## 2020

# 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 The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

#### 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 buses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

| North<br>81             | Interstate Route are reported separately by direction, as well as combined.  |
|-------------------------|--|
| 29                      | US Route   |
| 7                       | Virginia State Route   |
| F241                    | Frontage Road (F precedes frontage route number)   |
| 600                     | Secondarv Route  |
|                         | Special Routes   |
| Bus<br>29<br>ALT<br>220 | Bus - Business Route<br>Bypas - Bypass Route<br>Truck - Truck Route<br>ALT - Alternate Route<br>Wye - Wye Route connector  |
| (1,1)                   | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.                                    |
| 600<br>154              | 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. |

#### Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

|  |   | City of C        | Chesapeake                             |       |     |             |        |        |        |    |        |    |        |       |      |
|--|---|------------------|--|-------|-----|-------------|--------|--------|--------|----|--------|----|--------|-------|------|
| Davita                                 |   | l anath A        |  | 47:44 | Due |             | Tru    | ck     |        | 00 | К      |    | Dir    |       | 0.00 |
| Route                                  | Jurisdiction                              | Length A         | ADI QA                                 | 4Tire | Bus | 2Axle       | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW   |
|  | From:                                     | ECL              | _ Suffolk                              |       |     |             |        |        |        |    |        |    |        |       |      |
| 13 (58) (460 Military Highway          | City of Chesapeake (Maint: 64)            | ) 2.94 <b>7(</b> | 0000 A                                 | 90%   | 0%  | 1%          | 1%     | 7%     | 0%     | С  | 0.099  | А  | 0.567  | 74000 | А    |
|  | Ta  |                  |  |       |     |             |        |        |        |    |        |    |        |       |      |
|  | City of Chesapeake                        |                  | 1-664<br><b>9200 G</b>                 | 90%   | 0%  | 1%          | 1%     | 7%     | 0%     | F  | 0.11   | F  | 0.52   | 9700  | G    |
|  |   | -                |  | 90%   | 0%  | 170         | 1 70   | 170    | 0%     | Г  | 0.11   | Г  | 0.52   | 9700  | G    |
|  | From:                                     |                  | s US 13<br>8; SR 191                   |       |     |             |        |        |        |    |        |    |        |       |      |
| 12 400 101                             | City of Chesapeake                        |                  | 6900 G                                 | 90%   | 1%  | 2%          | 3%     | 4%     | 0%     | F  | 0.113  | F  | 0.576  | 7300  | G    |
| 13 460 191                             |   | •                | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 0070  | 170 |             | 070    | 170    | 070    | •  | 0.110  | •  | 0.070  | 1000  | G    |
| ~~~~~~                                 | To:<br>From                               |                  | Military Hwy                           |       |     |             |        |        |        | _  |        | _  |        |       |      |
| 13 460 Military Highway                | City of Chesapeake                        | 5                | 5800 G                                 | 90%   | 1%  | 2%          | 3%     | 4%     | 0%     | F  | 0.113  | F  | 0.576  | 6100  | G    |
| Combined 1                             | Traffic Estimates for 2 Parallel Roadways | on this Route: 5 | 5800 G                                 |       |     |             |        |        |        |    | NA     |    |        | NA    |      |
|  | To:                                       | Ramp from L      | -664; Shaefer Av                       | ie.   |     |             |        |        |        |    |        |    |        |       |      |
| 13 (460 Military Highway               | City of Chesapeake                        |                  | 9300 G                                 | 90%   | 1%  | 2%          | 3%     | 4%     | 0%     | С  | 0.148  | F  | 0.813  | 9800  | G    |
|  |   |                  |  | 0070  | 1,0 | <b>E</b> /0 | 0,0    | 170    | 0,0    | Ũ  | 5.115  |    | 0.010  | 0000  | 5    |
|  | To:<br>From                               |                  | I-64                                   |       | ••• |             |        |        |        | _  |        | -  |        |       | _    |
| 13 (460) Military Highway              | City of Chesapeake                        | 1.37 <b>1</b> 7  | 7000 G                                 | 97%   | 0%  | 1%          | 1%     | 1%     | 0%     | F  | 0.101  | F  | 0.607  | 18000 | G    |
| $\sim \sim$                            | To  | US 17 George     | e Washington H                         | vy    |     |             |        |        |        |    |        |    |        |       |      |
| 13 460 Military Highway                | City of Chesapeake                        |                  | 8000 G                                 | 97%   | 0%  | 1%          | 1%     | 1%     | 0%     | F  | 0.101  | F  | 0.514  | 20000 | G    |
|  | T   |                  |  |       |     |             |        |        |        |    |        |    |        |       |      |
| Military Lighway                       |   |                  | 6 Canal Dr                             | 97%   | 0%  | 10/         | 10/    | 10/    | 0%     | 0  | 0.115  | ٨  | 0.531  | 20000 | ^    |
| 13 460 Military Highway                | City of Chesapeake                        | 35               | 5000 A                                 | 97%   | 0%  | 1%          | 1%     | 1%     | 0%     | С  | 0.115  | A  | 0.531  | 38000 | A    |
|  | To:<br>From:                              | SR 166 Ba        | ainbridge Blvd                         |       |     |             |        |        |        |    |        |    |        |       |      |
| 13 Military Highway                    | City of Chesapeake                        | 34               | 4000 F                                 | 93%   | 0%  | 1%          | 1%     | 5%     | 0%     | F  | 0.096  | F  | 0.500  | 37000 | F    |
| $\bigcirc$                             | То  | T                | [-464                                  |       |     |             |        |        |        |    |        |    |        |       |      |
| (13) Military Highway                  | City of Chesapeake                        |                  | 5000 F                                 | 95%   | 0%  | 1%          | 1%     | 3%     | 0%     | F  | 0.094  | F  | 0.511  | 27000 | F    |
|  |   | 0.70 20          |  | 0070  | 070 | . /0        | 170    | 0,0    | 070    | •  | 0.001  | •  | 0.011  | 27000 | •    |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | Ta:<br>Fram:                              |                  | oostella Rd                            |       |     |             |        |        |        | _  |        |    |        |       | _    |
| (13) Military Highway                  | City of Chesapeake                        | 0.65 <b>2</b> 4  | 4000 F                                 | 98%   | 0%  | 0%          | 0%     | 0%     | 0%     | F  | 0.092  | F  | 0.534  | 26000 | F    |
| $\rightarrow$                          | To  | SR 168 Ba        | attlefield Blvd                        |       |     |             |        |        |        |    |        |    |        |       |      |
| 13 Military Highway                    | City of Chesapeake                        |                  | 3000 F                                 | 98%   | 0%  | 0%          | 0%     | 0%     | 0%     | F  | 0.09   | F  | 0.520  | 25000 | F    |
|  | , , , , , , , , , , , , , , , , , , ,     |                  |  |       |     |             |        |        |        |    |        |    |        |       |      |
|  |   |                  | lison Dr                               | 070/  | 00/ | 10/         | 4.07   | 10/    | 00/    | -  | 0.000  | -  | 0.000  | NIA   |      |
| 13 Military Highway                    | City of Chesapeake                        | 0.41 <b>2</b> 5  | 5000 G                                 | 97%   | 0%  | 1%          | 1%     | 1%     | 0%     | F  | 0.096  | F  | 0.603  | NA    |      |
|  | To:<br>From                               | Greenb           | brier Pkwy                             |       |     |             |        |        |        |    |        |    |        |       |      |
| 13 Military Highway                    | City of Chesapeake                        | 1.67 <b>28</b>   | 8000 F                                 | 97%   | 0%  | 2%          | 0%     | 1%     | 0%     | С  | 0.092  | F  | 0.544  | 29000 | F    |
| $\checkmark$                           | To:                                       | SCL Vir          | rginia Beach                           |       |     |             |        |        |        |    |        |    |        |       |      |
|  | From:                                     | US 13 Mil        | litary Highway                         |       |     |             |        |        |        |    |        |    |        |       |      |
| Tay Ramp                               | City of Chesapeake (Maint: 64)            |                  | 3900 G                                 |       |     |             |        |        |        |    | 0.125  | F  |        | 4100  | G    |
|  | To:                                       |                  | 4 West                                 |       |     |             |        |        |        |    |        |    |        |       |      |
|  | From:                                     |                  |  |       |     |             |        |        |        |    |        |    |        |       |      |
| 13 Ramp                                | City of Chesapeake (Maint: 64)            |                  | litary Highway<br>5200 G               |       |     |             |        |        |        |    | 0.089  | F  |        | 5600  | G    |
| (13) Ramp                              |   |                  | 5200 G                                 |       |     |             |        |        |        |    | 0.003  |    |        | 5000  | u    |
|  |   |                  |  |       |     |             |        |        |        |    |        |    |        |       |      |
| ~~ -                                   | From:                                     |                  | litary Highway                         |       |     |             |        |        |        |    |        |    |        |       |      |
| (13) Ramp                              | City of Chesapeake (Maint: 64)            |                  | 3200 G                                 |       |     |             |        |        |        |    | 0.117  | F  |        | 8800  | G    |
| $\checkmark$                           | To:                                       | I-46             | 64 South                               |       |     |             |        | _      |        |    |        |    |        |       |      |
|  |   |                  |  |       |     |             |        |        |        |    |        |    |        |       |      |

#### Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

|  |  | City of Chesapea                          | ake               |         |        |           |             |          |         |        |             |        |         |       |      |
|--|--|---|-------------------|---------|--------|-----------|-------------|----------|---------|--------|-------------|--------|---------|-------|------|
| Davita                                     | luvia diatiana                             |   | ~ *               | 4Tire   | Dura   |           | Tru         | ck       |         | ~~     | К           |        | Dir     | AAWDT | 0.00 |
| Route                                      | Jurisdiction                               | Length AADT (                             | QA                | 4 i ire | Bus    | 2Axle     | 3+Axle      | 1Trail   | 2Trail  | QC     | Factor      | QK     | Factor  | AAWDT | QW   |
| ~~~~                                       | From:                                      | US 13 Military Highv                      | way               |         |        |           |             |          |         |        |             |        |         |       |      |
| (13) Ramp                                  | City of Chesapeake (Maint: 64)             |   | G                 |         |        |           |             |          |         |        | 0.102       | F      |         | 4500  | G    |
| <u>~</u>                                   | To:  | I-464 North                               |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| ~~~~                                       | From:                                      | North Carolina State I                    |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| (17) George Washington Hwy                 | City of Chesapeake                         | 3.58 <b>13000</b>                         | Α                 | 93%     | 0%     | 1%        | 1%          | 5%       | 0%      | С      | 0.112       | А      | 0.732   | 14000 | А    |
| <i>~</i>                                   | Too  | 131-8796 Ballahack                        | Rd                |         |        |           |             |          |         |        |             |        |         |       |      |
| (17) George Washington Hwy                 | City of Chesapeake                         | 6.71 <b>13000</b>                         | F                 | 98%     | 0%     | 1%        | 0%          | 0%       | 0%      | С      | 0.092       | F      | 0.689   | 14000 | F    |
| $\bigcirc$                                 | Ta   | Bus US 17 George Washing                  | oton F            | łwy     |        |           |             |          |         |        |             |        |         |       |      |
| Dominion Blvd                              | City of Chesapeake                         |   | F                 | 99%     | 0%     | 1%        | 0%          | 0%       | 0%      | С      | 0.093       | F      | 0.662   | 10000 | F    |
| $\bigcirc$                                 | Too  | SR 165 Cedar Rd                           | 1                 |         |        |           |             |          |         |        |             |        |         |       |      |
| 17 Dominion Blvd                           | City of Chesapeake                         |   | F                 | 93%     | 0%     | 2%        | 2%          | 2%       | 0%      | С      | 0.093       | F      | 0.671   | 25000 | F    |
|  | ony or onesapeare                          |   | -                 | 0070    | 070    | 270       | 270         | 270      | 070     | U      | 0.000       |        | 0.071   | 20000 | •    |
|  |  | SR 166 Bainbridge B                       |                   | 000/    | 00/    | 10/       | 00/         | 00/      | 00/     | -      | 0.000       | -      | 0.047   | 05000 | F    |
| Dominion Blvd                              | City of Chesapeake                         | 1.60 <b>25000</b>                         | F                 | 99%     | 0%     | 1%        | 0%          | 0%       | 0%      | F      | 0.088       | F      | 0.647   | 25000 | F    |
|  | To:<br>From                                | SR 190 Great Bridge I                     |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| (17) Dominion Blvd                         | City of Chesapeake                         |   | F                 | 88%     | 0%     | 1%        | 2%          | 9%       | 0%      | F      | 0.088       | F      | 0.647   | 36000 | F    |
| ~  | To:<br>From:                               | SR 168 Oak Grove Con                      | nnector           |         |        |           |             |          |         |        |             |        |         |       |      |
| $\overline{17}$ $\overline{17}$ Ramp       | City of Chesapeake (Maint: 64)             | US 17 (Ramp)<br>0.30                      |                   | Sec     | 119 1  | 7 for dir | actional t  | raffic v | م مسام  | etima  | tes for th  | اد دمر | mont    |       |      |
| 17 17 Ramp                                 |  | I-464 (Ramp)                              |                   | 000     | 001    |           |             |          |         | Suma   |             | 13 300 | jinoni. |       |      |
|  | From:                                      | I-464                                     |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| $17$ $\overline{64}$ Hampton Roads Beltway | City of Chesapeake (Maint: 64)             | 4.31                                      |                   | Se      | e I-64 | for dire  | ctional tra | affic vo | lume es | timate | es for this | s segr | nent.   |       |      |
| Combined Tr                                | affic Estimates for 2 Parallel Roadways on | this Route: 83000                         | F                 | 93%     | 0%     | 1%        | 1%          | 5%       | 0%      | F      | 0.072       | F      |         | 88000 | F    |
|  | To:  | I-64                                      |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| C Dama                                     |  | 0.000064-E296A(R)                         | /TO R             |         |        | fordira   | otional tr  | officius | luma aa | timete | a far this  |        | mont    |       |      |
| 17 64 Ramp                                 | City of Chesapeake (Maint: 64)             | 0.23<br>0017-P(U)/IS-00064-E296A(F        |                   |         |        | for dire  | cuonal tr   | anic vo  | iume es | limale | es for this | segr   | nent.   |       |      |
|  |  | <u>0017-P(U)/18-00064-E296A(P</u><br>I-64 | K)/FK             | UM KI 6 | ŧΕ     |           |             |          |         |        |             |        |         |       |      |
| George Washington Hwy                      | City of Chesapeake                         |   | G                 | 97%     | 0%     | 1%        | 1%          | 1%       | 0%      | F      | 0.088       | F      | 0.583   | 26000 | G    |
|  | Toc  | US 13; US 460 Military                    |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| George Washington Hwy                      | City of Chesapeake                         | · · · · · · · · · · · · · · · · · · ·     | <u>у пwy</u><br>G | 97%     | 0%     | 1%        | 1%          | 1%       | 0%      | С      | 0.085       | F      | 0.61    | 12000 | G    |
|  |  |   |                   | 0.70    | 070    | . /0      | 170         | 170      | 070     | Ũ      | 0.000       | •      | 0.01    | 12000 | G    |
| first George Washington Hwy                | City of Chesapeake                         | SR 196 Canal Dr                           |                   | 070/    | 00/    | 1%        | 10/         | 10/      | 00/     | F      | 0.079       | F      | 0 577   | 28000 | G    |
| George Washington Hwy                      |  | 0.63 26000<br>SCL Portsmouth              | G                 | 97%     | 0%     | 1%        | 1%          | 1%       | 0%      | г      | 0.079       | F      | 0.577   | 28000 | G    |
|  | From:                                      | WCL Portsmouth                            |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| (17) Western Branch Blvd                   | City of Chesapeake                         |   | G                 | 99%     | 0%     | 1%        | 0%          | 0%       | 0%      | F      | 0.085       | F      | 0.568   | 17000 | G    |
|  | Ta   | 131-8524 Churchland                       | Dlud              |         |        |           |             |          |         |        |             |        |         |       |      |
| 17   | City of Chesapeake                         |   | A                 | 99%     | 0%     | 1%        | 0%          | 0%       | 0%      | С      | 0.103       | А      | 0.518   | 21000 | А    |
| (')  | То   | ECL Suffolk                               |                   | 0070    | 070    |           | 0 /0        | 070      | 0 /0    | 0      | 000         |        | 0.010   |       |      |
| North                                      | From:                                      | US 17 North                               |                   |         |        |           |             |          |         |        |             |        |         |       |      |
| North<br>17 Ramp                           | City of Chesapeake (Maint: 64)             |   | G                 |         |        |           |             |          |         |        | 0.127       | F      |         | 6200  | G    |
|  | To:  | I-64 West                                 | ~                 |         |        |           |             |          |         |        | 0.727       |        |         | 0200  | G    |
|  |  | 101 1031                                  |                   |         |        |           |             |          |         |        |             |        |         |       |      |

|                                   | Annua   | al Average Daily Traffic      | aineering<br>2020                            | Divisi<br>stimat      | on        | ection | of Rou | te              |    |    |    |             |    |               |       |    |
|-----------------------------------|---|-------------------------------|--|-----------------------|-----------|--------|--------|-----------------|----|----|----|-------------|----|---------------|-------|----|
| Route                             | Jurisdiction                                  |                               | AADT   |                       | 4Tire     | Bus    |        | Tru<br>e 3+Axle | -  |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
| North<br>17 Ramp                  | From:<br>City of Chesapeake (I<br>To:         |                               | US 17 North<br>5500<br>I-64 East             | G                     |           |        |        |                 |    |    |    | 0.122       | F  |               | 5800  | G  |
| North                             | From<br>City of Chesapeake (I<br>To           |                               | O RT 168 S<br>NA<br>FROM RT                  |                       | RTH       |        |        |                 |    |    |    | NA          |    |               | NA    |    |
| North                             | From:<br>City of Chesapeake (I                | US 17 1                       | O RT 464 N<br><b>4200</b>                    | IORTH<br><b>G</b>     |           | D      |        |                 |    |    |    | 0.24        | F  |               | 4400  | G  |
| North                             | From<br>City of Chesapeake (I                 | US 17                         | N, Dominion<br>NA                            |                       | 0 404 100 |        |        |                 |    |    |    | NA          |    |               | NA    |    |
| North                             | Toot<br>Front<br>City of Chesapeake (۱<br>تور | Maint: 64)                    | North Exit 15<br><b>21000</b><br>Exit 291 Co | G                     |           |        |        |                 |    |    |    | 0.09        | F  |               | 23000 | G  |
| North                             | From:<br>City of Chesapeake (I                | US 1<br>Maint: 64) 0.30       | 7 Dominion 7<br>3800<br>I-464 North          |                       | 95%       | 0%     | 1%     | 1%              | 3% | 0% | F  | 0.162       | F  |               | 4000  | G  |
| South                             | From<br>City of Chesapeake (I<br>To           |                               | US 17 South<br>3900<br>I-64 West             | G                     |           |        |        |                 |    |    |    | 0.110       | F  |               | 4100  | G  |
| South                             | From<br>City of Chesapeake (I<br>To           |                               | US 17 South<br><b>1100</b><br>I-64 East      | G                     | 95%       | 0%     | 1%     | 1%              | 3% | 0% | F  | 0.082       | F  |               | 1200  | G  |
| Bus<br>(17) George Washington Hwy | From City of Chesape                          | eake 4.07                     | 7 Dominion 3                                 | G                     | 93%       | 0%     | 1%     | 1%              | 5% | 0% | F  | 0.093       | F  | 0.763         | 5700  | G  |
| Bus<br>17 George Washington Hwy   | Tau<br>Front<br>City of Chesape<br>™          |                               | 165 Cedar I<br>31000<br>I-64                 | G<br>G                | 93%       | 0%     | 1%     | 1%              | 5% | 0% | F  | 0.075       | F  | 0.592         | 32000 | G  |
| 58 13 460 Military Highway        | From<br>City of Chesapeake (I                 |                               | ECL Suffolk 70000                            | A                     | 90%       | 0%     | 1%     | 1%              | 7% | 0% | С  | 0.099       | A  | 0.567         | 74000 | A  |
| 58 13 460                         | From<br>City of Chesape                       | eake 0.11<br>SR 191 Jolliff R | I-664<br>9200<br>d: US 13 M                  | <b>G</b><br>ilitary H | 90%       | 0%     | 1%     | 1%              | 7% | 0% | F  | 0.11        | F  | 0.52          | 9700  | G  |
| 58 ALT<br>460 Airline Blvd        | City of Chesape                               | eake 1.72                     | 6300<br>6300                                 | G                     | 96%       | 2%     | 1%     | 0%              | 2% | 0% | С  | 0.091       | F  | 0.569         | 6700  | G  |
| East<br>58 Ramp                   | From:<br>City of Chesapeake (I                | Maint: 64)                    | E, Military H<br>25000                       | G                     | *         |        |        |                 |    |    |    | 0.115       | F  |               | 25000 | G  |
| East<br>58 Ramp                   | City of Chesapeake (I                         | Ramps to an<br>Maint: 64)     | d from US N<br>24000<br>I-664 East           | filitary I<br>G       | Hwy       |        | F<br>  |                 |    |    |    | 0.101       | F  |               | 25000 | G  |
| 6/13/2021                         |   |                               | 10   |                       |           |        |        |                 |    |    |    |             |    |               |       |    |

|                           | Ann   | ual Average Daily Traff | Engineerin<br>2020                        | g Divisi<br>Estimat | on         | ection o | f Rou    | te              |          |          |        |                |        |               |                 |        |
|---------------------------|---|-------------------------|---|---------------------|------------|----------|----------|-----------------|----------|----------|--------|----------------|--------|---------------|-----------------|--------|
| Route                     | Jurisdictio   | n Leng                  | th <b>AADT</b>                            | QA                  | 4Tire      | Bus      |          | Tru<br>ə 3+Axle | -        |          | QC     | K<br>Factor    | QK     | Dir<br>Factor | AAWDT           | QW     |
| East<br>58 Ramp           | Front<br>City of Chesapeake   |                         | 8 E, Military 2<br>8900                   | G                   |            |          |          |                 |          |          |        | 0.077          | F      |               | 9500            | G      |
| West                      | From  |                         | I-664 Wes<br>8 W, Military                | Highway             |            |          |          |                 |          |          |        |                |        |               |                 |        |
| (58) Ramp                 | City of Chesapeake  | (Maint: 64)             | <b>380</b><br>I-664 East                  | G                   |            |          |          |                 |          |          |        | 0.107          | F      |               | 410             | G      |
| West<br>58 Ramp           | From<br>City of Chesapeake<br>To  |                         | 8 W, Military<br><b>2700</b><br>I-664 Wes | G                   |            |          |          |                 |          |          |        | 0.109          | F      |               | 2900            | G      |
| East                      | From:   |                         | /CL Virginia I                            | Beach               |            |          |          |                 |          |          |        |                |        |               |                 |        |
| (64) Hampton Roads Beltwa | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel       | , ,                     |   | F<br>F              | 97%<br>97% | 0%<br>0% | 1%<br>1% | 1%<br>1%        | 2%<br>1% | 0%<br>0% | F<br>F | 0.083<br>0.081 | F<br>F | 0.507         | 65000<br>133000 | F<br>F |
| East                      | Tai<br>From   | (                       | breenbrier Parl                           | kway                |            |          |          |                 |          |          |        |                |        |               |                 |        |
| (64) Hampton Roads Beltwa | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel       | , ,                     |   | F<br>F              | 97%<br>97% | 0%<br>0% | 1%<br>1% | 1%<br>1%        | 2%<br>1% | 0%<br>0% | F<br>F | 0.077<br>0.074 | F<br>F | 0.535         | 44000<br>83000  | F<br>F |
| East                      | Ta:<br>From   | SR                      | 168 Battlefiel                            | ld Blvd             |            |          |          |                 |          |          |        |                |        |               |                 |        |
| (64) Hampton Roads Beltwa | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel       | · · ·                   |   | F<br>F              | 97%<br>97% | 0%<br>0% | 1%<br>1% | 1%<br>1%        | 2%<br>1% | 0%<br>0% | F<br>F | 0.076<br>0.081 | F<br>F | 0.55          | 55000<br>108000 | F<br>F |
| East                      | Too<br>From:  |                         | I-464                                     |                     |            |          |          |                 |          |          |        |                |        |               |                 |        |
| 64 17 Hampton Roads E     | Beltway City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel |                         |   | F<br>F              | 92%<br>93% | 1%<br>0% | 1%<br>1% | 1%<br>1%        | 5%<br>5% | 0%<br>0% | F<br>F | 0.082<br>0.072 | F<br>F |               | 43000<br>88000  | F<br>F |
| East                      | To<br>From:   | US 17                   | George Washi                              | ngton Hw            | у          |          |          |                 |          |          |        |                |        |               |                 |        |
| Hampton Roads Beltwa      | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel       | , ,                     |   | F<br>F              | 92%<br>93% | 1%<br>0% | 1%<br>1% | 1%<br>1%        | 5%<br>5% | 0%<br>0% | F<br>F | 0.085<br>0.076 | F<br>F | 0.551         | 40000<br>80000  | F<br>F |
| Faat                      | To:<br>From:  |                         | US 460 Milita                             | ry Highw            | ay         |          |          |                 |          |          |        |                |        |               |                 |        |
| Hampton Roads Beltwa      | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel       |                         |   | G<br>G              | 92%<br>93% | 1%<br>0% | 1%<br>1% | 1%<br>1%        | 5%<br>5% | 0%<br>0% | C<br>C | 0.087<br>0.084 | A<br>A | 0.513         | 43000<br>81000  | G<br>G |
|                           | To<br>From:   |                         | I-264, I-66                               |                     |            |          |          |                 |          |          |        |                |        |               |                 |        |
| East<br>64 Ramp           | City of Chesapeake  | (Maint: 64) 0.26        | 4 East Collec<br>5700<br>565 W, Greenl    | G                   | 95%        | 1%       | 1%       | 1%              | 2%       | 0%       | С      | 0.117          | F      |               | 6100            | G      |
| East<br>64 Ramp           | From<br>City of Chesapeake<br>Tor                                       | (Maint: 64) 0.25        | 4 East Collec                             | tor Rd<br><b>G</b>  |            |          |          |                 |          |          |        | 0.094          | F      |               | 13000           | G      |
| East<br>64 Collector Rd   | From<br>City of Chesapeake<br>To  | (Maint: 64) 0.14        | I-64 East                                 | F                   |            |          |          |                 |          |          |        | 0.091          | F      |               | 20000           | F      |
|                           |   | 1-0+ Edst E             | 2071100                                   |                     |            |          |          |                 |          |          |        |                |        |               |                 |        |

