		O.
Croat Pridge Pynone	City of Chesapeake	2.49	55 Mt Pleasan 72000	t Rd G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.669	68000	G
168 Great Bridge Bypass	City of Chesapeake				97%	I 70	1 70	1 70	1 70	0%	Г	0.093	Г	0.009	00000	G
	Te: From		168 Battlefiel								_		_			
168 Oak Grove Connector	City of Chesapeake	1.82	72000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.61	68000	G
	To: From:		I-64													
168) (64) Hampton Roads Beltway	City of Chesapeake (Maint:				Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Tr	affic Estimates for 2 Parallel Roadw			N	97%	0%	1%	1%	1%	0%	Ν	NA			121000	Ν
	To		I-64; US 17													
L CA W Evit 200	City of Change of (Maint		R 168 CD Rd	l	0.	00164	for dire-	tional to	offic v-	luma ca	+i	o for this		mont		
168 64 I-64 W Exit 290	City of Chesapeake (Maint:		to Duc CD 1:	60 C	56	:e 1-64		uonai (r	anic vo	iume es	umate	es for this	segi	ment.		
		Ramp	to Bus SR 10	06.5												

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

Route	Jurisdiction	Length AADT QA	4Tire Bu	IC.	Trukle 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	See I-	-64 for d	irectional tr	affic vol	ume es	timate	s for this	segi	ment.		
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From SR 168 S 0.20	See I-	-64 for d	irectional tr	affic vol	ume es	timate	s for this	segi	ment.		
	To: Fron:	Ramp to SR 168, Bus SR 16 Ramp to Bus SR 168											
168 64 Ramp	City of Chesapeake (Maint: 64)	0.18 Bus SR 168	See I-	-64 for d	irectional tr	affic vol	ume es	timate	es for this	s segi	ment.		
Bus Battlefield Blvd	City of Chesapeake	0.35 72000 N End Bus SR 168	99% 09	% 1%	% 0%	0%	0%	N	0.08	F	0.509	77000	N
168 Battlefield Blvd	City of Chesapeake	I-64; US 17 0.54 37000 G	96% 19	% 1%	% 1%	2%	0%	F	0.086	F	0.548	40000	G
(168) Battlefield Blvd	City of Chesapeake	US 13 Military Hwy 0.47 23000 G	96% 19	% 19	% 1%	2%	0%	F	0.082	F	0.519	25000	G
168 Atlantic Ave	City of Chesapeake	Campostella Rd 0.42 16000 G	96% 19	% 19	% 1%	2%	0%	F	0.093	F	0.542	18000	G
168 Atlantic Ave	City of Chesapeake	Providence Rd 1.16 17000 A	96% 19	% 1%	% 1%	2%	0%	С	0.114	Α	0.515	19000	Α
168 Atlantic Ave	City of Chesapeake	Old Atlantic Avenue 0.39 10000 G	96% 19	% 1%	% 1%	2%	0%	F	0.102	F	0.56	11000	G
168 Campostella Rd	City of Chesapeake	SR 246 Liberty Rd 0.35 16000 G SCL Norfolk	96% 19	% 1%	% 1%	2%	0%	F	0.099	F	0.599	18000	G
North 168 Ramp	City of Chesapeake (Maint: 64)	SR 168; 1SR 168-P SR 168-N0 0.21 NA US 17-N017C TO RT 64 WE							NA			NA	
North 168 Ramp	City of Chesapeake (Maint: 64)	SR 168; 1SR 168-P SR 168-N0 0.28 NA							NA			NA	
North 168 Ramp	City of Chesapeake (Maint: 64)	0.05 20000 G	I & 190						0.110	F		21000	G
North 168 Ramp	City of Chesapeake (Maint: 64)	17-N017B FROM RT 17 NORTH 1 0.07 5900 G I-64-W291A US 17-N017	O 464 NOR						0.127	F		6300	G
North 168 Ramp	City of Chesapeake (Maint: 64)	SR 168-N015B TO RT 17 SOUTH 0.38 NA SR 168-S015A TO RT 17 SOUTH							NA			NA	
South 168 Ramp	From: City of Chesapeake (Maint: 64)	1SR 168-P TO RT 190 0.13 16000 G SR 168-N015C TO RT 17 SOUTH							0.084	F		17000	G

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

Route	Jurisdiction	Length AAD	Г QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South 168 Ramp	City of Chesapeake (Maint: 64	SR 168-N015C TO RT) 0.29 NA US 17 SR 190 FROM &									NA			NA	
168 SR 168 SB From I 464 S to south of Interchang	e City of Chesapeake	SR 168 south of 0.55 NA I-464		e							NA			NA	
68) Battlefield Blvd	City of Chesapeake	SR 168 Chesapeake Expres 2.70 1500		lefield Blv 97%	d 1%	1%	1%	1%	0%	F	0.088	F	0.630	16000	G
Bus 68) Battlefield Blvd	City of Chesapeake	Indian Cre 1.55 1900		97%	1%	1%	1%	1%	0%	F	0.088	F	0.599	20000	(
Bus 168) Battlefield Blvd	City of Chesapeake	Centerville 3.78 2200		97%	1%	1%	1%	1%	0%	F	0.121		0.553	23000	G
Bus 168) Battlefield Blvd	City of Chesapeake	SR 168 Great Br	idge Bypas		0%	1%	0%	0%	0%	F	0.103	F	0.687	12000	G
Bus	To: From:	131-8802 Har	ibury Rd							' 		' 			
Battlefield Blvd	City of Chesapeake	1.70 1300 SR 165 S, Mount Pleasar	t Rd, John		0%	1%	0%	0%	0%	•	0.103		0.687	14000	G
68 165 Battlefield Blvd	City of Chesapeake	0.26 3200 SR 165 North; C		99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	NA	
Battlefield Blvd	City of Chesapeake	1.24 3900 SR 190 Great B		99%	0%	1%	0%	0%	0%	F	0.094	F	0.664	42000	G
Battlefield Blvd	City of Chesapeake	0.17 3700 SR 168 Great Br		99% s	0%	1%	0%	0%	0%	F	0.081	F	0.566	39000	G
Bus 168) Battlefield Blvd	City of Chesapeake	1.39 4200 Hollywood Rd; O	0 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.657	45000	G
Bus 68 Battlefield Blvd	City of Chesapeake	0.68 5300	0 G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.622	57000	G
8us 68 Battlefield Blvd	City of Chesapeake	0.58 7200	•	99%	0%	1%	0%	0%	0%	F	0.08	F	0.509	77000	G
8us 68 168 Battlefield Blvd	City of Chesapeake	0.35 7200		99%	0%	1%	0%	0%	0%	N	0.08	F	0.509	77000	Ν
Sus 68) Ramp From Bus SR 168 NB to I-64 WB	From City of Chesapeake (Maint: 64	SR 168 Battlet Bus SR 168) 0.28 1000 I-64 West Col	North G	99%	0%	0%	0%	0%	0%	С	0.083	F		11000	G

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

						Trucl	(K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle 1			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Bus SR 168 North												
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	0.18 8700 G	97%	0%	1%	0%	1%	0%	С	0.076	F		9300	G
<u> </u>	To:	I-64 East Collector Rd												
Bus	From:	SR 168 Battlefield Blvd												
168)Ramp	City of Chesapeake (Maint: 64)	0.17 4300 G	94%	0%	2%	1%	3%	0%	С	0.076	F		4600	(
<u> </u>	To:	I-64 West Collector Rd												
Bus	From:	Bus SR 168 Battlefield Blv												
168 Ramp	City of Chesapeake (Maint: 64)	0.35 4200 G	86%	1%	1%	2%	9%	1%	С	0.078	F		4400	(
<u> </u>	To:	I-64 East												
	From:	SR 166 Bainbridge Blvo												
Great Bridge Blvd	City of Chesapeake	0.83 4100 G	89%	3%	1%	3%	3%	0%	С	0.110	F	0.705	4300	(
<u> </u>	To: From:	131-8763 Campostella R	d											
190)Great Bridge Blvd	City of Chesapeake	0.30 8200 G	89%	3%	1%	3%	3%	0%	F	0.110	F	0.705	8700	(
\smile	To:	I-64												
190)Great Bridge Blvd	City of Chesapeake	0.26 13000 G	96%	2%	1%	0%	0%	0%	F	0.096	F	0.694	14000	(
	To	US 17 Dominion Blvd												
190)Great Bridge Blvd	City of Chesapeake	2.34 14000 G	96%	2%	1%	0%	0%	0%	С	0.095	F	0.665	15000	(
190 Jarout Bridge Biva	only of onesapeane			270		0 70	0 70	0 70	Ü	0.000	•	0.000	10000	`
Kamana dila Da	From From From From From From From From	Bus SR 168 Battlefield Bl		00/	00/	10/	10/	00/	F	0.007	F	0.570	0.4000	,
190 Kempsville Rd	City of Chesapeake	0.48 32000 G	98%	0%	0%	1%	1%	0%	г	0.087	г	0.578	34000	(
	To: From:	Clearfield Ave												
190) Kempsville Rd	City of Chesapeake	0.81 32000 G	98%	0%	0%	1%	1%	0%	С	0.088	F	0.512	34000	(
<u> </u>	To: From:	Greenbrier Pkwy												
190)Kempsville Rd	City of Chesapeake	1.81 22000 G	99%	0%	0%	1%	0%	0%	F	0.096	F	0.562	23000	(
\smile	To	Volvo Pkwy												
190)Kempsville Rd	City of Chesapeake	0.49 20000 G	99%	0%	0%	1%	0%	0%	F	0.097	F	0.541	21000	(
	To:	WCL Virginia Beach												
	From:	SR 191, S Military Hwy	7											
191) (13) (460)	City of Chesapeake	0.18 7900 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8400	(
	Tα	AIRLINE BLVD												
	From:	US 58 Airline Blvd							_		_			
191 Jolliff Rd	City of Chesapeake	2.22 3600 G	96%	1%	1%	1%	0%	0%	С	0.122	F	0.676	3800	(
<u> </u>	To: From:	Dock Landing Rd												
191 Jolliff Rd	City of Chesapeake	0.91 4100 G	98%	0%	1%	0%	0%	0%	С	0.111	F	0.527	4400	(
<u> </u>	To:	SR 337 Portsmouth Blvd	i											
	From:	US 13 Military Hwy												
196 Canal Dr	City of Chesapeake	0.96 20000 G	98%	0%	0%	1%	0%	0%	С	0.081	F	0.508	21000	(
<u> </u>	To	US 17 George Washington	Hwy											
	From:	US 460 Poindexter St												
246 Liberty St	City of Chesapeake	0.39 7100 G	97%	1%	1%	0%	0%	0%	С	0.091	F	0.533	7500	(
\smile	To:	Latham Street												

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

5 .	1			4			Tru	ck			K	014	Dir	A A14/DT	- 01
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		atham Street												
Liberty St	City of Chesapeak		4500 G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.539	4800	(
	To:	SR 168	8 Campostella Rd												
East	From:		I-64; I-664												
East 264)	City of Chesapeake (Ma	,	26000 F	93%	1%	1%	1%	4%	0%	F	0.125	F		29000	
\smile	Combined Traffic Estimates for 2 Parallel Roa		53000 F	93%	0%	1%	1%	4%	0%	F	0.087	F	0.708	59000	
	To:	WC	CL Portsmouth												
/est	From:		WB I-664 EB												
Ramp	City of Chesapeake (Ma	aint: 64) 0.46	6200 G								0.102	F		6300	
	To:		WB; I-664 WB												
Vest 264	City of Chesapeake (Ma		I-64; I-664 27000 F	93%	0%	10/	10/	40/	00/	_	0.114	F		30000	
264)	· · · · · · · · · · · · · · · · · · ·	,				1%	1%	4%	0%		0.114	•	0.000		
	Combined Traffic Estimates for 2 Parallel Roa		53000 F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.682	59000	
			CL Portsmouth												
Vest	From		V TO I-664 WEST	`							0.400	_		00000	
Ramp	City of Chesapeake (Ma		19000 G								0.129	F		22000	
	10.		FROM I-264 WES	ST											
	From		ECL Suffolk	050/	40/	101	40/	40/	00/	_	0.005	_	0.507	4 4000	
Portsmouth Blvd	City of Chesapeak	ke 0.72	13000 G	95%	1%	1%	1%	1%	0%	F	0.095	F	0.537	14000	
<u> </u>	To- From:	SR	191 Joliff Rd												
Portsmouth Blvd	City of Chesapeak	ke 0.68	20000 G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.560	21000	
<u> </u>	To		I-664			— —									
Portsmouth Blvd	City of Chesapeak	ke 0.60	29000 G	98%	0%	0%	0%	0%	0%	F	0.083	F	0.508	31000	
	To		ori Circle West												
Portsmouth Blvd	Front City of Chesapeak	1	23000 G	98%	0%	0%	0%	0%	0%	С	0.084	F	0.515	25000	
337 T Originidatii Biva	only of chosapean			0070	0 70	070	070	0 70	0 70	•	0.004	•	0.010	20000	
Double of Division	To- From:		Taylor Rd	000/	00/		00/	00/	00/		0.000	_	0.5	00000	
Portsmouth Blvd	City of Chesapeak	ke 0.24	27000 G	98%	0%	0%	0%	0%	0%	F	0.089	F	0.5	28000	
	To: From:		ck Landing Rd												
Portsmouth Blvd	City of Chesapeak		27000 G	98%	0%	0%	0%	0%	0%	F	0.091	F	0.504	29000	
<u> </u>	To:		CL Portsmouth												
lordon Pridgo	City of Chesapeake (Mai		L Portsmouth 10000 N	94%	0%	1%	20/	3%	0%	N	0.136	F	0.715	11000	
Jordan Bridge	City of Chesapeake (Mai	IIII. TOL) 0.39	10000 N	94%	076	1 70	2%	3%	0%	IN	0.130	Г	0.713	11000	
	To: From:		uthority Boundary									_			
Poindexter St	City of Chesapeak	ke 0.11	10000 F	94%	0%	1%	2%	3%	0%	С	0.136	F	0.715	11000	
<u> </u>	To:		I-464												
Poindexter St	City of Chesapeak	ke 0.56	12000 G	97%	1%	1%	1%	0%	0%	F	0.094	F	0.671	13000	
\mathcal{L}	To:	US 460) Bainbridge Blvd												
	From:		60; Poindexter St												
Bainbridge Blvd	City of Chesapeak		1700 G	90%	1%	1%	2%	5%	0%	С	0.127	F	0.827	1800	(
\sim	Tox	S	CL Norfolk												

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

Route	Jurisdiction	Length AADT QA	4Tire	Rus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 E, Portsmouth Blv 0.29 3700 G	d						0.111	F		3900	G
East 337) Ramp	From: City of Chesapeake (Maint: 64)	I-664 East SR 337 E, Portsmouth Blv 0.28 2600 G	d						0.085	F		2800	G
East 337) Ramp	From City of Chesapeake (Maint: 64)	I-664 West SR 337 Poindexter St 0.15 2500 G							0.258	F		2600	G
East 337) Ramp	Tro From: City of Chesapeake (Maint: 64)	I-464 South Collector Ro SR 337 E, Poindexter St 0.17 1900 G							0.252	F		2000	G
West	To: From:	I-464 North SR 337 W, Portsmouth Bl	⁄d										
Ramp West	City of Chesapeake (Maint: 64)	0.24 6100 G I-664 East SR 337 W, Portsmouth Bl	vd		<u> </u>				0.079	F		6600	G
Ramp	City of Chesapeake (Maint: 64)	0.24 5100 G I-664 West							0.075	F		5400	G
West 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 W, Poindexter S 0.18 2100 G I-464 South Collector Ro			⊒ ⊐				0.104	F		2200	G
West 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 W, Poindexter S 0.12 3000 G I-464 North							0.091	F		3200	G
407)Indian River Rd	City of Chesapeake	ECL Norfolk 0.71 20000 G	98%	0%	1% 1%	0%	0%	F	0.097	F	0.523	21000	G
407 Indian River Rd	City of Chesapeake	Oaklette Ave 0.90 26000 G WCL Virginia Beach	98%	0%	1% 1%	0%	0%	С	0.093	F	0.539	28000	G
460 58 13 Military Highway	City of Chesapeake (Maint: 64)	ECL Suffolk 2.94 78000 A	92%	0%	1% 1%	6%	0%	С	0.093	Α	0.556	81000	Α
460 58 13	City of Chesapeake (Maint: 64)	I-664 0.11 10000 G	92%	0%	1% 1%	6%	0%	F	0.11	F	0.52	11000	G
460 (13) (191)	City of Chesapeake	US 58; SR 191 0.18 7900 G SR 191, S Military Hwy	90%	1%	2% 3%	4%	0%	F	0.113	F	0.576	8400	G
(460) (13) Military Highway Combined T	City of Chesapeake Fraffic Estimates for 2 Parallel Roadways o	0.45 6600 G	90%	1%	2% 3%	4%	0%	F	0.113 NA	F	0.576	7000 NA	G
460 (13) Military Highway	City of Chesapeake	S Military Hwy 2.44 11000 G	90%	1%	2% 3%	4%	0%	С	0.148	F	0.813	11000	G

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
~ ~ ~ ~	To: From:		orge Washi													
460 (13) Military Highway	City of Chesap	peake 1.01	19000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	21000	G
~~~	T _O : From:		R 196 Canal													
460 (13) Military Highway	City of Chesap		37000	Α	97%	0%	1%	1%	1%	0%	С	0.115	Α	0.536	41000	Α
	From:		Military Hw 13 Military													
460 (166) Bainbridge Blvd	City of Chesar		11000	G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	12000	G
	To:		Freeman Av	/e.												
460 (166) Bainbridge Blvd	City of Chesap		10000	G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.534	11000	G
	To	C	hesapeake A	Ave												
460 (166) Bainbridge Blvd	City of Chesap		8900	G	95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9400	G
	Tα	SR :	337 Poindex	ter St												
D. in d	From:		ainbridge B		000/	40/	10/	00/	00/	00/	_	0.440	_	0.000	0000	_
460 166 Poindexter St	City of Chesap	peake 0.56	7800	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8200	G
~~~	To: From:		Liberty St		2021			221		221			_			
460 166 22nd St	City of Chesar		5900 SCL Norfol	G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6200	G
A1 =	From			K												
ALT 460 (58) Airline Blvd	City of Chesar	Loeake 1.72	Joliff Rd 7300	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7700	G
460 7 (56) 7 (111111) 2114	To:		CL Portsmo		0070	270	$\overline{}$	0 70	270	070	Ü	0.001	•	0.000	7700	
lorth	From:		I-64				i									
464)	City of Chesapeake	(Maint: 64) 0.79	30000	G	95%	0%	1%	1%	2%	0%	F	0.117	F		34000	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	71000	G
	Tœ	US	13 Military	Hwv												
North	City of Chesapeake		28000	G	95%	0%	1%	1%	2%	0%	_	0.121	F		32000	G
464	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	0.121	F	0.775	66000	G
	Combined Traine Estimates for 21 drainer				33 /6	0 70	1 /0	1 /0	2 /0	0 78	'	0.005	'	0.773	00000	
North	From		Freeman Av	/e												
464)	City of Chesapeake	,	27000	Α	95%	0%	1%	1%	2%	0%	С	0.145	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	Α	95%	0%	1%	1%	2%	0%	С	0.115	Α	0.698	63000	P
orth	To: From:	SR :	337 Poindex	ter St												
164)	City of Chesapeake	(Maint: 64) 0.76	27000	G	95%	0%	1%	1%	2%	0%	F	0.116	F		31000	G
101)	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	62000	G
	To:		SCL Norfol													
North	From:		I-464 Nortl	h												
Ramp	City of Chesapeake	(Maint: 64) 0.18	7700	G								0.100	F		8200	G
\smile	To:	US 13	Military H	ighway												