| Ann  | Traffic<br>ual Average Daily Tra    | partment of<br>Engineerin<br>2020<br>fic Volume<br>ity of Chesa | ng Divisi<br>Estimate | on     | ection c | of Route           |    |    |    |             |    |               |       |    |
|--|-------------------------------------|---|-----------------------|--------|----------|--------------------|----|----|----|-------------|----|---------------|-------|----|
| Route Jurisdictio                                    | n Len                               | gth <b>AADT</b>   | QA                    | 4Tire  | Bus      | Tr<br>2Axle 3+Axle |    |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
| East<br>64 Ramp City of Chesapeake                   |                                     | TO GREENBE<br>3 <b>17000</b>                                    |                       | KWAY   |          |                    |    |    |    | 0.092       | F  |               | 17000 | G  |
| East<br>From<br>64) Ramp City of Chesapeake          | 131-8665-W001A<br>(Maint: 64) 0.2   | FROM GREEM<br>23 <b>26000</b>                                   |                       | ARKWA  | YW       |                    |    |    |    | 0.082       | F  |               | 26000 | G  |
| East<br>64 Ramp City of Chesapeake                   | (Maint: 64) 0.1                     |   | G                     |        |          |                    |    |    |    | 0.087       | F  |               | 12000 | G  |
| East<br>64 Ramp City of Chesapeake                   | 131-8665-E001A I<br>(Maint: 64) 0.2 |   | BRIER P               | ARKWAY | ( EA     |                    |    |    |    | NA          |    |               | NA    |    |
| East<br>64 Ramp City of Chesapeake<br>To             |                                     |   |                       |        | R        |                    |    |    |    | NA          |    |               | NA    |    |
| East<br>64 Ramp City of Chesapeake<br>Tat            |                                     | -64 East Collec<br>27 <b>4800</b><br>SR 168 Nor                 | G                     | 94%    | 0%       | 1% 2%              | 3% | 0% | С  | 0.137       | F  |               | 5100  | G  |
| East<br>64 Ramp City of Chesapeake<br>Tax            | (Maint: 64) 0.2                     | I-64 East<br>23 10000<br>SR 168 Sou                             | G                     | 98%    | 0%       | 0% 0%              | 1% | 0% | С  | 0.180       | F  |               | 11000 | G  |
| East<br>64 I-64 E Exit 290 City of Chesapeake<br>Ter |                                     | I-64 East<br>0 <b>17000</b><br>I-64 East Exit 2                 | G                     |        |          |                    |    |    |    | 0.107       | F  |               | 19000 | G  |
| East<br>64 I-64 East Collector Rd City of Chesapeake |                                     | I-64 E Exit 29<br>0 <b>12000</b>                                | F                     |        |          |                    |    |    |    | 0.099       | F  |               | 12000 | F  |
| East<br>64 I-64 E Exit 290 City of Chesapeake        |                                     | <u>1 Bus SR 168 E</u><br>20 <b>20000</b>                        | G                     | Blvd N |          |                    |    |    |    | 0.089       | F  |               | 22000 | G  |
| East<br>64 I-64 E Exit 290 City of Chesapeake        | (Maint: 64) 0.1                     | I-64 E Exit 29<br>2 9800  | 90 в<br><b>G</b>      |        |          |                    |    |    |    | 0.088       | F  |               | 11000 | G  |
| East<br>64 I-64 E Exit 290 City of Chesapeake<br>To  | (Maint: 64) 0.2                     | n Bus SR 168 F<br>20 <b>13000</b><br>I-64 E                     |                       | Blvd S |          |                    |    |    |    | 0.082       | F  |               | 14000 | G  |
| East<br>64 Ramp City of Chesapeake<br>To             | (Maint: 64) 0.2                     | I-64 East<br>25 <b>10000</b><br>I-464 Nort                      | G                     |        |          |                    |    |    |    | 0.075       | F  |               | 11000 | G  |
| East<br>64 Ramp City of Chesapeake<br>To:            | (Maint: 64) 0.2                     | I-64 East<br><b>18000</b><br>I-464 Sout                         | G                     |        |          |                    |    |    |    | 0.082       | F  |               | 19000 | G  |
| East<br>64 17 Ramp City of Chesapeake<br>Tat         |                                     | I-64 East<br>23 <b>3800</b><br>N, George Was                    | G                     | wy     |          |                    |    |    |    | 0.074       | F  |               | 4000  | G  |

| Anr   | ual Average Daily Traffic \ | gineering<br>2020                                     | Divisio<br>timate  | n          | ection o | of Route | e             |              |          |        |                |        |               |                 |        |
|---|-----------------------------|---|--------------------|------------|----------|----------|---------------|--------------|----------|--------|----------------|--------|---------------|-----------------|--------|
| Route Jurisdiction  | on Length                   | AADT  | QA                 | 4Tire      | Bus      | 2Axle    | Tru<br>3+Axle | ck<br>1Trail |          | QC     | K<br>Factor    | QK     | Dir<br>Factor | AAWDT           | QW     |
| East<br>64 Ramp City of Chesapeake<br>To  |                             | I-64 East<br>5000<br>JS 17 South                      | G                  |            |          |          |               |              |          |        | 0.096          | F      |               | 5300            | G      |
| East<br>(64) Ramp City of Chesapeake  | (Maint: 64) 0.31            | I-64 East<br><b>4000</b>                              | F                  |            |          |          |               |              |          |        | 0.139          | F      |               | 4200            | F      |
| West<br>(64) Hampton Roads Beltway City of Chesapeake   | WCL                         | Military High<br>Virginia Bea<br>63000                |                    | 97%        | 0%       | 1%       | 1%            | 1%           | 0%       | F      | 0.082          | F      |               | 67000           | F      |
| Combined Traffic Estimates for 2 Parallel   | Roadways on this Route:     |   | F                  | 97%        | 0%       | 1%       | 1%            | 1%           | 0%       | F      | 0.091          | В      | 0.551         | 133000          | F      |
| West<br>64<br>Hampton Roads Beltway<br>Combined Traffic Estimates for 2 Parallel                                | (Maint: 64) 2.10            | 37000   | F<br>F             | 97%<br>97% | 0%<br>0% | 1%<br>1% | 1%<br>1%      | 1%<br>1%     | 0%<br>0% | F<br>F | 0.086<br>0.081 | F<br>F | 0.502         | 39000<br>83000  | F<br>F |
| West<br>(64) (168) Hampton Roads Beltway City of Chesapeake   |                             | 8 Battlefield I<br>49000                              | Blvd<br>N          | 97%        | 0%       | 1%       | 1%            | 1%           | 0%       | N      | 0.082          | F      |               | 53000           | N      |
| Combined Traffic Estimates for 2 Parallel   | Roadways on this Route:     | <b>101000</b><br>US 17<br>8 Battlefield I             | N                  | 97%        | 0%       | 1%       | 1%            | 1%           | 0%       | Ν      | NA             |        |               | 108000          | Ν      |
| West<br>64 Hampton Roads Beltway<br>Combined Traffic Estimates for 2 Parallel                                   | (Maint: 64) 0.49            | 49000   | F<br>F             | 97%<br>97% | 0%<br>0% | 1%<br>1% | 1%<br>1%      | 1%<br>1%     | 0%<br>0% | F<br>F | 0.082<br>0.073 | F<br>F | 0.558         | 53000<br>108000 | F<br>F |
| West $\overline{(64)}$ $\overline{(17)}$ Hampton Roads Beltway City of Chesapeake                               | (Maint: 64) 0.41            | I-464<br><b>41000</b>                                 | G                  | 93%        | 0%       | 1%       | 1%            | 5%           | 0%       | F      | 0.076          | F      |               | 43000           | G      |
| Combined Traffic Estimates for 2 Parallel   | -                           | 81000<br>Great Bridge                                 | <b>G</b><br>Blvd   | 93%        | 0%       | 1%       | 1%            | 5%           | 0%       | F      | NA             |        |               | 86000           | G      |
| 64     17       Hampton Roads Beltway     City of Chesapeake       Combined Traffic Estimates for 2 Parallel    | · /                         | 43000<br>83000  | F<br>F             | 93%<br>93% | 0%<br>0% | 1%<br>1% | 1%<br>1%      | 5%<br>5%     | 0%<br>0% | F<br>F | 0.083<br>0.080 | F<br>F | 0.500         | 45000<br>88000  | F<br>F |
| West<br>(64) Hampton Roads Beltway City of Chesapeake   | -                           | orge Washing<br>38000                                 | ton Hwy            | 93%        | 0%       | 1%       | 1%            | 5%           | 0%       | F      | 0.085          | F      |               | 40000           | F      |
| Combined Traffic Estimates for 2 Parallel   | -                           | <b>75000</b><br>S 460 Militar                         | <b>F</b><br>ry Hwy | 93%        | 0%       | 1%       | 1%            | 5%           | 0%       | F      | 0.079          | F      | 0.521         | 80000           | F      |
| 64         Hampton Roads Beltway         City of Chesapeake           Combined Traffic Estimates for 2 Parallel | Roadways on this Route:     |   | G<br>G             | 93%<br>93% | 0%<br>0% | 1%<br>1% | 1%<br>1%      | 5%<br>5%     | 0%<br>0% | C<br>C | 0.085<br>0.084 | F<br>A | 0.513         | 38000<br>81000  | G<br>G |
| West<br>64 Ramp City of Chesapeake<br>To  | I-64 W<br>(Maint: 64) 0.28  | -264, I-664<br>/est Collector<br>5600<br>W, Greenbrie | G                  | 95%        | 1%       | 1%       | 1%            | 2%           | 0%       | С      | 0.114          | F      |               | 5900            | G      |
| West<br>64 Ramp City of Chesapeake<br>To  | I-64 W<br>(Maint: 64) 0.25  | Vest Collector<br><b>10000</b><br>E, Greenbrie        | r Rd<br><b>G</b>   |            |          |          |               |              |          |        | 0.088          | F      |               | 11000           | G      |

|                                    | Annu                                | al Average Daily Traffic               | ingineering<br>2020                          | n Divisi<br>stimat | on        | ection o | of Rout | e              |    |        |    |             |    |               |       |    |
|------------------------------------|-------------------------------------|--|--|--------------------|-----------|----------|---------|----------------|----|--------|----|-------------|----|---------------|-------|----|
| Route                              | Jurisdiction                        | Lengt                                  | AADT   | QA                 | 4Tire     | Bus      | 2Axle   | Truc<br>3+Axle |    | 2Trail | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
| West<br>64 Collector Rd            | From:<br>City of Chesapeake (       | ,                                      | I-64 West<br>16000                           | F                  |           |          |         |                |    |        |    | 0.088       | F  |               | 17000 | F  |
| West<br>64 Collector Rd            | From<br>City of Chesapeake (        | I-64 West Exit 289<br>(Maint: 64) 0.10 | <u>B Ramp to G</u><br>7000                   | reenbria<br>G      | r Pkwy Ea | st       |         |                |    |        |    | 0.11        | F  |               | 7400  | G  |
| West<br>64 Collector Rd            | Tar<br>From<br>City of Chesapeake ( | •                                      | m Greenbriar<br>11000                        | Pkwy E<br><b>G</b> | ast       |          |         |                |    |        |    | 0.087       | F  | 0.773         | 12000 | G  |
| West                               | To:<br>From:                        | I-64 West Exit 289                     | A Ramp to G                                  | reenbria           | Pkwy We   | est      |         |                |    |        |    |             |    |               |       |    |
| 64 Collector Rd                    | City of Chesapeake (                |  | 5700   | G                  | · .       |          |         |                |    |        |    | 0.101       | F  | 0.826         | 6100  | G  |
| West<br>64 Collector Rd            | From<br>City of Chesapeake (        | •                                      | n Greenbriar<br><b>16000</b><br>I-64 West    | F<br>F             | est       |          |         |                |    |        |    | 0.095       | F  |               | 17000 | F  |
| M/                                 | From                                |  |  | D 1                |           |          |         |                |    |        |    |             | _  |               |       |    |
| 64 168 Ramp                        | City of Chesapeake (                | (Maint: 64) 0.18                       | West Collect<br><b>3600</b><br>Bus SR 168 1  | G                  | 86%       | 1%       | 1%      | 2%             | 9% | 1%     | С  | 0.078       | F  |               | 3900  | G  |
| West                               | From:                               |  | West Collect                                 |                    |           |          |         |                |    |        |    |             |    |               |       |    |
| Ramp From I-64 W to SR 168 S       | City of Chesapeake (                | (Maint: 64) 0.30                       | 8100<br>168 Battlefie                        | G                  | 97%<br>S  | 0%       | 1%      | 0%             | 1% | 0%     | С  | 0.098       | F  |               | 8700  | G  |
| West<br>(64) (168) I-64 W Exit 290 | From:<br>City of Chesapeake (       |  | I-64 West<br>14000                           | G                  |           |          |         |                |    |        |    | 0.079       | F  |               | 14000 | G  |
|                                    | To:                                 |  | 4 West Exit 2                                |                    |           |          |         |                |    |        |    |             |    |               |       |    |
| West<br>64 168 I-64 W Exit 290     | City of Chesapeake (                | Maint: 64) 0.10                        | 64 W Exit 29<br>6600                         | F                  |           |          |         |                |    |        |    | 0.086       | F  |               | 6900  | F  |
| West                               | To:<br>From:                        | Ramp From E                            | us SR 168 Ba                                 | attlefield         | Blvd S    |          |         |                |    |        |    |             |    |               |       |    |
| 64 168 I-64 W Exit 290             | City of Chesapeake (                |  | <b>11000</b><br>64 W Exit 29                 | <b>G</b>           |           |          |         |                |    |        |    | 0.079       | F  | 0.673         | 11000 | G  |
| West<br>64 I-64 W Exit 290         | From:<br>City of Chesapeake (       | (Maint: 64) 0.12                       | 7000   | G                  |           |          |         |                |    |        |    | 0.085       | F  | 0.536         | 7400  | G  |
| West                               | To:<br>From:                        | Ramp From E                            | us SR 168 Ba                                 | ttlefield          | Blvd N    |          |         |                |    |        |    |             |    |               |       |    |
| 64 I-64 W Exit 290                 | City of Chesapeake (                | ,                                      | <b>16000</b><br>p to I-64 E E:               | <b>G</b>           |           |          |         |                |    |        |    | 0.082       | F  |               | 17000 | G  |
| West<br>64 I-64 W Exit 290         | From:L<br>City of Chesapeake (<br>™ |  | <b>10000</b><br>I-64 West                    | <b>F</b>           |           |          |         |                |    |        |    | 0.083       | F  |               | 11000 | F  |
|                                    |                                     |  |  |                    |           |          |         |                |    |        |    |             |    |               |       |    |
| West<br>64 Ramp                    | City of Chesapeake (                |  | t Exit 291 Co<br><b>3800</b><br>I-464; US 17 | G                  | 97%       | 0%       | 1%      | 1%             | 1% | 0%     | F  | 0.106       | F  |               | 4000  | G  |
| West<br>64 Ramp                    | From:<br>City of Chesapeake (       | Maint: 64)                             | I-64 West<br>7900                            | G                  |           |          |         |                |    |        |    | 0.098       | F  |               | 8400  | G  |
|                                    | To:                                 |  | p from US 17                                 |                    |           |          |         |                |    |        |    |             |    |               |       |    |

|                                   |   | Virginia Department of Tra<br>Traffic Engineering D<br>2020<br>e Daily Traffic Volume Esti<br>City of Chesapea | Division<br>imates By Se      | ection of Re | oute              |      |        |    |             |    |               |       |    |
|-----------------------------------|---|--|-------------------------------|--------------|-------------------|------|--------|----|-------------|----|---------------|-------|----|
| Route                             | Jurisdiction                            | Length AADT (  | QA 4Tire                      | Rus          | Tru<br>xle 3+Axle | -    | 2Trail | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
| West<br>64 Ramp                   | City of Chesapeake (Maint: 64)          | US 17-N017A FROM RT 1<br>0.05 <b>NA</b>  |                               |              | ]                 |      |        |    | NA          |    |               | NA    |    |
|                                   | 10.                                     | 1SR 168-P FROM RT 64 WEST  | & I/NORTH                     |              | <b>T</b>          |      |        |    |             |    |               |       |    |
| West<br>64 I-64 West Collector Rd | From:<br>City of Chesapeake (Maint: 64) | I-64 West<br>NA  |                               |              |                   |      |        |    | NA          |    |               | NA    |    |
| West                              | To:<br>From:                            | Ramp to SR 168 Oak Groove  | e Connector                   |              | J                 |      |        |    |             |    |               |       |    |
| West<br>64 I-64 West Collector Rd | City of Chesapeake (Maint: 64)          |  | F                             |              | -                 |      |        |    | 0.097       | F  |               | 9600  | F  |
| West                              |   | Ramp from I-464 So   | uth                           |              | J                 |      |        |    | NIA         |    |               |       |    |
| 64 I-64 West Collector Rd         | City of Chesapeake (Maint: 64)          | 0.15 NA<br>Ramp to I-464 Nor   | th                            |              | 1                 |      |        |    | NA          |    |               | NA    |    |
| West<br>64 I-64 West Collector Rd | From:<br>City of Chesapeake (Maint: 64) | NA   | ui                            |              | 1                 |      |        |    | NA          |    |               | NA    |    |
| West                              | To-<br>From:                            | Ramp from US 17 No   | orth                          |              | ]                 |      |        |    |             |    |               |       |    |
| 64 I-64 West Collector Rd         | City of Chesapeake (Maint: 64)          | NA<br>Ramp to SR 168   |                               |              | 1                 |      |        |    | NA          |    |               | NA    |    |
| West                              | From:                                   | I-64 West  |                               |              |                   |      |        |    |             |    |               |       |    |
| 64 Ramp                           | City of Chesapeake (Maint: 64)          |  | G                             |              | 1                 |      |        |    | 0.090       | F  |               | 2300  | G  |
|                                   | 15                                      | SR 190 Great Bridge  | Biva                          |              |                   |      |        |    |             |    |               |       |    |
| West<br>(64) Ramp                 | City of Chesapeake (Maint: 64)          | 0.24 <b>5200</b>   | <b>G</b> 97%                  | 0% 1         | % 1%              | 1%   | 0%     | F  | 0.102       | F  |               | 5500  | G  |
| 64 Ramp                           |   | US 17  | G 97/8                        | 076 1        |                   | 1 /0 | 0 /8   | 1  | 0.102       | 1  |               | 5500  | G  |
| West                              | From:                                   | I-64 West  |                               |              |                   |      |        |    |             |    |               |       |    |
| $\overline{(64)}$ Ramp            | City of Chesapeake (Maint: 64)          |  | G                             |              | 4                 |      |        |    | 0.076       | F  |               | 4700  | G  |
|                                   | To:                                     | US 13 Military Highv   | way                           |              |                   |      |        |    |             |    |               |       |    |
|                                   | From:                                   | Bus US 17 George Washing   |                               |              |                   |      |        |    |             |    |               |       |    |
| 165 Moses Grandy Trail            | City of Chesapeake                      |  | <b>G</b> 98%                  | 1% 1         | % 0%              | 0%   | 0%     | С  | 0.099       | F  | 0.519         | 12000 | G  |
| (165)Cedar Rd                     | City of Chesapeake                      | US 17 Dominion Bl<br>23000   | vd<br>G 98%                   | 1% 1         | % 0%              | 0%   | 0%     | С  | 0.09        | F  | 0.535         | 24000 | G  |
| $\bigcirc$                        | To                                      | Bells Mill Rd Wes  | t                             |              | 1                 |      |        |    |             |    |               |       |    |
| 165 Cedar Rd                      | City of Chesapeake                      |  | <b>G</b> 98%                  | 1% 1         | % 0%              | 0%   | 0%     | F  | 0.089       | F  | 0.529         | 29000 | G  |
| (165)Cedar Rd                     | City of Chesapeake                      | 131-8798 Bells Mill Ro<br>1.73 <b>24000</b>  | <u>i East</u><br><b>G</b> 98% | 1% 1         | % 0%              | 0%   | 0%     | F  | 0.081       | F  | 0.57          | 26000 | G  |
| 100 0000 110                      |   |  |                               | 170 1        | 1                 | 0 /0 | 0 /0   |    | 0.001       |    | 0.57          | 20000 | u  |
| Bus                               | From:                                   | Bus SR 168 Battlefield   |                               |              | J                 |      |        |    |             |    |               |       |    |
| 165 168 Battlefield Blvd          | City of Chesapeake                      |  | <b>G</b> 99%                  | 0% 1         | % 0%              | 0%   | 0%     | С  | 0.083       | F  | 0.505         | NA    |    |
| (165) Mt Pleasant Rd              | City of Chesapeake                      | BUS SR 168 Battlefield<br>0.75 <b>17000</b>  | <u>I Blvd</u><br><b>G</b> 97% | 1% 1         | % 1%              | 1%   | 0%     | F  | 0.102       | F  | 0.613         | 18000 | G  |
|                                   |   |  |                               | 170 1        |                   | 1 /0 | 0 /0   |    | 5.102       |    | 0.010         | 10000 | 9  |
| (165)Mt Pleasant Rd               | City of Chesapeake                      | SR 168 Great Bridge B<br>2.57 <b>17000</b>   | ypass<br>G 97%                | 1% 1         | % 1%              | 1%   | 0%     | С  | 0.097       | F  | 0.511         | 18000 | G  |
|                                   |   | 131-866 Centerville T  |                               | 170 1        | ]                 | . /0 | 0 /0   | 0  | 5.007       |    | 0.011         | 10000 | 4  |
|                                   |   |  |                               |              |                   |      |        |    |             |    |               |       |    |