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

- Dout-	11	<u> </u>	AADT		4T:	Dire		Tru	ck		00	K	OV	Dir	A A \ A \ D T	OW.
Route	Jurisdiction			QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	City of Chesapeake (N		I-464 North 4600	G								0.090	F		5000	G
Ramp	Trail Trail	•	reeman Ave				$\overline{}$					0.090	'		3000	G
North	From:		I-464 North													
A64 Ramp	City of Chesapeake (N	Maint: 64) 0.23	2400	G								0.207	F		2600	G
\smile	To:	SR 33'	7 E, Poindex	ter St												
North	From:		I-464 North	_								0.40	_ ا		0.400	
464 Ramp	City of Chesapeake (N		2200 W. Poinder	G rter St			_					0.18	F		2400	G
South	From:	5K 557	I-64	tier St												
464)	City of Chesapeake (N	Maint: 64) 1.32	33000	G	96%	0%	1%	1%	2%	0%	F	0.118	F		37000	G
	Combined Traffic Estimates for 2 Parallel Re	Roadways on this Route:	62000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	71000	G
No. 146	To- From	US 1	13 Military F	Iwy			\Box									
South 464	City of Chesapeake (N	Maint: 64) 0.84	28000	G	96%	0%	1%	1%	2%	0%	F	0.138	F		33000	G
404)	Combined Traffic Estimates for 2 Parallel Re			G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	66000	G
	To	Fre	eeman Aveni	ıe												
South 464	City of Chesapeake (N		28000	Α	96%	0%	1%	1%	2%	0%	С	0.161	Α		32000	Α
464)	Combined Traffic Estimates for 2 Parallel Re			Ā	95%	0%	1%	1%	2%	0%	С	0.115	Α	0.698	63000	Α
	То		ollector Roa													
South	City of Chesapeake (N		26000	G	96%	0%	1%	1%	2%	0%	_	0.123	F		31000	G
464	Combined Traffic Estimates for 2 Parallel R			G	95%	0%	1%	1%	2%	0%	r F	0.123	F	0.646	62000	G
	To:		CL Norfolk		0070	070		170	270	070		0.000		0.010	02000	
South	From:]	I-464 South													
Ramp	City of Chesapeake (11000	G								0.101	F		12000	G
<u> </u>	To:		Exit 291 Co	llector I	Rd											
South	City of Chesapeake (N		I-464 South 5000	G								0.112	F		5300	G
Ramp	Train Train	iviairit. 64) 0.36	I-64 East	G								0.112	Г		5500	G
South	From:	1	I-464 South													
Ramp	City of Chesapeake (N		6100	G								0.117	F		6600	G
	To:	US 13	Military Hig	hway												
South	From:		I-464 South													
Ramp	City of Chesapeake (N		2600	G								0.103	F		2800	G
No. 14b	Front		reeman Ave													
South 464)Ramp	City of Chesapeake (N		I-464 South 4200	G								0.104	F		4400	G
707		I-464 South Ex			ton St											
South	From				1011 31							0.101	_		00	_
Ramp	City of Chesapeake (N		30 from SR 337	G West								0.161	F		30	G
		Rampi	10III SK 33/	W CSt												

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

					4.77			Tru	ıck			K	011	Dir		
Route	Jurisdictio	n Lengtr	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		from SR 33													_
Ramp	City of Chesapeake	(Maint: 64) 0.23	2100	G								0.103	F		2300	G
South	To: From:	Ra	mp from SR	337												
(464)Ramp	City of Chesapeake	(Maint: 64) 0.14	4600	G								0.183	F		4900	G
	To:	,	I-464 South	1												
East	From:		WCL Suffoli	k												
(664) Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64) 0.16	40000	G	94%	0%	1%	1%	3%	0%	F	0.089	F		43000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	82000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	89000	G
		East I-664 is	s signed a	s Sout	h I-664											
	Tα	64-	659 Pughsvill	le Rd			<u> </u>									
East	From:				94%	0%	1%	1%	3%	00/	_	0.000	F		44000	_
664 Hampton Roads Beltwa		,	40000	G		0%				0% 0%		0.083	F	0.522		G G
	Combined Traffic Estimates for 2 Parallel			G Court	94%	0%	1%	1%	4%	0%	Г	0.077	Г	0.522	89000	G
		East I-664 is			111-004											
East	To: From:	SR 3	37 Portsmout	th Blvd												
664 Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64) 1.10	42000	G	94%	0%	1%	1%	3%	0%	F	0.079	F		46000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	86000	G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.516	94000	G
		East I-664 is	s signed a	s Sout	h I-664											
	То		ck Landing F													
East	From:		Dock Landi		0.40/	00/	10/	10/	00/	00/	_	0.070	_		40000	_
664 Hampton Roads Beltwa			45000	G	94%	0%	1%	1%	3%	0%	-	0.079	-	0.507	49000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.507	97000	G
		East I-664 is	s signea a	s Sout	n I-664											
East	To:	US 13, US 58	8, US 460 Mi	iliatry Hi	ghway											
(664) Hampton Roads Beltwa	ay City of Chesapeake	(Maint: 64) 1.13	57000	G	94%	0%	1%	1%	3%	0%	F	0.09	F		62000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	116000	G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	127000	G
		East I-664 is	s signed as	s Sout	h I-664											
	Τα	US 13, US 4	60 Military F	liohway	South											
East Date of Date of	From:					00/	40/	40/	00/	00/	_	0.000	_		00000	_
664 Hampton Roads Beltwa			55000	G	94%	0%	1%	1%	3%	0%	-	0.089	F		60000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	NA			124000	G
	Tec	East I-664 is	I-64; I-264		n I-664		 i									
East	From:	J-664 Fa	st; Ramp to I		st											
(664) Ramp	City of Chesapeake		37000	G	-							0.075	F		40000	G
	To:	, , , , , , , , , , , , , , , , , , ,	I-64 West													
East	From:		I-664 East													
East (664) Ramp	City of Chesapeake	(Maint: 64) 0.35	I-664 East 6600	G								0.128	F		7100	G

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

			, -						Tru	ıck			K		Dir		
Route	Jurisdictio	in L	Ū	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ast	From:	(14 :		I-664 East									0.00	_		0000	_
Ramp	City of Chesapeake	,	0.36	2800 W, Portsmoo	G 			_					0.09	F		2900	G
	- · ·			,	utn Biva												
East	City of Chesapeake	(Maint: 64)	0.22	I-664 East 4500	G								0.096	F		4800	G
Ramp	City of Chesapeake			E, Portsmou									0.030	•		4000	G
	From:	'		I-664 East	iui Divu												
East 664)Ramp	City of Chesapeake	(Maint: 64)	0.06	2200	G								0.110	F		2300	G
504)	To:			ast Exit 12E									00	•			0.
East	From:			I-664 East	•												
Ramp	City of Chesapeake	(Maint: 64)	0.47	11000	G								0.087	F		12000	G
1	To:		US 58 W	, Military F	lighway												
East	Fron:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.25	2200	G								0.138	F		2300	G
	Τα		US 58 E	, Military H	Iighway												
East	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.12	2500	G	92%	0%	1%	1%	6%	0%	F	0.123	F		2700	G
<u> </u>	To:		US 13	; 1US 13-P	FRO												
East	Fronx			; Ramp to I	-64 Wes	st											
Ramp	City of Chesapeake	(Maint: 64)		21000	G								0.114	F		23000	G
<u> </u>	To:			I-264 East													
Vest	From:			VCL Suffolk								_		_			_
Hampton Roads Beltway			0.62	42000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		46000	G
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	89000	G
	_	West I-	-664 is	signed a	s Norti	h I-664											
Vest	To: From:		64-659	Pughsville	Road												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	41000	G	94%	0%	1%	1%	4%	0%	F	0.086	F		45000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	81000	G	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	89000	G
		-		signed a	s Norti	h I-664											
	To:		SR 337	Portsmoutl	h Blvd												
West	City of Changes	(Maint: C4)	1.00	44000		040/	00/	10/	10/	40/	00/	_	0.001	_		40000	_
Hampton Roads Beltway		,	1.03	44000	G	94%	0%	1%	1%	4%	0% 0%		0.081	F	0.516	48000	G
	Combined Traffic Estimates for 2 Parallel	•			G o Norti	94%	0%	1%	1%	4%	0%	г	0.076	г	0.516	94000	G
		vvest I-		signed a		11-004											
Vest	To: From:		Dock	Landing R	load												
Hampton Roads Beltway			1.48	44000	G	94%	0%	1%	1%	4%	0%	F	0.076	F		49000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	89000	G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.507	97000	G
		West I-	-664 is	signed a	s Norti	h I-664											
	To:	US 13,	, US 58,	US 460 Mil	litary Hi	ghway											

Jurisdiction From I	n Length	AADT	QA												
From:			٠.,	4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
L	US 13, US 58	US 460 Mi	litary Hi	ghway											
City of Chesapeake	(Maint: 64) 1.21	59000	G	94%	0%	1%	1%	4%	0%	F	0.088	F		64000	G
ombined Traffic Estimates for 2 Parallel F	Roadways on this Route:	116000	G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.571	127000	G
_	West I-664 is	signed a	s Norti	h I-664											
To:		I-64; I-264													
From		I-664 West													
City of Chesapeake	(Maint: 64) 0.19	6800	G								0.093	F		7300	G
To:	I-664 V	Vest Exit 10	B Ramp												
From		I-664 West													
City of Chesapeake	(Maint: 64) 0.22	3500	G								0.097	F		3800	G
To:	SR 337	W, Portsmo	uth Blvd												
Prom:		I-664 West													
City of Chesapeake		6900	G								0.085	F		7400	G
To:	SR 337	E, Portsmoo	uth Blvd												
From:															
City of Chesapeake											0.107	F		2900	G
To:	I-664 V	Vest Exit 12	B Ramp												
From:															
City of Chesapeake	(Maint: 64) 0.06	28000	G								0.097	F		30000	G
To: From:	I-66	4 West Exit	13B												
City of Chesaneake	(Maint: 64) 0.53	26000	G								0.095	F		28000	G
To:	· · · · · · · · · · · · · · · · · · ·										0.000	•		20000	J
From:															
L											0.153	F		1500	G
Tic											3.100	•		1000	G
	City of Chesapeake Tax Front City of Chesapeake	City of Chesapeake (Maint: 64) 0.19	### City of Chesapeake (Maint: 64) ### City of Ches	### City of Chesapeake (Maint: 64) ### Display City of Chesapeake	### City of Chesapeake (Maint: 64) ### Display City of Chesapeake (Maint: 64) City of Chesapea	### Provided Traffic Estimates for 2 Parallel Roadways on this Route: 116000	### Proof Chesapeake (Maint: 64)	### Proof	### Press Free Free	### Proof of Chesapeake (Maint: 64)	### Provided Traffic Estimates for 2 Parallel Roadways on this Route: 116000	## Additional Parallel Roadways on this Route: 116000	Second City of Chesapeake (Maint: 64) 0.14 2700 City of Chesapeake (Maint: 64) 0.14 2700 City of Chesapeake (Maint: 64) 0.14 2700 City of Chesapeake (Maint: 64) 0.164 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.22 3500 C City of Chesapeake (Maint: 64) 0.36 6900 C City of Chesapeake (Maint: 64) 0.14 2700 City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 12B Ramp City of Chesapeake (Maint: 64) 0.1664 West Exit 13B City of Chesapeake (Maint: 64) 0.1664 West Exit 13B City of Chesapeake (Maint: 64) 0.1664 West Exit 13B City of Chesapeake (Maint: 64) 0.1664 West Exit 13B City of Chesapeake (Maint: 64) 0.1664 West Exit 13B City of Chesapeake (Maint: 64) 0.1664 West Exit 13B City of Chesapeake (Maint: 64) 0.1664 West Exit 13B City of Chesapeake (Maint: 64) 0.10 1400 C City of Chesapeake (Maint: 64) 0.10 1400 C City of Chesapeake (Maint: 64) 0.10 1400 C City of Chesapeake (Maint: 64) 0.153 F City of Chesapeake (Maint: 64) 0.10 1400 C City of Chesapeake (Maint: 64) 0.10 1	## Description of the Earlier Service of the Earlier Service of City of Chesapeake (Maint: 64)	March Marc