|                               | Vin<br>Annual Average D         | ginia Department o<br>Traffic Engineer<br>2020<br>aily Traffic Volume<br>City of Ches | ing Divis<br>Estimat | ion              | ection   | of Route | )             |    |    |    |             |    |               |       |    |
|-------------------------------|---------------------------------|---|----------------------|------------------|----------|----------|---------------|----|----|----|-------------|----|---------------|-------|----|
| Route                         | Jurisdiction                    | Length AAD  | r QA                 | 4Tire            | Bus      |          | Tru<br>3+Axle |    |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
| 165 Mt Pleasant Rd            | From:<br>City of Chesapeake     | 131-866 Center<br>4.53 <b>9100</b>  | G                    | 97%              | 0%       | 1%       | 1%            | 1% | 0% | С  | 0.110       | F  | 0.558         | 9700  | G  |
| 165 Mt Pleasant Rd            | City of Chesapeake              | 131-8667 Fentress<br>0.91 9700<br>WCL Virginia  | G                    | d<br>97%         | 0%       | 1%       | 1%            | 1% | 0% | F  | 0.116       | F  | 0.661         | 10000 | G  |
| (166)Bainbridge Blvd          | Frem<br>City of Chesapeake      | US 17 Domini<br>1700  |                      | 87%              | 1%       | 2%       | 7%            | 3% | 0% | F  | 0.093       | F  | 0.682         | 1900  | G  |
| 166 Bainbridge Blvd           | City of Chesapeake              | SR 190 Great B<br>0.69 <b>5800</b>  |                      | 87%              | 1%       | 2%       | 7%            | 3% | 0% | С  | 0.101       | F  | 0.578         | 6500  | F  |
| 166 460 Bainbridge Blvd       | Form                            | US 13 Milita<br>9600  |                      | 94%              | 0%       | 1%       | 1%            | 3% | 0% | F  | 0.103       | F  | 0.561         | 10000 | F  |
| 166 460 Bainbridge Blvd       | City of Chesapeake              | Freeman .<br>1.25 <b>8900</b>   | G                    | 94%              | 0%       | 1%       | 1%            | 3% | 0% | F  | 0.086       | F  | 0.534         | 9400  | G  |
| 166 460 Bainbridge Blvd       | City of Chesapeake              | Chesapeak<br>0.81 7500<br>SR 337 Poind  | F                    | 94%              | 0%       | 1%       | 1%            | 3% | 0% | С  | 0.085       | F  | 0.631         | 8000  | F  |
| 166 460 Poindexter St         | From City of Chesapeake         | Bainbridge<br>0.56 <b>6800</b>  | G                    | 98%              | 1%       | 1%       | 0%            | 0% | 0% | С  | 0.119       | F  | 0.699         | 7200  | G  |
| (166)(460) <sup>22nd</sup> St | City of Chesapeake              | 0.39 Liberty<br>SCL North   | G                    | 98%              | 1%       | 1%       | 0%            | 0% | 0% | F  | 0.122       | F  | 0.738         | 5400  | G  |
| (168) Battlefield Blvd        | From<br>City of Chesapeake      | North Carolina 1.79 <b>26000</b>  | State Line           | 97%              | 1%       | 1%       | 1%            | 1% | 0% | С  | 0.157       | А  | 0.538         | 24000 | A  |
| 168 Chesapeake Expressway     | City of Chesapeake              | Bus SR 168 Battlefield 1<br>2.92 <b>1200</b>  |                      | ush Rd<br>97%    | 1%       | 1%       | 1%            | 1% | 0% | F  | 0.087       | F  | 0.715         | 11000 | F  |
| 168 Chesapeake Expressway     | City of Chesapeake (Maint: TOL) | 2.94 <b>1200</b>  | ) F                  | n Creek R<br>98% | .d<br>0% | 1%       | 1%            | 0% | 0% | F  | 0.086       | F  | 0.716         | 11000 | F  |
| 168 Chesapeake Expressway     | City of Chesapeake (Maint: TOL) | Hillcrest P<br>35000  | ) F                  | 97%              | 1%       | 1%       | 1%            | 1% | 0% | F  | 0.086       | F  | 0.663         | 33000 | F  |
| 168 Great Bridge Bypass       | City of Chesapeake              | End Toll F<br>35000<br>Bus SR 168 Battl   | ) F                  | 97%              | 1%       | 1%       | 1%            | 1% | 0% | F  | 0.086       | F  | 0.663         | 33000 | F  |
| (168) Great Bridge Bypass     | From<br>City of Chesapeake      | 0.20 <b>32000</b><br>Hanbury  | ) F                  | 97%              | 1%       | 1%       | 1%            | 1% | 0% | F  | 0.084       | F  | 0.65          | 30000 | F  |
| 168 Great Bridge Bypass       | City of Chesapeake              | 1.50 <b>4400</b><br>SR 165 Mt Ple   | ) F                  | 97%              | 1%       | 1%       | 1%            | 1% | 0% | F  | 0.084       | F  | 0.65          | 41000 | F  |
| 168 Great Bridge Bypass       | City of Chesapeake              | 2.49 <b>5800</b><br>Bus SR 168 Batt   | ) F                  |                  | 0%       | 2%       | 0%            | 1% | 0% | С  | 0.085       | F  | 0.643         | 54000 | F  |
| 168 Oak Grove Connector       | City of Chesapeake              | 1.82 <b>6100</b><br>I-64  |                      | 97%              | 1%       | 1%       | 0%            | 1% | 0% | F  | 0.084       | F  | 0.589         | 57000 | F  |

|  | Ann                                       | Vi<br>uual Average [ |              | aineerina<br>2020    | ı Divisi<br>stimat | on       |            | Rou    | ite         |           |         |         |              |        |               |        |    |
|--|---|----------------------|--------------|----------------------|--------------------|----------|------------|--------|-------------|-----------|---------|---------|--------------|--------|---------------|--------|----|
| Route                                    | Jurisdictio                               | 'n                   | Length       | AADT                 | QA                 | 4Tire    | BUS        |        | e 3+Axle    |           |         | QC      | K<br>Factor  | QK     | Dir<br>Factor | AAWDT  | QW |
|  | From:                                     |                      |              | I-64                 |                    |          |            |        |             |           |         |         |              |        |               |        |    |
| $(168)\overline{(64)}$ Hampton Roads Bel |   |                      | 0.50         |                      |                    | Se       | ee I-64 fo | or dir | ectional t  | raffic vo | lume es | timate  | es for this  | s segr | ment.         |        |    |
| $\bigcirc \bigcirc$                      | Combined Traffic Estimates for 2 Parallel | Roadways on          | this Route:  | 101000               | Ν                  | 97%      | 0%         | 1%     | 1%          | 1%        | 0%      | Ν       | NA           |        |               | 108000 | Ν  |
|  | To:                                       |                      |              | -64; US 17           |                    |          |            |        |             |           |         |         |              |        |               |        |    |
|  | From:                                     |                      | SR           | 168 CD R             | d                  | -        | 1011       |        |             |           |         |         | 6 . H .      |        |               |        |    |
| (168) (64) I-64 W Exit 290               |   |                      |              |                      |                    | Se       | ee I-64 to | or dir | ectional ti | raffic vo | lume es | timate  | es for this  | segr   | ment.         |        |    |
| <u> </u>                                 | To:<br>From:                              |                      | Ramp         | to Bus SR            | 168 S              |          |            |        |             |           |         |         |              |        |               |        |    |
| (168) (64) I-64 W Exit 290               | City of Chesapeake                        | (Maint: 64)          | 0.10         |                      |                    | Se       | ee I-64 fo | or dir | ectional ti | raffic vo | lume es | timate  | es for this  | segr   | ment.         |        |    |
| $\bigcirc \bigcirc$                      | To  |                      | Ramp         | From SR 1            | 68 5               |          |            |        |             |           |         |         |              |        |               |        |    |
| (168) (64) I-64 W Exit 290               | City of Chesapeake                        | (Maint: 64)          | 0.20         | TIOIII SIX I         | 00.5               | Se       | e I-64 fo  | or dir | ectional ti | raffic vo | lume es | timate  | s for this   | sear   | ment          |        |    |
| 168 64 1-64 W Exit 290                   |   |                      |              | SR 168, Bus          | s SR 168           |          | 0010110    |        | ootionarti  |           |         | linnate |              | , oogi | nont.         |        |    |
|  | From:                                     |                      |              | to Bus SR            |                    |          |            |        |             |           |         |         |              |        |               |        |    |
| $(168)$ $(\overline{64})$ Ramp           | City of Chesapeake                        | (Maint: 64)          | 0.18         |                      |                    | Se       | ee I-64 fo | or dir | ectional ti | raffic vo | lume es | timate  | s for this   | segr   | ment.         |        |    |
|  | Ta  | · ·                  | r            | Due CD 160           |                    |          |            |        |             |           |         |         |              | -      |               |        |    |
| Bus                                      | From:                                     |                      | Г            | Bus SR 168           |                    |          |            |        |             |           |         |         |              |        |               |        |    |
| (168)(168)Battlefield Blvd               | City of Chesar                            | beake                | 0.35         | 54000                | Ν                  | 89%      | 1%         | 1%     | 3%          | 7%        | 0%      | Ν       | 0.086        | F      | 0.553         | 57000  | N  |
| $\smile \bigcirc$                        | To:                                       |                      |              | 1 Bus SR 10          | 68                 |          |            |        |             |           |         |         |              |        |               |        |    |
|  | From:                                     |                      |              | -64; US 17           | _                  | 050/     | 00/        |        | 10/         | 0.04      | 00/     | _       |              | _      | 0 5 4 7       | 00000  | -  |
| 168 Battlefield Blvd                     | City of Chesar                            | beake                | 0.54         | 34000                | F                  | 95%      | 0%         | 1%     | 1%          | 3%        | 0%      | F       | 0.086        | F      | 0.547         | 36000  | F  |
| $\smile$                                 | Te-<br>From:                              |                      | US 1         | 3 Military I         | Hwy                |          |            |        |             |           |         |         |              |        |               |        |    |
| (168)Battlefield Blvd                    | City of Chesap                            | beake                | 0.47         | 20000                | G                  | 96%      | 1%         | 1%     | 1%          | 2%        | 0%      | F       | 0.082        | F      | 0.519         | 21000  | G  |
| $\bigcirc$                               | Ta  |                      | Ca           | mpostella F          | 2d                 |          |            |        |             |           |         |         |              |        |               |        |    |
| (168) Atlantic Ave                       | City of Chesa                             | peake                | 0.42         | 14000                | G                  | 96%      | 1%         | 1%     | 1%          | 2%        | 0%      | F       | 0.093        | F      | 0.542         | 15000  | G  |
|  |   |                      |              |                      |                    | 00/0     | 170        |        | 170         | 270       | 0,0     | •       | 0.000        | •      | 0.012         | 10000  | G  |
|  | To:<br>From:                              |                      |              | ovidence R           |                    | 000/     |            |        | 1.01        | 0.01      |         | _       |              |        | 0.540         |        |    |
| 168 Atlantic Ave                         | City of Chesap                            | beake                | 1.16         | 15000                | Α                  | 96%      | 1%         | 1%     | 1%          | 2%        | 0%      | С       | 0.113        | A      | 0.512         | 16000  | A  |
| $\checkmark$                             | To<br>From                                |                      | Old A        | Atlantic Ave         | enue               |          |            |        |             |           |         |         |              |        |               |        |    |
| (168) Atlantic Ave                       | City of Chesar                            | beake                | 0.39         | 8700                 | G                  | 96%      | 1%         | 1%     | 1%          | 2%        | 0%      | F       | 0.102        | F      | 0.56          | 9300   | G  |
|  | Ta  |                      | CD (         | ACT the star         | DJ                 |          |            |        |             |           |         |         |              |        |               |        |    |
| (168)Campostella Rd                      | City of Chesa                             | poako                | 0.35         | 246 Liberty<br>15000 | F                  | 96%      | 1%         | 1%     | 1%          | 2%        | 0%      | F       | 0.099        | F      | 0.599         | 16000  | F  |
| 168 Campostella Hu                       |   | Jeane                |              | CL Norfolk           |                    | 30 /8    | 1 /0       | 1/0    | 1 /0        | 2 /0      | 0 /8    |         | 0.033        |        | 0.555         | 10000  | 1  |
|  | -   |                      |              |                      |                    |          |            |        |             |           |         |         |              |        |               |        |    |
| North                                    | From:                                     | (Mainta OA)          | SR 168; 1SR  |                      | 168-N01            | 5B       |            |        |             |           |         |         | <b>N</b> 1 A |        |               |        |    |
| (168)Ramp                                | City of Chesapeake                        | (Maint: 64)          |              | NA                   |                    | _        |            |        |             |           |         |         | NA           |        |               | NA     |    |
| <u> </u>                                 | 10:                                       |                      | US 17-N01    | 7C TO RT             | 64 WES             | Т        |            |        |             |           |         |         |              |        |               |        |    |
| North                                    | From:                                     |                      | SR 168; 1SR  |                      | 168-N01            | 5A       |            |        |             |           |         |         |              |        |               |        |    |
| (168)Ramp                                | City of Chesapeake                        | (Maint: 64)          |              | NA                   |                    |          |            |        |             |           |         |         | NA           |        |               | NA     |    |
| $\smile$                                 | Ta  |                      | SR 168-N015C | TO RT 17             | SOUTH              | & 190    |            | -      |             |           |         |         |              | _      |               |        |    |
| North                                    | From:                                     |                      |              |                      |                    |          |            |        |             |           |         |         | 0.140        | -      |               | 10000  | 0  |
| 168 Ramp                                 | City of Chesapeake                        | (Maint: 64)          | 0.05         | 17000                | G                  |          |            |        |             |           |         |         | 0.110        | F      |               | 19000  | G  |
| North                                    | To:<br>From:                              | US 1                 | 7-N017B FROM | 1 RT 17 NO           | ORTH T             | O 464 NO | R          |        |             |           |         |         |              |        |               |        |    |
| North<br>(168)Ramp                       | City of Chesapeake                        | (Maint: 64)          | 0.07         | 5100                 | G                  |          |            |        |             |           |         |         | 0.127        | F      |               | 5500   | G  |
|  |   | (Maint: 04)          |              | 91A US 17            |                    |          |            |        |             |           |         |         | 0.127        |        |               | 0000   | u  |
|  |   |                      | 1-04-W2      | JIA 03 17            | -1017              |          |            |        |             |           |         |         |              |        |               |        |    |