							Oncouped									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	·I			Ru	s SR 168				Ī					
(F144)	0.10	3800	R			Bu	S SK 100				NA			NA		06/19/201
<u> </u>		To				D	ead End									
<u> </u>		From	<u> </u>			T	intern St									
F ₁₄₅ Bulldog Rd	0.06	840 To	G			D	ead End				0.148	F	0.598	840	G	2019
		From					ead End									
(F148) Tennyson St	0.10	40	G			D	eau Enu				0.161	F	0.5	40	G	2019
,		To				SR 190 G	reat Bridge E	Blvd								
		From				M	ullen Rd									
F ₁₅₀ Libertyville Rd	0.34	1300	G			an					0.112	F	0.608	1300	G	2019
		10					Bainbridge Bl	vd								
F ₁₅₁ Firman St	0.17	100	G			Soi	uthway St				0.233	F	0.511	100	G	2019
F ₁₅₁ Firman St	0.17	To				D	ead End				0.233	'	0.511	100	ч	2013
		From	!				ilitary Highw	av.			l					
(F153) Rotunda Ave	1.67	660	G	93%	2%	2%	0%	3%	0%	С	0.126	F	0.692	710	G	2019
<u> </u>		To	-			WCL	Portsmouth									
(F153) Rotunda Ave	0.69	660 From	N	93%	2%	2%	0%	3%	0%	N	0.126	F	0.692	710	Ν	2019
<u> </u>		To	:			124-8540	Greenwood	Dr								
$\widehat{}$		From				D	orcas Rd									
F ₁₅₆ Burns St	0.12	60 To	G								0.246	F	0.516	60	G	2019
							ead End									
F336) Jolliff Rd	0.19	30	G			SR 19	91 Jolliff Rd				0.222	F	0.583	30	G	2019
F336) Jollitt Rd	0.13	To				D	ead End				0.222	'	0.303	30	ч	2013
		From	:				ead End									
F337) Branchview Way	0.47	60	G								0.128	F	0.5	60	G	2019
		То				SR 19	91 Jolliff Rd									
		From	:			SR 190 G	reat Bridge E	Blvd								
F683 Blake St	0.32	840	G								0.092	F	0.614	840	G	2019
		From] .r				ead End									
F684) Finck Lane	0.13	690	G			SR 190 G	reat Bridge E	Blvd			0.253	F	0.563	690	G	2019
F684) 1 More Earlo	0.10	To	Ť			D	ead End					•	0.000	000	Ğ	2010
		From	:			D	ead End									
F808) W Military Hwy	0.06	40	G								0.247	F	0.524	40	G	2019
<u> </u>		To	:			US 5	58; FR-923									
		From				D	ead End								_	
F809	0.65	100 To	G			110 50	M:1:4 11				0.168	F	0.571	100	G	2019
		From] :I				Military Hwy									
F812) Ridgeway Ave	0.46	70	G			US 13	Military Hwy	/			0.179	F	0.519	70	G	2019
F812) 1 11 0 g011 0 j 7110	0.10	To				D	ead End					•	0.010	, 0	Ğ	2010
		From	:				Military Hwy	/								
F923) Snowden St	0.58	20	G								0.381	F	0.625	20	G	2019
		To				D	ead End									
<u> </u>		From					chland Blvd									
1 Towne Point Rd	0.07	22000	G	95%	2%	1%	1%	1%	0%	F	0.092	F	0.508	24000	G	2019
		To	1				31 NCL Che		<u> </u>							
Backwoods Rd	0.73	1700	G	99%	1%	North Car 0%	rolina State L 0%	ine 0%	0%	С	0.123	F	0.785	1800	G	2019
2 Backwoods Rd	0.73	1 / UU	<u> </u>	JJ 70	1 /0		6 Ballahack I		U /0	0	0.123	1.	0.700	1000	G	2019
		From	 :		110		e Washingto									
3 Douglas Rd	2.95	400	G	95%	2%	1%	1%	1%	0%	С	0.154	F	0.54	430	G	2019
		To					enefit Rd									

						City of Chesape	еаке								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Indian Onesh Dd	F 00	From	<u> </u>	050/		Sus US 168 Battlefie		00/		0.100	_	0.500	0700	_	0010
4 Indian Creek Rd	5.92	2500 _{To}	G	95%	1%	1% 1% WCL Virginia Be	1%	0%	С	0.102	F	0.523	2700	G	2019
		From	1				acii			<u> </u>					
5 Crossways Blvd	0.32	12000	G	99%	0%	Volvo Pkwy 0% 0%	0%	0%	С	0.097	F	0.609	13000	G	2019
5 Crossways Blvd	0.02	To	Ĕ.	0070	0 70	Eden Way Nor		070		0.007	•	0.000	10000	u	2010
		From				Greenbriar Pkw				l					
6 Woodlake Dr	0.23	22000	G	98%	1%	1% 0%	1%	0%	С	0.085	F	0.634	24000	G	2019
0		To				Old Greenbriar Pl	kwy								
		From				Woodlake Dr									
7 Old Greenbriar Rd	0.43	11000	G	98%	1%	1% 0%	0%	0%	С	0.089	F	0.54	12000	G	2019
		To				US 13 Military H	Iwy								
Old Cusanbuian	0.40	From		000/	10/	Military Hwy		00/		0.100	_	0.001	4000	_	0010
7 Old Greenbriar	0.46	4600 To	G	98%	1%	0% 0% Providence Ro	0%	0%	F	0.106	F	0.621	4900	G	2019
		From	!							1					
Bunch Walnuts Rd	3.01	1500	G	98%	1%	Ballahack Rd	0%	0%	С	0.097	F	0.525	1600	G	2019
8 Bunch Walnuts Rd	0.01	1 300		JU /0	1 /0	Benefit Rd	U /0	0 /0	<u> </u>	0.037	'	0.525	1000	u	2013
		From				WCL Va Beac	h								
9 Paramont Ave	1.11	4200	G	97%	1%	1% 0%	0%	0%	С	0.101	F	0.572	4400	G	2019
g) . a.ae.		To		0.70	. , ,	US 13 Military H		0,0			•	0.07		<u>.</u>	_0.0
		From				Benefit Rd	•								
(10) Sign Pine Rd	2.43	3500	G	98%	1%	0% 0%	0%	0%	С	0.107	F	0.678	3700	G	2019
		To			Е	us SR 168 Battlefie	ld Blvd								
		From			SR 16	8 Battlefield Blvd,	Atlantic A	ve							
(11) Campostella Rd	0.44	11000	G	96%	0%	1% 1%	2%	0%	F	0.083	F	0.518	12000	G	2019
\bigcup		To				131-8640 Providen	ce Rd								
(11) Campostella Rd	1.34	12000	G	96%	0%	1% 1%	2%	0%	F	0.089	F	0.611	13000	G	2019
\bigcirc		To			SI	R 246 Liberty St; Bo	order Rd								
		From			-	SR 165 Moses Gran	ndy Rd								
(12) Cedar Rd	3.05	6800	G	97%	2%	0% 0%	0%	0%	С	0.09	F	0.562	7200	G	2019
$\overline{}$		To				SR 165 Moses Gran	ndy Rd								
		From				Dead End									
(13) Old Galberry Rd	0.34	140	G							0.117	F	0.5	140	G	2019
		To				Dead End Bus US	S 17								
		From				Western Branch I				_	_				
(8524) Churchland Blvd	0.57	6000	G	99%	0%	1% 0%	0%	0%	С	0.079	F	0.574	6300	G	2019
<u> </u>		To From				Towne Point R									
(8524) Churchland Blvd	0.09	14000	N	99%	0%	1% 0%	0%	0%	N	0.09	F	0.562	14000	N	2019
		To				WCL Portsmou									
<u> </u>		From				SR 191 Jolliff F								_	
8527 Dock Landing Rd	0.27	6000	G	99%	0%	1% 0%	0%	0%	F	0.104	F	0.648	6300	G	2019
<u> </u>		From				I-664									
(8527) Dock Landing Rd	0.89	6200	G	98%	1%	0% 0%	0%	0%	С	0.098	F	0.608	6500	G	2019
		To From				Eagle Hill Dr									
8527 Dock Landing Rd	0.24	5800	G	98%	1%	0% 0%	0%	0%	F	0.098	F	0.604	6100	G	2019
$\overline{}$		To				Devon Dr									
(8527) Dock Landing Rd	2.23	6100 From	G	98%	2%	0% 0%	0%	0%	С	0.101	F	0.51	6500	G	2019
\bigcirc		To				SR 337 Portsmouth	Blvd								
		From				Dock Landing I	Rd								
(8527) Ramp	0.27	3000	G							0.137	F		3200	G	2019
$\overline{}$		To				I-664 East									
		From				Dock Landing I	Rd								
(8527) Ramp	0.28	2600	G							0.099	F		2800	G	2019
$\overline{}$		To				I-664 West									