| Α  | Viro<br>nnual Average Da |                               | ineering<br>2020                  | d Divisio              | n                 | ection o | f Route | 9             |     |    |    |             |    |               |       |    |
|--|--------------------------|-------------------------------|-----------------------------------|------------------------|-------------------|----------|---------|---------------|-----|----|----|-------------|----|---------------|-------|----|
| Route Jurisdic   | ion                      | Length                        | AADT                              | QA                     | 4Tire             | Bus      |         | Tru<br>3+Axle |     |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
| lorth<br>168 Ramp City of Chesapea                       | ke (Maint: 64)           | R 168-N015B T<br>0.38         | NA                                |                        |                   |          |         |               |     |    |    | NA          |    |               | NA    |    |
| iouth r  | om:                      |                               | 8-P TO R                          | Т 190                  | & 190             |          |         |               |     |    |    |             |    |               |       |    |
| 168) Ramp City of Chesapea                               |                          | R 168-N015C T                 | 14000                             | G<br>SOUTH a           | & 190             |          |         |               |     |    |    | 0.084       | F  |               | 15000 | G  |
| 168) Ramp City of Chesapea                               | e (Maint: 64)            | IS 17 SR 190 FF               | NA                                |                        |                   |          |         |               |     |    |    | NA          |    |               | NA    |    |
| 168 SB From I 464 S to south of Interchange City of Ches | apeake                   | SR 168 so                     | uth of Inte<br>NA<br>I-464 S      | erchange               |                   |          |         |               |     |    |    | NA          |    |               | NA    |    |
| Bus<br>168) Battlefield Blvd City of Ches                |                          | 68 Chesapeake                 |                                   | ay; Battle<br><b>G</b> | field Blvd<br>97% | 1%       | 1%      | 1%            | 1%  | 0% | F  | 0.088       | F  | 0.630         | 14000 | G  |
| 168)Battlefield Blvd City of Ches                        | apeake                   | 1.55                          | an Creek F<br>16000               | G                      | 97%               | 1%       | 1%      | 1%            | 1%  | 0% | F  | 0.088       | F  | 0.599         | 17000 | G  |
| Bus<br>168)Battlefield Blvd City of Ches                 | apeake                   |                               | terville Tp<br>19000              | <sup>ke</sup><br>G     | 97%               | 1%       | 1%      | 1%            | 1%  | 0% | F  | 0.121       | F  | 0.553         | 20000 | G  |
| Bus<br>168)Battlefield Blvd City of Ches                 | apeake                   | SR 168 G1<br>0.28             | reat Bridge<br>9800               | e Bypass<br><b>G</b>   | 99%               | 0%       | 1%      | 0%            | 0%  | 0% | F  | 0.103       | F  | 0.687         | 10000 | G  |
| Bus  | To:<br>om:               | 131-88                        | 02 Hanbur                         | ry Rd                  |                   |          |         |               |     |    |    |             |    |               |       |    |
| Battlefield Blvd City of Ches                            |                          |                               | 11000                             | G                      | 99%               | 0%       | 1%      | 0%            | 0%  | 0% | F  | 0.103       | F  | 0.687         | 12000 | G  |
| Bus<br>168) 165) Battlefield Blvd City of Ches           | out.                     | <u>165 S, Mount I</u><br>0.26 | Pleasant Ro<br>28000              | d, Johnsto<br><b>G</b> | 99%               | 0%       | 1%      | 0%            | 0%  | 0% | С  | 0.083       | F  | 0.505         | NA    |    |
|  | To                       | SR 165 N                      | orth; Ceda                        | ar Road                |                   |          |         |               |     |    |    |             |    |               |       |    |
| Bus<br>168) Battlefield Blvd City of Ches                | apeake                   | 1.24                          | 30000                             | F                      | 99%               | 0%       | 0%      | 0%            | 0%  | 0% | С  | 0.088       | F  | 0.579         | 32000 | F  |
| Bus  | To:<br>om:               | SR 190 C                      | Breat Bridg                       | ge Blvd                |                   |          |         |               |     |    |    |             |    |               |       |    |
| 168 Battlefield Blvd City of Ches                        | apeake                   | 0.17<br>SR 168 Gi             | 32000                             | G<br>Bypass            | 99%               | 0%       | 1%      | 0%            | 0%  | 0% | F  | 0.081       | F  | 0.566         | 34000 | G  |
| Bus<br>168) Battlefield Blvd City of Ches                | apeake                   |                               | 34000                             |                        | 96%               | 1%       | 1%      | 1%            | 1%  | 0% | С  | 0.087       | F  | 0.650         | 36000 | F  |
| Bus<br>168)Battlefield Blvd City of Ches                 |                          | Hollywood                     |                                   |                        | 06%               | 10/      | 10/     | 20/           | 10/ | 0% | C  | 0.097       | F  | 0.650         | 47000 | F  |
| 168 Battlefield Blvd City of Ches                        | apeane                   | 0.68                          |                                   |                        | 96%               | 1%       | 1%      | 2%            | 1%  | 0% | С  | 0.087       | F  | 0.650         | 47000 | F  |
| Bus<br>168 Battlefield Blvd City of Ches                 | apeake                   |                               | olvo Pkwy<br><b>54000</b><br>I-64 | F                      | 89%               | 1%       | 1%      | 3%            | 7%  | 0% | С  | 0.086       | F  | 0.553         | 57000 | F  |

#### Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

| Houte         Jurisdiction         Largit         AAD T         OA         Factor         AAWD         AWD         OW           Bits         The field  |  |                                | City of Chesape   | Sanc |       |       |                        |          |          |         |    | 14     |    | D:     |       |          |  |  |  |  |
|---|--|--------------------------------|-------------------|------|-------|-------|------------------------|----------|----------|---------|----|--------|----|--------|-------|----------|--|--|--|--|
| Base<br>(188)         Image: City of Chesspeake<br>(Main: 64)         Le4<br>(SS 5600 N         SS 1600 N         89% 1%<br>(SS 5600 N         N         0.086 F         0.553         57000 N         N           Base<br>(188)         City of Chesspeake<br>(Main: 64)         Dis SK 106 Main: 64)<br>(SS 5600 G         0         99% 0% 0%         0% 0% 0% 0% 0% 0%         C         0.085 F         9600 G         99% 0% 0%         0% 0% 0% 0% 0% 0% 0% 0% 0% 0%         C         0.085 F         9600 G         99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%   | Route  | Jurisdiction                   | Length AADT       | QA   | 4Tire | Bus   |                        |          |          |         | QC | K      | QK | Dir    | AAWDT | QW       |  |  |  |  |
| Head         City of Chesspeake         0.35         50000         N         9%         1%         1%         3%         7%         0%         N         0.086         F         0.533         57000         N           Base<br>(188)         The Mark Michael Bard         0%   |  | From                           | -                 |      |       |       | 2Axie                  | 3+Axle   | 1 I rail | 21 rail |    | Factor |    | Factor |       |          |  |  |  |  |
| Bait         Bit (68 Num)         Image: Bait (68 Num)   | Bus<br>Loo Battlefield Blvd  | City of Chesaneake             |                   | N    | 89%   | 1%    | 1%                     | 3%       | 7%       | 0%      | N  | 0 086  | F  | 0 553  | 57000 | N        |  |  |  |  |
| Bus<br>(168)         Data SR 168 North<br>Lef Ward Collector Rd         Data SR 168 North<br>Lef Ward Collector Rd         O''         O''         O''         O''         C         0.083         F         9800         G           Bus<br>(168)         Pamp From Bus SR 168 NB to 1-64 EB         City of Chesapeake (Maint: 64)         0.18         PRO         0 %         0% <td>168 168 Dattieneid Divd</td> <td></td> <td></td> <td></td> <td>0378</td> <td>1 /0</td> <td>1 /0</td> <td>0 /0</td> <td>1 /0</td> <td>0 /8</td> <td>IN</td> <td>0.000</td> <td>'</td> <td>0.555</td> <td>57000</td> <td>IN I</td>   | 168 168 Dattieneid Divd  |                                |                   |      | 0378  | 1 /0  | 1 /0                   | 0 /0     | 1 /0     | 0 /8    | IN | 0.000  | '  | 0.555  | 57000 | IN I     |  |  |  |  |
| 168       Ramp From Bus SR 168 NB to 1-64 WB       City of Chesapeake (Main: 64)       0.28       9100       G       9%       0%   | Due  | Fram                           |                   |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| I-64 Wet Collector Rd           Base         Image: College and the coll    | Bus<br>I co Bamp From Bus SB 168 NB to I-64 WB   | City of Chesapeake (Maint: 64) |                   |      | 99%   | 0%    | 0%                     | 0%       | 0%       | 0%      | С  | 0.083  | F  |        | 9800  | G        |  |  |  |  |
| Bus         The         Bus SR 168 North         The         Bus SR 168 North         Orthogonal   |  |                                |                   |      | 0070  | 070   | - 0/0                  | 070      | 070      | 070     | Ŭ  | 0.000  |    |        | 0000  | G        |  |  |  |  |
| Iteg       Ramp From Bus SR 168 NB to I-64 EB       City of Chesapeake (Maint: 64)       0.18       Totol Calue or C | Pue  | From:                          |                   |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| $\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$  |  | City of Chesapeake (Maint: 64) |                   |      | 97%   | 0%    | 1%                     | 0%       | 1%       | 0%      | С  | 0.076  | F  |        | 8100  | G        |  |  |  |  |
| Bus<br>168         Ramp         City of Chesspeake (Maint: 64)         0.17         3800         G         94%         0%         C         0.076         F         4000         G           Bus<br>168         Ramp         City of Chesspeake (Maint: 64)         0.37         3800         G         94%         0%         Z         0.076         F         4000         G           Bus<br>168         Ramp         City of Chesspeake (Maint: 64)         0.35         3600         G         86%         1%         1%         1%         0%         C         0.078         F         3900         G           168         Ramp         City of Chesspeake (Maint: 64)         0.35         3600         G         89%         1%         1%         3%         0%         C         0.078         F         3900         G           190         Great Bridge Blvd         City of Chesspeake         0.83         3600         G         89%         3%         1%         3%         3%         0%         F         0.110         F         0.705         7600         G           190         Great Bridge Blvd         City of Chesspeake         2.34         10000         F         98%         0%         1%   | 100  | то:                            |                   |      |       |       |                        | - / -    |          |         | -  |        | -  |        |       | <b>.</b> |  |  |  |  |
| Test       City of Chesapeake       (Maint: 64)       0.17       3800       G       94%       0%       2%       1%       3%       0%       C       0.076       F       4000       G         Bus       164       Bus       Bus<  | Bue  | From:                          |                   |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| $\frac{10}{168} Ramp \\ \begin{array}{c c c c c c c c c c c c c c c c c c c $   |  | City of Chesapeake (Maint: 64) |                   |      | 94%   | 0%    | 2%                     | 1%       | 3%       | 0%      | С  | 0.076  | F  |        | 4000  | G        |  |  |  |  |
| 166       Ramp       City of Chesapeake       (Maint: 64)       0.35       3600       G       86%       1%       1%       2%       9%       1%       C       0.078       F       3900       G         100       Intel East       Intel East <td <="" colspan="4" td=""><td></td><td>To:</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td>   | <td></td> <td>To:</td> <td></td>                                   |                                |                   |      |       | To:   |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| 166       Ramp       City of Chesapeake       (Maint: 64)       0.35       3600       G       86%       1%       1%       2%       9%       1%       C       0.078       F       3900       G         100       Intel East       Intel East <td <="" colspan="4" td=""><td>Bus</td><td>From</td><td>Bus SR 168 Battlefield</td><td>d Blvd S</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td>   | <td>Bus</td> <td>From</td> <td>Bus SR 168 Battlefield</td> <td>d Blvd S</td> <td></td> |                                |                   |      | Bus   | From  | Bus SR 168 Battlefield | d Blvd S |          |         |    |        |    |        |       |          |  |  |  |  |
| 1-64 East           1-64 East           The City of Chesapeake         0.83 3600 G         89% 3% 1%         3%         0.81 66 Bainbridge Bivd           131-8763 Camposella Rd           130 Great Bridge Blvd         City of Chesapeake         0.30 7100 G         89% 3% 1%         3%         0.011 F         F         0.063 11000 F         98% 0% 0%         0%         F         0.0655 11000 F         F         0.0655 11000 F         F         0.065         1000 F         98% 0% 0%         0%         0%         0%         0%         0%          0.0000 F   | (168)Ramp  | City of Chesapeake (Maint: 64) |                   |      |       | 1%    | 1%                     | 2%       | 9%       | 1%      | С  | 0.078  | F  |        | 3900  | G        |  |  |  |  |
| 190       Great Bridge Blvd       City of Chesapeake       0.81 r00 Buildinge Blvd       3% 0%       C       0.110       F       0.705       3800       G         190       Great Bridge Blvd       City of Chesapeake       0.30       7100       G       89%       3%       1%       3%       3%       0%       F       0.110       F       0.705       3800       G         190       Great Bridge Blvd       City of Chesapeake       0.30       7100       G       89%       3%       1%       3%       3%       0%       F       0.110       F       0.705       7600       G         190       Great Bridge Blvd       City of Chesapeake       11000       F       98%       0%       1%       0%       0%       0%       F       0.091       F       0.665       11000       F         190       Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       0%       0%       C       0.095       F       0.665       11000       F         190       Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       0%       1%       0%       K <td></td> <td></td> <td>I-64 East</td> <td></td>  |  |                                | I-64 East         |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| 190       Great Bridge Blvd       City of Chesapeake       0.83       3600       G       89%       3%       1%       3%       3%       0%       C       0.110       F       0.705       3800       G         190       Great Bridge Blvd       City of Chesapeake       0.30       7100       G       89%       3%       1%       3%       3%       0%       C       0.110       F       0.705       7600       G         190       Great Bridge Blvd       City of Chesapeake       0.30       7100       G       89%       3%       1%       3%       3%       0%       F       0.110       F       0.705       7600       G         190       Great Bridge Blvd       City of Chesapeake       11000       F       98%       0%       1%       0%       0%       %       F       0.091       F       0.643       11000       F         190       Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       0%       0%       C       0.095       F       0.643       11000       F         190       Kempsville Rd       City of Chesapeake       0.81       28000       G   |  | From:                          | SR 166 Bainbridge | Blvd |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| 131-8763 Campostella Rd           190) Great Bridge Blvd         City of Chesapeake         0.30         7100         G         89%         3%         1%         3%         0%         F         0.110         F         0.705         7600         G           190) Great Bridge Blvd         City of Chesapeake         11000         F         98%         0%         1%         0%         0%         F         0.091         F         0.643         11000         F           190) Great Bridge Blvd         City of Chesapeake         1.31         1000         F         98%         0%         1%         0%         0%         C         0.091         F         0.645         11000         F           190) Great Bridge Blvd         City of Chesapeake         2.34         10000         F         98%         0%         1%         0%         0%         C         0.095         F         0.665         11000         F           190) Kempsville Rd         City of Chesapeake         0.81         28000         G         98%         0%         0%         1%         1%         0%         C         0.088         F         0.512         30000         G           190) Kempsville Rd  | (190)Great Bridge Blvd   | City of Chesapeake             | 12                |      | 89%   | 3%    | 1%                     | 3%       | 3%       | 0%      | С  | 0.110  | F  | 0.705  | 3800  | G        |  |  |  |  |
| 190       Great Bridge Blvd       City of Chesapeake       0.30       7100       G       89%       3%       1%       3%       3%       0%       F       0.705       7600       G         190       Great Bridge Blvd       City of Chesapeake       164       164       164       1000       F       98%       0%       1%       0%       0%       F       0.091       F       0.643       11000       F         190       Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       0%       0%       0%       F       0.665       11000       F         190       Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       1%       0%       0%       C       0.085       F       0.665       11000       F         190       Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       0%       1%       1%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       0.81       28000       G       98%   |  | Ta                             | 131 8763 Camposta |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| 1-64         190) Great Bridge Blvd       City of Chesapeake       11000       F       98%       0%       1%       0%       0%       0%       F       0.091       F       0.643       11000       F         190) Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       0%       0%       0%       C       0.095       F       0.665       11000       F         190) Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       0%       0%       C       0.095       F       0.665       11000       F         190) Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       0%       0%       C       0.087       F       0.578       29000       G         190) Kempsville Rd       City of Chesapeake       0.81       28000       G       98%       0%       0%       1%       0%       C       0.088       F       0.512       30000       G         190) Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       0%       0% <td>Great Bridge Blvd</td> <td>City of Chesapeake</td> <td></td> <td></td> <td>89%</td> <td>3%</td> <td>1%</td> <td>3%</td> <td>3%</td> <td>0%</td> <td>F</td> <td>0.110</td> <td>F</td> <td>0.705</td> <td>7600</td> <td>G</td>   | Great Bridge Blvd  | City of Chesapeake             |                   |      | 89%   | 3%    | 1%                     | 3%       | 3%       | 0%      | F  | 0.110  | F  | 0.705  | 7600  | G        |  |  |  |  |
| 190       Great Bridge Blvd       City of Chesapeake       11000       F       98%       0%       1%       0%       0%       F       0.091       F       0.643       11000       F         190       Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       0%       0%       0%       C       0.095       F       0.665       11000       F         190       Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       0%       0%       F       0.097       F       0.655       11000       F         190       Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       0%       0%       F       0.087       F       0.578       29000       G         190       Kempsville Rd       City of Chesapeake       0.81       28000       G       98%       0%       0%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       0%       F       0.096   | (190)  |                                |                   | •    |       | • • • |                        | - / -    | • / •    |         |    |        |    |        |       | <b>.</b> |  |  |  |  |
| US 17 Dominion Blvd           190         Great Bridge Blvd         City of Chesapeake         2.34         1000         F         98%         0%         1%         0%         0%         C         0.095         F         0.665         11000         F           190         Kempsville Rd         City of Chesapeake         0.48         28000         G         98%         0%         1%         0%         F         0.087         F         0.655         11000         F           190         Kempsville Rd         City of Chesapeake         0.48         28000         G         98%         0%         1%         1%         0%         F         0.087         F         0.578         29000         G           190         Kempsville Rd         City of Chesapeake         0.81         28000         G         98%         0%         0%         1%         0%         C         0.088         F         0.512         30000         G           190         Kempsville Rd         City of Chesapeake         0.81         28000         G         99%         0%         0%         0%         6         0.562         20000         G           190         Kempsville Rd  | Great Bridge Blyd  | City of Chesanaaka             |                   | -    | 08%   | 0%    | 1%                     | 0%       | 0%       | 0%      | F  | 0.001  | F  | 0.643  | 11000 | F        |  |  |  |  |
| 190       Great Bridge Blvd       City of Chesapeake       2.34       10000       F       98%       0%       1%       0%       0%       C       0.095       F       0.665       11000       F         190       Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       1%       0%       C       0.095       F       0.665       11000       F         190       Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       1%       1%       0%       F       0.087       F       0.578       29000       G         190       Kempsville Rd       City of Chesapeake       0.81       28000       G       98%       0%       0%       1%       1%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       1%       0%       0%       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       0% <t< td=""><td>(190) circat bildge bivd</td><td>Only of Onesapeare</td><td></td><td></td><td>5078</td><td>0 /0</td><td>1 /0</td><td>078</td><td>0 /0</td><td>070</td><td></td><td>0.001</td><td></td><td>0.040</td><td>11000</td><td></td></t<>  | (190) circat bildge bivd   | Only of Onesapeare             |                   |      | 5078  | 0 /0  | 1 /0                   | 078      | 0 /0     | 070     |    | 0.001  |    | 0.040  | 11000 |          |  |  |  |  |
| Bus SR 168 Battlefield Blvd           190         Kempsville Rd         City of Chesapeake         0.48         28000         G         98%         0%         1%         1%         0%         F         0.578         29000         G           190         Kempsville Rd         City of Chesapeake         0.81         28000         G         98%         0%         0%         1%         1%         0%         C         0.087         F         0.578         29000         G           190         Kempsville Rd         City of Chesapeake         0.81         28000         G         98%         0%         1%         1%         0%         C         0.088         F         0.512         30000         G           190         Kempsville Rd         City of Chesapeake         1.81         19000         G         99%         0%         0%         0%         F         0.096         F         0.562         20000         G           190         Kempsville Rd         City of Chesapeake         0.49         17000         G         99%         0%         0%         0%         %         F         0.541         19000         G           190         Kempsville Rd  |  |                                |                   |      | 000/  | 00/   |                        | 00/      | 00/      | 00/     | 0  | 0.005  | -  | 0.005  | 11000 | -        |  |  |  |  |
| 190       Kempsville Rd       City of Chesapeake       0.48       28000       G       98%       0%       0%       1%       1%       0%       F       0.578       29000       G         190       Kempsville Rd       City of Chesapeake       0.81       28000       G       98%       0%       0%       1%       1%       0%       F       0.578       29000       G         190       Kempsville Rd       City of Chesapeake       0.81       28000       G       98%       0%       0%       1%       1%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       0%       F       0.096       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       0%       F       0.096       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       0%       F       0.097       F<  | 190 Great Bridge Bivd  | City of Chesapeake             | 2.34 10000        | F    | 98%   | 0%    | 1%                     | 0%       | 0%       | 0%      | C  | 0.095  | F  | 0.665  | 11000 | F        |  |  |  |  |
| Clearfield Ave         190       Kempsville Rd       City of Chesapeake       0.81       28000       G       98%       0%       1%       1%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       1%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       N       F       0.096       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       N       0.097       F       0.541       19000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       N       0.097       F       0.541       19000       G         190       City of Chesapeake       0.49       17000       G       99%       0%       0%       N       0.097       F       0.54   |  | From                           |                   |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| 190       Kempsville Rd       City of Chesapeake       0.81       28000       G       98%       0%       1%       1%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       1%       0%       C       0.088       F       0.512       30000       G         190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       N <td>(190)Kempsville Rd</td> <td>City of Chesapeake</td> <td>0.48 <b>28000</b></td> <td>G</td> <td>98%</td> <td>0%</td> <td>0%</td> <td>1%</td> <td>1%</td> <td>0%</td> <td>F</td> <td>0.087</td> <td>F</td> <td>0.578</td> <td>29000</td> <td>G</td>  | (190)Kempsville Rd   | City of Chesapeake             | 0.48 <b>28000</b> | G    | 98%   | 0%    | 0%                     | 1%       | 1%       | 0%      | F  | 0.087  | F  | 0.578  | 29000 | G        |  |  |  |  |
| Greenbrier Pkwy           190         Kempsville Rd         City of Chesapeake         1.81         19000         G         99%         0%         1%         0%         0%         F         0.096         F         0.562         20000         G           190         Kempsville Rd         City of Chesapeake         0.49         17000         G         99%         0%         0%         %         F         0.096         F         0.562         20000         G           190         Kempsville Rd         City of Chesapeake         0.49         17000         G         99%         0%         0%         %         F         0.097         F         0.541         19000         G           From         WCL Virginia Beach           From         SR 191, S Military Hwy   |  | To:<br>From:                   | Clearfield Ave    | 2    |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| 190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       1%       0%       0%       F       0.096       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       0%       F       0.096       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       0%       F       0.097       F       0.541       19000       G         Free:       WCL Virginia Beach         Free:       SR 191, S Military Hwy  | (190)Kempsville Rd   | City of Chesapeake             | 0.81 <b>28000</b> | G    | 98%   | 0%    | 0%                     | 1%       | 1%       | 0%      | С  | 0.088  | F  | 0.512  | 30000 | G        |  |  |  |  |
| 190       Kempsville Rd       City of Chesapeake       1.81       19000       G       99%       0%       0%       1%       0%       0%       F       0.096       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       0%       F       0.096       F       0.562       20000       G         190       Kempsville Rd       City of Chesapeake       0.49       17000       G       99%       0%       0%       0%       F       0.097       F       0.541       19000       G         Free:       WCL Virginia Beach         Free:       SR 191, S Military Hwy  | $\smile$   | To                             | Greenbrier Pkw    | v    |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| Total         Volvo Pkwy           190         Kempsville Rd         City of Chesapeake         0.49         17000         G         99%         0%         1%         0%         F         0.097         F         0.541         19000         G           Tre         WCL Virginia Beach  | (190)Kempsville Rd   | City of Chesapeake             |                   |      | 99%   | 0%    | 0%                     | 1%       | 0%       | 0%      | F  | 0.096  | F  | 0.562  | 20000 | G        |  |  |  |  |
| 190         Kempsville Rd         City of Chesapeake         0.49         17000         G         99%         0%         0%         % <td></td> <td>То</td> <td>Volvo Pkwy</td> <td></td>   |  | То                             | Volvo Pkwy        |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| Tro: WCL Virginia Beach From: SR 191, S Military Hwy  | (100) Kempsville Rd  | City of Chesapeake             |                   | G    | 99%   | 0%    | 0%                     | 1%       | 0%       | 0%      | F  | 0.097  | F  | 0.541  | 19000 | G        |  |  |  |  |
| SK 191, 5 Militaly Hwy  |  | To:                            |                   |      |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
|   |  | From:                          | SR 191 S Military | Hwv  |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| (1917) 13(7460) Given Chyperesapeake <b>5900 G</b> 90% 1% 2% 3% 4% 0% F 0.113 F 0.576 7300 G  | (191) $(13)$ $(460)$   | City of Chesapeake             | 6900              | G    | 90%   | 1%    | 2%                     | 3%       | 4%       | 0%      | F  | 0.113  | F  | 0.576  | 7300  | G        |  |  |  |  |
|   |  | To:                            | AIRLINE BLV       | D    |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
| From US 58 Airline Blvd   |  | From:                          |                   |      |       |       |                        |          |          |         |    |        | _  |        |       |          |  |  |  |  |
| 191 Jolliff Rd City of Chesapeake 2.22 <b>3100 G</b> 96% 1% 1% 1% 0% 0% C 0.122 F 0.676 3300 G  | (191)Jolliff Rd  | City of Chesapeake             | 2.22 3100         | G    | 96%   | 1%    | 1%                     | 1%       | 0%       | 0%      | С  | 0.122  | F  | 0.676  | 3300  | G        |  |  |  |  |
| Too<br>From Dock Landing Rd   | <u>~</u>   | From                           | Dock Landing R    | Rd   |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |
|   | (191)Jolliff Rd  | City of Chesapeake             |                   |      | 98%   | 0%    | 1%                     | 0%       | 0%       | 0%      | С  | 0.111  | F  | 0.527  | 3800  | G        |  |  |  |  |
| Ta: SR 337 Portsmouth Blvd  | $\checkmark$   | To:                            | SR 337 Portsmouth | Blvd |       |       |                        |          |          |         |    |        |    |        |       |          |  |  |  |  |