						City Oi	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	2019
Pughsville Rd	0.16	23000 To:	G	98%	0%	0%	I-664 0% 30; Taylor	0%	0%	С	0.084	F	0.555	24000	G	2019
8529 Taylor Rd	1.65	From: 14000	G	98%	0% U	Pug 0%	thsville Rd 0% stern Branc	0%	0%	F	0.088	F	0.572	14000	G	2019
₈₅₂₉ Ramp	0.09	From: 6900	G			Pug	hsville Rd				0.101	F		7300	G	2019
North 8529 Ramp	0.07	From:			131-852		664 East UTE 664 I	EASTSOU	TH		NA			NA		
North Pamp	0.10	From:			1.		ville Rd No				0.124	F		1000	G	2019
Ramp South	0.19	940 To:	G		13		664 West	A ROUT			0.124	<u>г</u>		1000	G	2019
Ramp	0.05	NA To:					131-8529		OUT		NA			NA		
South 8529 Ramp	0.29	From: 6200	G				ville Rd So	uth			0.102	F		6600	G	2019
Taylor Rd	1.70	From: 20000	G	99%	0%		Portsmouth	Blvd 0%	0%	С	0.088	F	0.517	21000	G	2019
8530) Taylor Rd	0.29	23000 From:	G	99%	0%	0%	ruce Rd 0%	0%	0%	F	0.088	F	0.552	24000	G	2019
Dunedin Dr	0.99	From:	G	98%	1%	0%	9 Pughsvill aylor Rd 0%	0%	0%	С	0.095	F	0.622	2000	G	2019
8532) Bruce Rd	1.54	From:	G	98%	1%		aylor Rd 0%	0%	0%	С	0.099	F	0.559	13000	G	2019
3532) Tyre Neck Rd	1.26	From: 8800	G	99%	0%		e Neck Rd Bruce St 0%	0%	0%	С	0.105	F	0.606	9400	G	2019
		From:				WCL	Portsmou									
Deep Creek Blvd	0.60	4800 To:	G	98%	1%		Portsmout		0%	С	0.118	F	0.574	5100	G	2019
8591 Liberty St	0.40	3400 To:	G	90%	1%	1%	160 22nd S 2% L Norfolk	5%	0%	F	0.088	F	0.543	3600	G	2019
8592 Berkley Ave	0.39	From: 1700	G	98%	1%	1%	L Norfolk 0% gfield Ave	0%	0%	С	0.092	F	0.64	1900	G	2019
8596) Rosemont Ave	0.13	240	G	83%	0%	1%	1% ill Street	14%	0%	С	0.128	F	0.575	260	G	2019
Rosemont Ave	0.37	470	G	71%	3%	2%	Hill St 2% Bainbridge	21% Blvd	0%	С	0.12	F	0.557	490	G	2019
₈₅₉₇ Chesapeake Dr	0.45	From: 2100	G	97%	1%	US 460 I 1%	Bainbridge 1% apeake Av	Blvd 0%	0%	С	0.102	F	0.509	2200	G	2019

						Oity of v	Jilesap	care								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Crooman Ava	0.65	4000	<u> </u>	F00/	10/		Buell St	200/	00/		0.000	_	0.507	4500	0	2010
Freeman Ave	0.65	4200	G	59%	1%	3%	8%	30%	0%	С	0.098	F	0.537	4500	G	2019
8598) Freeman Ave	0.25	9000		59%	1%	3%	I-464 8%	30%	0%	F	0.083	F	0.563	0500	G	2019
8598) Freeman Ave	0.23	9000 To	G	39%	I 70	US 460 E			076	Г	0.063	Г	0.565	9500	G	2019
		From														
Ramp	0.13	3700	G			FIE	eman Ave	:			0.095	F		4000	G	2019
0090)	00	To				I-4	64 South					•		.000	<u> </u>	_0.0
		From	:				eman Ave	`								
Ramp	0.13	3700	G			110					0.1	F		3900	G	2019
		To	:			I-4	64 North									
		From	:		Ţ	JS 13 & 4	60 Milita	ry Hwy								
8599) Cavalier Blvd	1.24	12000	G	90%	1%	1%	2%	5%	0%	С	0.095	F	0.520	13000	G	2019
		To	:			SCL	Portsmou	th								
		From			Ţ	JS 13 & 4	60 Milita	ry Hwy								
Deep Creek Blvd	0.94	3300	G	97%	1%	1%	0%	0%	0%	С	0.098	F	0.740	3500	G	2019
<u> </u>		To					ust Lane									
R601) Gust Lane	0.44	5800	G	99%	0%	Deep 0%	Creek Bl	vd 0%	0%	С	0.100	F	0.52	6100	G	2019
Gust Lane	0.44	JOUU		33 /6	0 /0		Portsmou		0 /6		0.100	'	0.52	0100	G	2013
		From														
Renz Camelot Blvd	0.59	7400	G	97%	1%	1%	Galahad D 0%	0%	0%	С	0.089	F	0.572	7800	G	2019
Camelot Blvd	0.55	7400		31 /6	1 /0				0 70		0.000	•	0.572	7000	ď	2010
Complet Dhad	0.00	From	┺	000/	10/		Creek Bl		00/			г	0.570	E100		0010
Camelot Blvd	0.32	4800 _{To}	G	90%	1%	1%	2%	5%	0%	F	0.089	F	0.573	5100	G	2019
						17 Georg										
Calbarny Pd	2.41	9700	G	97%				y Highway	0%	С	0 144	F	0.812	2000	G	2010
Galberry Rd	2.41	2700	<u> </u>	97%	2%	0%	0%	0%	0%	U	0.144	Г	0.612	2800	G	2019
OL !! D. !	0.07	From		000/				nington Hw	•				0.500	5000		0046
Shell Rd	0.87	5500	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.566	5800	G	2019
		From					rman St									
Shell Rd	0.81	4500	G	97%	2%	1%	0%	0%	0%	С	0.112	F	0.645	4700	G	2019
		From				C	anal Dr									
8604) Shell Rd	1.12	2600	G	97%	1%	1%	0%	0%	0%	С	0.118	F	0.688	2700	G	2019
<u> </u>		To	:		U	JS 13, US ²	460 Milita	ary Hwy								
<u> </u>		From				S	hell Rd									
8605) Canal Dr Ext	0.51	4800	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.632	5100	G	2019
<u> </u>		To			Ţ	JS 13 & 4	60 Milita	ry Hwy								
O		From						ridge Blvd			_	_			_	
Portlock Rd	0.89	6100	G	98%	1%	1%	0%	0%	0%	С	0.111	F	0.594	6500	G	2019
		To	<u> </u>				postella R									
	0.00	From	<u> </u>	000/	00/		idence R		00/			_	0.504	0000	•	0040
8635 Dunbarton Rd	0.06	3600	G	98%	2%	0%	0%	0%	0%	F	0.175	F	0.534	3800	G	2019
		From					ale Cresc									
₈₆₃₅ Dunbarton Rd	0.18	1400	G	98%	2%	0%	0%	0%	0%	С	0.1	F	0.595	1500	G	2019
<u>~</u>		From				Crow	n Cresce									
B635 Dunbarton Rd	0.16	660	G	97%	2%	1%	0%	0%	0%	С	0.093	F	0.64	710	G	2019
\smile		To	1			Longd	ale Cresc	ent								
<u> </u>		From			•		postella R								_	
Providence Rd	1.55	15000	G	98%	1%	0%	0%	0%	0%	F	0.107	F	0.655	16000	G	2019
		To From				Aı	ngora Dr									
Providence Rd	0.99	15000	G	98%	1%	0%	0%	0%	0%	С	0.101	F	0.573	16000	G	2019
$\overline{}$		To				WCL V	'irginia B	each								
		From				Mil	itary Hwy	1								
8645) Sparrow Rd	0.23	5300	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.589	5700	G	2019
8045)																

						Oity of Officsapet	illo								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Charrow Pd	0.04	Prom	G	000/	10/	Providence Rd	00/	00/	С	0.1	_	0.626	11000	G	2010
Sparrow Rd	0.84	9900	<u> </u>	98%	1%	1% 0%	0%	0%	C	0.1	F	0.626	11000	G	2019
		From	-	0=-/	4.57	Indian River Rd	221						0.400		0010
Sparrow Rd	0.57	3200	G	97%	1%	1% 0%	0%	0%	С	0.104	F	0.599	3400	G	2019
<u> </u>		Te Fron	n:			Little Beaver Rd									
Sparrow Rd	0.28	1400	G	98%	1%	1% 0%	0%	0%	С	0.101	F	0.543	1500	G	2019
<u> </u>		Tr	n'			Goldcrest Dr									
	0.47	From		000/	00/	SR 168 Campostella		00/			_	0.507	4500	•	004
Border Rd	0.47	4200 To	G	98%	2%	0% 0%	0%	0%	С	0.089	F	0.537	4500	G	2019
		Fron	n:			Wingfield Ave Border Rd									
Wingfield Ave	0.08	2100	G	98%	2%	0% 0%	0%	0%	F	0.098	F	0.544	2200	G	2019
		Te	×.			131-8592 Berkley A	.VO								
Wingfield Ave	0.48	2500 From	G	97%	1%	1% 0%	0%	0%	С	0.098	F	0.562	2600	G	2019
5647)		To	×.			Tatemstown Rd								-	
		Fron	r:			Wingfield Ave									
Tatemstown Rd	0.34	3800	G	98%	1%	1% 0%	0%	0%	С	0.092	F	0.589	4100	G	2019
<u> </u>		To	00			SR 407 Indian River	Rd								
<u> </u>		Fron	r:		I	Bus SR 168 Battlefield	Blvd								
Albemarle Dr	1.19	5200	G	99%	0%	0% 0%	0%	0%	С	0.121	F	0.949	5500	G	2019
<u> </u>		To	DC			Cedar Rd									
$\widehat{}$		From				Mt Pleasant									
Woodford Dr	0.28	870	G	96%	3%	1% 0%	0%	0%	С	0.106	F	0.604	930	G	2019
		Tr	r			Royal Oak Dr									
$\widehat{}$		From	i:			Walnut Ave									
G ₆₅₀ Cornick Ave	0.14	740	G	97%	2%	1% 0%	0%	0%	С	0.115	F	0.627	780	G	2019
		To Fron	r.			Oleander Ave									
Gornick Ave	0.60	950	G	97%	2%	1% 0%	0%	0%	С	0.108	F	0.637	1000	G	2019
<u> </u>		Tr	n.			Sparrow Rd									
		Fron	1:			Douglas Rd									
West Rd	0.79	170	G	95%	3%	0% 2%	1%	0%	С	0.146	F	0.519	180	G	2019
		Te Fron				Benefit Rd				— —					
West Rd	5.27	960	G	93%	4%	1% 1%	1%	0%	С	0.125	F	0.777	1000	G	2019
		To	00			US 17 Dominion Bl	vd								
		From	r:			Benefit Rd									
Shillelagh Rd	6.96	820	G	96%	3%	1% 1%	0%	0%	С	0.125	F	0.651	870	G	2019
		To	00			US 17 Dominion Bl	vd								
		Fron	r:		I	Bus US 168 Battlefield	Blvd								
Benefit Rd	1.96	1700	G	95%	3%	1% 1%	0%	0%	С	0.116	F	0.612	1800	G	2019
		Te				Sign Pine Rd									
Benefit Rd	1.92	3100 From	G	96%	1%	1% 0%	0%	0%	С	0.115	F	0.599	3200	G	2019
5030)	-	T								_					
Benefit Rd	3.16	1400 From	G	97%	1%	Johnstown Rd 1% 0%	0%	0%	С	0.119	F	0.574	1500	G	2019
Benefit Rd	3.10	1400 Tr		31 /6	1 /0	Douglas Rd	0 /0	0 /6		0.119	'	0.574	1300	G	2013
		Fron													
Old Atlantic Ave	0.07	8300	G	97%	1%	SR 168 Atlantic Av	0%	0%	F	0.098	F	0.549	8800	G	2019
Old Atlantic Ave	0.07	5500		J1 /0	1 /0		U /0	U /0	'	0.030	•	0.548	3000	u	2018
Old Attack A	0.04	From	<u> </u>	070'	401	Park Ave	00/	001		0.001		0.505	F000		0011
Old Atlantic Ave	0.24	4800	G	97%	1%	1% 0%	0%	0%	F	0.091	F	0.505	5000	G	2019
		Te From	2.			SR 246 Liberty St									
Cascade Blvd	0.41	1100	G	98%	1%	0% 1%	0%	0%	С	0.111	F	0.664	1200	G	2019
\smile		To	00			Spadina Ave									
		Fron	r:			SR 166 Bainbridge E	lvd								
Booker St	0.58	590	G	97%	2%	2% 0%	0%	0%	С	0.112	F	0.515	620	G	2019
		To	00			SR 190 Great Bridge	Blvd								

						City of C	nesape	eane								
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	5700	G	96%	2%	3us SR 168 1%	Battlefie 1%	ld Blvd 0%	0%	С	0.118	F	0.669	6100	G	2019
<u> </u>		From					e Manor l				<u> </u>	_				
(8661) Centerville Tpke	1.03	9000	G	96%	2%	1%	1%	0%	0%	F	0.118	F	0.669	9600	G	2019
<u> </u>		From			1.01		ntress Rd	221	221							2212
(8661) Centerville Tpke	1.14	9000	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.625	9600	G	2019
<u> </u>		To From					At Pleasar									
(8661) Centerville Tpke	1.25	16000	G	97%	0%	1%	1%	0%	0%	F	0.101	F	0.67	17000	G	2019
		From				131-8665 Butts	Station R									
8661) Centerville Tpke	0.46	10000	G	97%	0%	1%	1%	0%	0%	С	0.1	F	0.629	11000	G	2019
		To	:			131-88	05 Elbow	Rd								
O		From	<u> </u>				bow Rd				<u> </u>	_			_	
8661 Centerville Tpke	1.76	9000	G	97%	0%	1%	1%	0%	0%	F	0.100	F	0.654	9500	G	2019
		10				ECL	Va Beacl	n								
O . T . D.	0.70	From		000/	00/		Kempsvill		00/			_	0.500	44000	_	0010
8662 Green Tree Rd	0.73	10000	G	99%	0%	0%	0%	0%	0%	С	0.119	F	0.528	11000	G	2019
		From			Е	Bus US 168	Grove Ro									
8662) Oak Grove Rd	0.86	9400	G	98%	1%	0%	0%	0%	0%	С	0.103	F	0.623	10000	G	2019
		To				Gree	n Tree Ro	1								
		From	:			Be	nefit Rd									
3663) Johnstown Rd	5.94	3300	G	98%	0%	1%	0%	0%	0%	С	0.112	F	0.660	3500	G	2019
\cup		To			Е	Bus US 168	Battlefie	ld Blvd								
		From				Johr	stown Rd	l								
8664) Woodbridge Dr	0.19	850	G	96%	3%	1%	0%	0%	0%	С	0.129	F	0.703	900	G	2019
<u> </u>		To					urfield Dr									
8664) Briarfield Dr	0.68	2800	G	97%	2%	0%	dbridge D 0%	0%	0%	С	0.132	F	0.532	3000	G	2019
Briameid Dr	0.00	2000	_	01 70	270		5 Cedar R		070		0.102	•	0.002	0000	u	2010
		From					idence Ro									
8665) Dunbarton Rd	0.65	6000	G	97%	2%	0%	0%	0%	0%	С	0.121	F	0.536	6400	G	2019
00009		To														
8665) Greenbrier Pkwy	0.28	30000 From	G	97%	1%	1%	Military H 1%	1%	0%	F	0.091	F	0.538	32000	G	2019
(8665) Greenbrier Pkwy	0.20			01 70	1 /0							·	0.000	02000	ŭ	20.0
Groophrior Plans	0.22	53000	<u> </u>	97%	1%	1%	odlake Dr 1%	1%	0%	F	0.085	F	0.586	56000	G	2019
Greenbrier Pkwy	0.22	53000	G	97%	1 70	170	1 70	1 70	0%	F	0.065	Г	0.566	36000	G	2019
O 0 11 51		From	<u> </u>				I-64								_	
665 Greenbrier Pkwy	0.94	77000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.552	82000	G	2019
<u> </u>		To From					en Way									
(8665) Greenbrier Pkwy	0.42	43000	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.606	46000	G	2019
		To From				Vol	vo Pkwy									
(8665) Greenbrier Pkwy	1.78	27000	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.619	29000	G	2019
\bigcirc		Τα				SR 190 I	Kempsvill	e Rd								
8665) Butts Station Rd	2.08	15000	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.638	16000	G	2019
		To				131-8661	Centerville	e Tpke								
East		From	·		13	31-8665 S,	Greenbri	er Pkwy								
8665) Ramp	0.35	6000	G								0.085	F		6400	G	2019
\smile		To				I-64 Eas	t Collecto	r Rd								
East		From			13	31-8665 E,	Greenbri	er Pkwy								
8665 Ramp	0.19	4900	G								0.113	F		5300	G	2019
<u> </u>		To	<u> </u>			I-64 Wes	t Collecto	or Rd								
West		From			13	1-8665 W	, Greenbri	ier Pkwy								
₈₆₆₅ Ramp	0.20	10000	G				~				0.075	F		11000	G	2019
		To	1			I-64 Eas	t Collecto	r Rd								

						Oity Oi	Chesapi	care								
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				1.0665.11	. C. 1	· DI			-					
Vest Ramp	0.38	13000	G		13	1-8665 N	I, Greenbri	ier Pkwy			0.09	F		14000	G	2019
3665) 1141119	0.00	Tor	Ť			I-64 We	est Collecto	or Rd				•		14000	u	2010
		From:				WC	L Va Beac	ch			i					
8667) Blackwater Rd	2.62	2800	G	94%	1%	1%	3%	1%	0%	С	0.097	F	0.715	2900	G	2019
		To:	:			Fentres	ss Airfield	Rd								
Control Alaffald Dd	0.45	From:	لب	050/	40/		ckwater Ro		00/			_	0.700	5500	0	0046
Fentress Airfield Rd	0.15	5200 To:	G	95%	1%	1%	2%	1%	0%	С	0.099	F	0.702	5500	G	2019
		From:					Mt Pleasa									
R668) Hickory Rd East	0.81	4500	G	96%	2%	3us SR 16	68 Battlefie 1%	eld Blvd 0%	0%	С	0.15	F	0.839	4800	G	2019
HICKORY Hd East	0.01	4300		30 70	2 70				0 70		0.10	•	0.000	4000	u	2010
Upad Of Diver Dd	4.00	From:	ᆫ	070/	10/		erville Tpk		00/		0.104		0.000	2200		2010
Head Of River Rd	4.89	2200 _{To:}	G	97%	1%	1%	1% Virginia Be	0%	0%	С	0.104	F	0.698	2300	G	2019
		From:		-											-	
Ashley Rd	0.42	3000	G	99%	<u>в</u>	3us SR 16	68 Battlefie 0%	eld Blvd 0%	0%	С	0.112	F	0.545	3200	G	2019
Ashley Rd	0.72	3000 To:		JJ /0	J /0		Mt Pleasar		J /0		7.112	'	0.040	5200	J	2013
		From:	_				npostella R				_					
B695) Lindale Dr	0.67	3800	G	98%	1%	1%	0%	0%	0%	С	0.134	F	0.797	4000	G	2019
3009		To:					Baun Ave									
<u> </u>		From:				Li	indale Dr									
DeBaun Ave	0.49	4700	G	98%	1%	1%	0%	0%	0%	С	0.118	F	0.691	5000	G	2019
<u> </u>		To:	<u> </u>			SR 168 I	Battlefield	Blvd								
○ 1/ 1 - E1		From	<u> </u>				alwood Cir					_		0.40	_	0010
Volvo Pkwy	0.30	890	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.604	940	G	2019
<u> </u>		To: From:				F	Byron St									
Yolvo Pkwy	0.26	10000	G	99%	0%	0%	0%	0%	0%	С	0.106	F	0.921	11000	G	2019
<u> </u>		To: From:				Indepe	endence Pk	kwy								
Nolvo Pkwy	0.25	22000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.659	23000	G	2019
		To	-		В	Bus SR 16	8 Battlefie	eld Blvd								
Nolvo Pkwy	1.38	24000	G	98%	0%	1%	1%	1%	0%	С	0.087	F	0.504	26000	G	2019
\bigcup		To		-		Gree	nbrier Pkw									
8717) Volvo Pkwy	0.45	25000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.634	27000	G	2019
,		To:	:				den Way									
O 1/ 1 - 51		From:	<u> </u>					7-Volvo Pk				_			_	0010
8717) Volvo Pkwy	1.49	27000 To:	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.667	29000	G	2019
			<u> </u>				Dead End									
Coffman Dlud	0.70	From:		000/	1%	Dock 1%	klanding R		00/			_	0.505	0000	0	0010
Coffman Blvd	0.70	1900 To:	G	98%			0% Portsmouth	0%	0%	С	0.112	F	0.565	2000	G	2019
		From:														
8763) Campostella Rd	1.34	6200	G	96%	2%	SR 190 G 1%	Freat Bridg	ge Blvd 0%	0%	С	0.123	F	0.75	6500	G	2019
Campostella Rd	1.04	0200		JU /6	£ /0				0 /0		0.120		0.75	0300	u	2013
Compostalla Dal	1.00	From:	<u> </u>	050/	10/		Military H		00/		0.004		0.615	16000		0010
Gampostella Rd	1.06	15000 _{To:}	G	95%	1%	1%	2% Battlefield	1%	0%	С	0.084	F	0.615	16000	G	2019
																
8771) Virginia Ave	0.50	1600	G	96%	2%	US 460 I	Bainbridge 1%	e Blvd 0%	0%	С	0.145	F	0.664	1700	G	2019
Virginia Ave	0.50	Tα		3070	∠ 70		sapeake Av		U %	U	0.145	1-	0.004	1700	G	2018
		From	t				rginia Ave									
Chesapeake Ave	1.12	2400	G	96%	2%	1%	0%	0%	0%	С	0.109	F	0.637	2600	G	2019
\cup		To	_			D	Park Ave									
Chesapeake Ave	0.41	1900	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.563	2000	G	2019
3,7,9		To:	رَّع				6 Poindexte							, , ,		
		From:								•						
8776) Park Ave	0.37	1200	G	96%	2%	1%	Bainbridge 0%	0%	0%	С	0.099	F	0.512	1300	G	2019

						City of Che	esapeake								
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	3900 To	G	96%	2%	Chesapea 1% Old Atlar	0% 0%	0%	F	0.094	F	0.641	4100	G	2019
		From:				Dead	End								
8778 Barnes Rd	0.45	1100 To:	G	80%	1%	3% US 460 Bain	3% 14% bridge Blvd	0%	С	0.159	F	0.753	1100	G	2019
8796) Ballahack Rd	11.72	960	G	96%	US 2%		ashington Hwy 1% 1%	0%	С	0.122	F	0.677	1000	G	2019
8796) Ballahack Rd	0.10	960	N	96%	2%		1% 1%	0%	N	0.122	F	0.677	1000	N	2019
		To				SR 168 Batt									
Poplar Hill Rd	0.23	11000	G	99%	0%	JS 17 Western 0%	0% 0%	0%	С	0.093	F	0.572	12000	G	2019
Popiar Hill Rd	0.20	To:		33 /6	0 76	Churchla		0 /0		0.033	'	0.572	12000	u	2013
		From:				SR 165 W,									
(8798) Bells Mill Rd	2.38	1800	G	97%	1%		0% 0%	0%	С	0.103	F	0.568	1900	G	2019
		To				SR 165 E,	Cedar Rd								
		From:				Washing									
(8799) Waters Rd	0.36	8900 To:	G	98%	1%		0% 0%	0%	С	0.101	F	0.621	9400	G	2019
						SR 165 C				<u> </u>					
(8800) Millville Rd	0.69	1800	G	98%	1%	Ceda	r Rd 0% 0%	0%	С	0.113	F	0.714	1900	G	2019
(8800) Millville Rd	0.03	1000	<u> </u>	30 /6				0 /6		0.113	'	0.714	1300	u	2013
(8800) Millville Rd	0.42	7000 From:	G	97%	1%	SR 165 Moses 1%	Grandy Trail 1% 0%	0%	С	0.097	F	0.616	3200	G	2019
(8800) WIIIVIIIC 1 Id	0.72	J000	<u> </u>	37 76	1 70			0 /0		0.007	•	0.010	0200	ч	2013
(8800) Millville Rd	0.65	1100 From	G	95%	2%	Burso	n Dr 1% 1%	0%	С	0.108	F	0.6	1100	G	2019
(8800)	0.00	To:	Ť	0070	2,70	Shipya		0 70			·	0.0	1100	ŭ	2010
		From				SR 165 C									
(8801) Shipyard Rd	0.99	1200	G	97%	2%		0% 0%	0%	С	0.102	F	0.585	1300	G	2019
		To:				Burso	n Dr			<u> </u>					
(8801) Shipyard Rd	1.28	300	G	94%	2%		1% 0%	0%	С	0.110	F	0.514	320	G	2019
		To				Millvil	le Rd								
		From:				Johnsto									
(8802) Hanbury Rd	1.00	9500	G	98%	1%	0%	0% 0%	0%	С	0.102	F	0.55	10000	G	2019
<u> </u>		From:				Bus SR 168 E									
(8802) Hanbury Rd	0.51	16000	G	98%	1%		0% 0%	0%	С	0.105	F	0.517	17000	G	2019
			<u> </u>			Hillwe				<u> </u>					
(8803) Hillwell Rd	2.36	3400	G	97%	2%	3us SR 168 Ba 0%	ottlefield Blvd 0% 0%	0%	С	0.112	F	0.562	3600	G	2019
(8803) Hillwell Rd	2.00	3400 To:		J1 /0	£ /0	SR 165 Mt I		0 /0		0.112	'	0.502	5500	u	2013
		From:				SR 165 Mt I									
(8804) Fentress Rd	1.80	3100	G	98%	1%		0% 0%	0%	С	0.108	F	0.55	3300	G	2019
		To				Centervil	lle Tpke								
		From				Butts Sta	tion Rd								
(8805) Elbow Rd	0.87	5500	G	100%	0%		0% 0%	0%	F	0.12	F	0.621	5800	G	2019
$\overline{}$		To:				Centervil	lle Tpke								
(8805) Elbow Rd	3.05	8300	G	100%	0%	0%	0% 0%	0%	С	0.112	F	0.552	8800	G	2019
$\overline{}$		To				WCL Virgi	nia Beach								
O	_	From				Volvo			_		_			_	
(8806) Eden Way N	0.49	11000	G	99%	1%	0%	0% 0%	0%	F	0.104	F	0.552	12000	G	2019
$\frac{\circ}{\circ}$		To: From:				White Oak									
8806 Eden Way N	0.68	12000	G	99%	1%	0%	0% 0%	0%	С	0.099	F	0.575	13000	G	2019
<u>~</u>		To: From:				Greenbri				\Box					
8806) Eden Way N	0.85	14000	G	99%	1%		0% 0%	0%	F	0.102	F	0.632	14000	G	2019
<u> </u>		To:				Crosswa	ys Blvd								

					City of Chesapeal	ke							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		O(K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake	From				US 460 Bainbridge Bl	vd							
Anne Ave	450	G						0.089	F	0.61	450	G	2019
	Tor				Arlie St								
Baywood Trail	From: 370	G			Canal Dr			0.114	F	0.523	370	G	2019
Баумоой Пап	370 To:	G			Meiggs Rd			0.114	Г	0.525	370	G	2013
	From				Centerville Tpke Sout	th							
Beaver Dam Rd	500	G	98%	0%			0% C	0.101	F	0.644	500	G	2019
	To:				Long Ridge Rd								
Deelden Lene	From:	_			Willow Oak Dr			0.100	_	0.500	000		001
Beckley Lane	200	G			Grantham Lane			0.163	F	0.569	220	G	201
	From:				Brier Cliff Crest								
Birchleaf Rd	230	G			Brief Cilii Crest			0.134	F	0.672	240	G	201
	To:				Mill Pond Dr								
	From:				Shipyard Rd								
Burson Dr	800 _{To:}	G			0 101			0.105	F	0.714	800	G	201
					Orangewood Rd								
Chattanooga St	From: 410	G			Denver Ave			0.096	F	0.55	440	G	201
Orialianooga Ol	To:				Waters Rd			0.030	'	0.55	770	G	201
	From:			Р	sus SR 168 Battlefield I	Blvd							
Coastal Way	1800	G						0.119	F	0.736	1900	G	201
	To:				Sams Dr								
	From				SR 165 Cedar Rd							_	
Conquest Dr	1000	G			Clara Du			0.116	F	0.55	1100	G	201
	From:			TIC	Shea Dr	**							
Conrad Ave	1300	G		0.5	17 George Washington	n Hwy		0.08	F	0.54	1300	G	201
	To:				Butler St				-				
	From:				Gibson Dr								
Cottonwood Lane	150	G						0.110	F	0.722	160	G	201
	To:				Lenore Trail								
Ourses Ob	From:		070/	00/	Wilson Rd	00/	00/	0.100	_	0.510	040	_	001
Cypress St	840	G	97%	0%	2% 0% Isaac St	0%	0% C	0.132	F	0.513	840	G	201
	From:				Vellen St								
Debbs Lane	250	G			venen st			0.107	F	0.576	270	G	201
	To:				Rellen St								
	From:				Warrick Rd								
Dove Dr	220	G						0.171	F	0.711	230	G	201
	To:				Butterfly Dr								
Facey Dr	From:	G			Kalmar Dr			0.122	F	0.676	660	G	201
Essex Dr	630 _{To}	G			Kings Way Dr			0.132	Г	0.676	660	G	201
	From:				Jule Dr								
Etheridge Manor Blvd	14000	G			Jule Di			0.112	F	0.518	15000	G	201
-	To:				Shifford Lane								
	From:				Edenbridge Dr								
Etheridge Rd	2500	G	99%	0%		0%	0% C	0.097	F	0.633	2500	G	201
	Tor				Fentress Rd								
Eva Blvd	From:				Saul Dr			0.101	F	0.690	540	G	201
∟va Divu	510	G			Marge Dr			0.101	r	0.090	540	G	201
	From:				Greenbrier Pkwy								
Fairway Dr	2000	G	99%	0%		0%	0% C	0.122	F	0.716	2000	G	201
•	To:	1		<u> </u>	Cranston Dr					-			

					City of Chesar	Jeane								
	Length AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake	From	L			Shell Rd									
Firman St	740	G			T1 0:				0.098	F	0.627	790	G	2019
	From:	<u> </u>			Tuttle St									
Fleming Circle	350	G			Cecilia Terra	ce			0.105	F	0.579	350	G	2019
r lenning Officie	To:	<u> </u>			SR 165 Cedar	Rd			0.103	•	0.575	000	G	2010
	From:	I			Bramblewood									
Forest Cove Rd	350	G							0.109	F	0.615	350	G	2019
	To:				Winslow Av	e								
	From:				Johnstown R	d								
Frank Dr	1100	G							0.115	F	0.525	1200	G	2019
	To:			В	us SR 168 Battlefi	eld Blvd								
Franklin Ot	From:	<u> </u>	000/	00/	Country Rd		00/			_	0.547	0.400	0	004
Franklin St	2400 _{To:}	G	99%	0%	1% 0%	0%	0%	С	0.085	F	0.517	2400	G	2019
	From:	l			US 460 Bainbridg									
Gilmerton Rd	5300	G			Albert Ave				0.098	F	0.545	5700	G	201
Gilliotton Hu	70:				Geneva Ave	·			3.000	•	0.040	3700	J	201
	From:	I			Collins Blvo									
Greendell Rd	300	G			Comins DIVO				0.141	F	0.633	320	G	201
	To:				Ashland Dr									
	From:				Galahad Dr									
Guenevere Dr	2800	G							0.084	F	0.565	3000	G	201
	To:				Sean Dr									
	From				Barksdale R	d								
Hawksley Dr	340	G							0.144	F	0.567	360	G	201
	To				Glenview R	d								
	From:				Pinecliff Dr							0.10	_	224
Holly Gate Lane	320	G			D.i 4 F				0.129	F	0.655	340	G	201
	From:	<u> </u>			Briarwood D									
Hunningdon Woods Blv		G			Placid Way				0.092	F	0.586	1000	G	201
Hammigaon Woods Div	To:				SR 190 Kempsvi	lle Rd			0.032	•	0.500	1000	G	201
	From:	I			I-464 South Collec									
I-464 South Exit 4B	4300	G			1-404 South Collec	tor Ru			0.107	F		4300	G	201
	To:				Truxton St									
	From:				Canal Rd									
Iowa St	550	G							0.123	F	0.669	590	G	201
	To:				Oklahoma D	r								
	From:				Gregg St									
Joyner Rd	370	G							0.097	F	0.59	390	G	201
	To:				Grant St									
	From:				Parker Rd									
Keeling Dr	550	G							0.111	F	0.508	550	G	201
	To				Lobdell Ct									
Komp Lana	From:	<u> </u>			SR 407 Indian Ri	ver Rd			0.005	_	0.615	260	C	201
Kemp Lane	250	G			Kemp Lane	F			0.095	F	0.615	260	G	201
	From:	I				L			1					
Laurel Ave	540	G			Cobb Ave				0.09	F	0.509	580	G	201
Eduloi AVO	340	<u> </u>			Rokeby Ave	2			7.03	•	0.000	500	u	201
	From:	I			Cornick Ave				- 					
Lilac Ave	1300	G	99%	0%	1% 0%	0%	0%	С	0.110	F	0.746	1400	G	201
	To:				Davis Ave									
	From:				Dunn St									
Lincoln Rd	170	G	92%	1%	2% 2%	3%	0%	С	0.155	F	0.667	170	G	201
	To:				Outlaw St									

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2T	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From				Lindale Dr							
Lindsey Ave	240	G			Endate Di		0.120	F	0.627	240	G	2019
	To				Waterfield Ave							
	From				Baugher Ave						_	
Lofurno Rd	250	G			Daniela Aria		0.106	F	0.552	260	G	2019
	From				Bounds Ave							
Marion Dr	1200	G		В	Bus SR 168 Battlefield Blvd		0.101	F	0.759	1200	G	2019
	То				Johnstown Rd							
	From				Culpeper Ave							
Marlboro St	140	G					0.121	F	0.73	150	G	2019
	То				Winslow Ave							
Mantana David Ot	From				Baff Loop Ct		0.005	_	0.500	F70	_	004
Masters Row Ct	530	G			Brassie Ct		0.095	F	0.586	570	G	2019
	From				Haledon Rd							
McCosh Dr	1100	G			Halcuoli Ru		0.104	F	0.69	1100	G	2019
	То				Duffield Pl							
	From				Broadmoor Ave							
Michael Dr	47	G					0.177	F	0.889	49	G	201
	То				Texas St							
Millurand Ava	From				Clover Dr		0.107	_	0.507	1000	0	201
Millwood Ave	1200 To	G			E Royce Dr		0.107	F	0.537	1200	G	201
	From				Parker Rd							
Natchez Terrace	540	G			Faikei Ku		0.114	F	0.643	540	G	201
	To				Foxgate Quarter							
	From				Johnstown Rd							
Newberry Dr	790	G					0.11	F	0.576	840	G	201
	То				Horse Run Dr							
O-I-D-	From				Woodcroft Lane		0.000	_	0.500	750	_	004
Oak Dr	710	G			Tyre Neck Rd		0.308	F	0.592	750	G	201
	From				Victoria Dr							
Old Dr	1600	G			Victoria Di		0.212	F	0.807	1700	G	201
	То				Barlett Dr							
	From				Campostella Rd							
Omar St	490	G					0.100	F	0.595	520	G	201
	То				Faye St							
DI "	From				English Ave			_	0.5	20	•	004
Philadelphia St	60 To	G			Miller Ave		0.146	F	0.5	60	G	201
	From											
Poplar Ridge Dr	270	G			Etheridge Rd		0.123	F	0.75	270	G	201
· op.a. ·ago 2.	To				Sandlewood Lane			•	0.70		<u> </u>	_0.
	From				Erik Paul Dr							
Priscilla Lane	790	G					0.094	F	0.599	790	G	2019
	То				Loretta Lane							
_	From				Greenway Dr				_			
Queenswood Terrace	130	G			P. 10 . 5		0.122	F	0.667	140	G	201
	To				Royal Grant Dr							
River Creek Rd	From	G			Campostella Rd		0.111	F	0.521	530	G	201
HIVEI OIEEK MU	530	G			Booker St		0.111	۲	0.5∠1	550	G	201
	From				SR 168 Battlefield Blvd							
Robert Hall Blvd	5500	G			DIV 100 Datticheld DIVU		0.103	F	0.737	5800	G	2019
	То				US 13 Military Hwy		\neg					

					City of	Chesape	eake							
Route	Length AADT	QA	4Tire	Bus			uck 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Chesapeake	From													
Shepherds Gate	240	G			She	epherds Ct			0.103	F	0.691	250	G	2019
Shepherus Gale	240				Loga	ns Mill Tra	ail		0.103	'	0.031	230	G	2013
	From	<u>. </u>				Meliot Ct								
Sir Meliot Dr	280	G			311	Wienot Ct			0.107	F	0.642	300	G	2019
ooo. 2.	To				Drav	wbridge D	r			•	0.0.2	000	<u> </u>	_0.0
	From	:				Saxon Ct								
Sir Meliot Dr	870	G							0.099	F	0.517	870	G	2019
	To				Pa	arapet Rd								
	From	<u> </u>			C	ricket Ct								
Smokey Mountain Trail		G							0.086	F	0.537	1300	G	2019
	To	1				dwind Wa								
0 44 44 5	From	<u> </u>			Woo	odberry Di	r		<u> </u>	_			_	001
Southfield Dr	70	G			-	1			0.155	F	0.727	70	G	2019
						Bartell Dr								
Chardinas Da	From	<u> </u>			Sc	carlett Dr			0.100	_	0.500	0000	0	0010
Stadium Dr	2100 _{To}	G			CD 165	Mt Pleasar	at D.d		0.129	F	0.509	2200	G	2019
	From	1												
Strafford Dr	310	G			Gold	len Hind R	.d		0.137	F	0.633	330	G	2019
Stranord Di	310				H	arding Dr			0.137	'	0.033	330	G	2013
	From													
Tanglewood Trail	350	G			Go	ldcrest Dr			0.122	F	0.5	380	G	2019
rangiewood rraii	To				Т	Trilby Ct			0.122	•	0.5	300	ч	2010
	From	:				nirview St								
Tatemstown Rd	2700	G			1 a	inview st			0.088	F	0.567	2900	G	2019
	To				F	Peter Rd				•	0.007		<u> </u>	_0.0
	From				F	Bruin Rd								
Terry Dr	1900	G				71 u.i. 1 tu			0.194	F	0.719	2100	G	2019
•	To	:			Bri	ttany Way								
	From	:			Bı	ulldog Dr								
Tintern St	3300	G				•			0.08	F	0.508	3500	G	2019
	To	:			Vo	olvo Pkwy								
	From	:			Cam	npostella R	d							
Wadena Rd	840	G							0.106	F	0.586	840	G	2019
	To	:			G	ratton St								
	From				SR 16	65 Cedar F	Rd							
Warrick Rd	1000	G							0.117	F	0.525	1100	G	2019
	To				Bu	tterfly Dr								
	From				W	aters Rd								
Washington Dr	760	G							0.103	F	0.606	760	G	2019
	To	<u> </u>				E St								
	From				Ma	gnolia Ave)							
Winslow Ave	270	G							0.111	F	0.582	290	G	2019
	To	1			Ma	arlboro St								
	From			US	17 Georg	ge Washing	gton Hwy							
Yadkin Rd	4000	G							0.084	F	0.577	4300	G	2019
	Te	1				I-64								