|                      | Anni                                      | ual Average Daily Traffic \ | gineering D<br>2020                | ivision<br>mates E |               | n of Rou | te              |      |      |    |             |    |               |                |    |
|----------------------|---|-----------------------------|------------------------------------|--------------------|---------------|----------|-----------------|------|------|----|-------------|----|---------------|----------------|----|
| Route                | Jurisdiction                              | n Length                    | AADT (                             | <b>2A</b> 4T       | īre Bu        | 5        | Tru<br>e 3+Axle |      |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT          | QW |
|                      | From:                                     |                             | 3 Military Hw                      |                    |               |          |                 |      |      | -  |             | _  |               |                | _  |
| 196 Canal Dr         | City of Chesap                            |                             |                                    | F 98               | 3% 0%         | 。  0%    | 1%              | 0%   | 0%   | С  | 0.081       | F  | 0.508         | 20000          | F  |
| <u> </u>             | From:                                     |                             | orge Washingto                     |                    |               |          |                 |      |      |    |             |    |               |                |    |
| (246)Liberty St      | City of Chesap                            |                             | 50 Poindexter 5<br>6400            | <b>F</b> 97        | 7% 0%         | 2%       | 0%              | 0%   | 0%   | С  | 0.091       | F  | 0.533         | 6800           | F  |
| 246 Liberty St       | only of onlocap                           |                             |                                    | ,                  | /0 0/         |          | 070             | 070  | 070  | Ŭ  | 0.001       | •  | 0.000         | 0000           |    |
| (246)Liberty St      | Final City of Chesap                      |                             | atham Street                       | <b>F</b> 97        | 7% 0%         | 5 2%     | 0%              | 0%   | 0%   | F  | 0.090       | F  | 0.539         | 4500           | F  |
| 246 Liberty St       |   |                             | 3 Campostella                      |                    | /8 0/         | 5 270    | 0 /8            | 0 /8 | 0 /8 | '  | 0.030       | •  | 0.555         | 4000           |    |
| Fast                 | From:                                     |                             | I-64; I-664                        |                    |               | 1        |                 |      |      |    |             |    |               |                |    |
| East<br>(264)        | City of Chesapeake                        |                             |                                    | <b>G</b> 93        | 3% 0%         | 1%       | 2%              | 5%   | 0%   | F  | 0.125       | F  |               | 25000          | G  |
| 204                  | Combined Traffic Estimates for 2 Parallel |                             |                                    |                    | 3% 1%         |          | 1%              | 5%   | 0%   | F  | 0.087       | F  | 0.708         | 51000          | G  |
|                      | То:                                       |                             | CL Portsmouth                      |                    |               |          |                 |      |      |    |             |    |               |                |    |
| West                 | From:                                     | I-64                        | WB I-664 EB                        |                    |               |          |                 |      |      |    |             |    |               |                |    |
| (264)Ramp            | City of Chesapeake                        | (Maint: 64) 0.46            | 6300                               | F                  |               |          |                 |      |      |    | 0.100       | F  |               | 6700           | F  |
| $\bigcirc$           | To:                                       |                             | WB; I-664 W                        | В                  |               |          |                 |      |      |    |             |    |               |                |    |
| West                 | City of Chesapeake                        |                             | <u>I-64; I-664</u><br><b>24000</b> | F 92               | 2% 1%         | 5 1%     | 1%              | 5%   | 0%   | F  | 0.111       | F  |               | 26000          | F  |
| 264                  | Combined Traffic Estimates for 2 Parallel | · /                         |                                    | G 93               |               |          | 1%              | 5%   | 0%   | F  | 0.092       | F  | 0.682         | 20000<br>51000 | G  |
|                      |   | -                           | L Portsmouth                       | <b>u</b> 00        | <b>7</b> 0 17 | , 170    | 170             | 0 /0 | 070  |    | 0.052       | •  | 0.002         | 51000          | u  |
| West                 | From:                                     |                             | I-264 West                         |                    |               |          |                 |      |      |    |             |    |               |                |    |
| (264)Ramp            | City of Chesapeake                        |                             |                                    | F                  |               |          |                 |      |      |    | 0.111       | F  |               | 21000          | F  |
|                      | To:                                       |                             | I-664 West                         |                    |               |          |                 |      |      |    |             |    |               |                |    |
|                      | From:                                     | I                           | ECL Suffolk                        |                    |               |          |                 |      |      |    |             |    |               |                |    |
| (337)Portsmouth Blvd | City of Chesap                            | beake 0.72                  | 12000                              | <b>G</b> 95        | 5% 1%         | <u> </u> | 1%              | 1%   | 0%   | F  | 0.095       | F  | 0.537         | 12000          | G  |
| $\bigcirc$           | Tac                                       | SR                          | 191 Joliff Rd                      |                    |               |          |                 |      |      |    |             |    |               |                |    |
| (337)Portsmouth Blvd | City of Chesap                            |                             |                                    | <b>G</b> 96        | S% 0%         | <u> </u> | 1%              | 2%   | 0%   | F  | 0.090       | F  | 0.560         | 18000          | G  |
| $\bigcirc$           | To  |                             | I-664                              |                    |               | —        |                 |      |      |    |             |    |               |                |    |
| (337)Portsmouth Blvd | City of Chesap                            | beake 0.60                  |                                    | <b>F</b> 99        | 9% 0%         | 0%       | 0%              | 0%   | 0%   | С  | 0.093       | F  | 0.507         | 31000          | F  |
|                      | Ta  | Car                         | ri Circle West                     |                    |               |          |                 |      |      |    |             |    |               |                |    |
| (337)Portsmouth Blvd | City of Chesap                            |                             |                                    | <b>G</b> 98        | 3% 0%         | 0%       | 0%              | 0%   | 0%   | С  | 0.084       | F  | 0.515         | 21000          | G  |
| $\bigcirc$           | Ta  |                             | Taylor Rd                          |                    |               |          |                 |      |      |    |             |    |               |                |    |
| 337 Portsmouth Blvd  | Errort<br>City of Chesap                  |                             |                                    | <b>F</b> 94        | l% 1%         | 2%       | 2%              | 1%   | 0%   | С  | 0.094       | F  | 0.511         | 26000          | F  |
|                      |   |                             |                                    |                    |               |          |                 |      |      |    |             |    |               |                |    |
| (337)Portsmouth Blvd | From City of Chesap                       |                             | k Landing Rd<br>24000              | <b>F</b> 96        | 5% 0%         | 2%       | 2%              | 1%   | 0%   | С  | 0.093       | F  | 0.518         | 26000          | F  |
| 007                  | To:                                       |                             | L Portsmouth                       |                    |               |          | 1.0             |      |      |    |             |    |               |                |    |
|                      | From:                                     | EC                          | L Portsmouth                       |                    |               |          |                 |      |      |    |             | _  |               |                |    |
| 337 Jordan Bridge    | City of Chesap                            | beake 0.39                  | 9000                               | <b>N</b> 94        | 1% 0%         | 5 1%     | 2%              | 3%   | 0%   | Ν  | 0.136       | F  | 0.715         | 9500           | Ν  |
| $\sim$               | To:<br>From                               |                             | uthority Bound                     |                    |               |          |                 |      |      |    |             |    |               |                |    |
| 337 Poindexter St    | City of Chesap                            | beake 0.11                  |                                    | <b>G</b> 94        | l% 0%         | 1%       | 2%              | 3%   | 0%   | С  | 0.136       | F  | 0.715         | 9500           | G  |
| $\sim$               | To:                                       |                             | I-464                              |                    |               |          |                 |      |      |    |             |    |               |                |    |

|                                  | Annua  | Trat<br>al Average Daily Tr | ffic En<br>raffic \ | tment of T<br>gineering<br>2020<br>/olume Es<br>f Chesap | Divisi<br>stimate   | on    | ection o | of Rout | e             |              |    |    |             |    |               |       |    |
|----------------------------------|--|-----------------------------|---------------------|--|---------------------|-------|----------|---------|---------------|--------------|----|----|-------------|----|---------------|-------|----|
| Route                            | Jurisdiction                                     | Le                          | ength               | AADT   | QA                  | 4Tire | Bus      | 2Axle   | Tru<br>3+Axle | ck<br>1Trail |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
| 337 Poindexter St                | City of Chesape                                  |                             | ).56<br>US 460      | I-464<br><b>11000</b><br>) Bainbridge                    | <b>G</b><br>Blvd    | 97%   | 1%       | 1%      | 1%            | 0%           | 0% | F  | 0.094       | F  | 0.671         | 11000 | G  |
| 337)Bainbridge Blvd              | From:<br>City of Chesape<br>تم                   | ake (                       | ).74                | 50; Poindext<br><b>1800</b><br>CL Norfolk                | er St<br>F          | 92%   | 1%       | 2%      | 2%            | 3%           | 0% | С  | 0.127       | F  | 0.827         | 1900  | F  |
| East<br>337<br>Ramp              | From:<br>City of Chesapeake (N<br>Tec            |                             | SR 337 I<br>).29    | E, Portsmou<br><b>3200</b><br>I-664 East                 | th Blvd<br><b>G</b> |       |          |         |               |              |    |    | 0.111       | F  |               | 3400  | G  |
| East<br>337 Ramp                 | From:<br>City of Chesapeake (N<br>Too            |                             | ).28                | E, Portsmou<br><b>2200</b><br>I-664 West                 | th Blvd<br><b>G</b> |       |          |         |               |              |    |    | 0.085       | F  |               | 2400  | G  |
| East<br>337 Ramp                 | rron:<br>City of Chesapeake (۱<br><sup>To:</sup> |                             |                     | 37 Poindexte<br>2200                                     | G                   |       |          |         |               |              |    |    | 0.258       | F  |               | 2300  | G  |
| Bast<br>337<br>Ramp              | From:<br>City of Chesapeake (۱<br>To:            |                             | ).17                | 7 E, Poindex<br><b>1700</b><br>I-464 North               | ter St<br>G         |       |          |         |               |              |    |    | 0.252       | F  |               | 1800  | G  |
| West<br>337 Ramp                 | rom:<br>City of Chesapeake (۱<br>تم              |                             |                     | W, Portsmou<br><b>5300</b><br>I-664 East                 | th Blvd<br>G        |       |          |         |               |              |    |    | 0.079       | F  |               | 5700  | G  |
| West<br>337 Ramp                 | roor<br>City of Chesapeake (۱<br>تو              |                             |                     | W, Portsmou<br><b>4400</b><br>I-664 West                 | th Blvd<br>G        |       |          |         |               |              |    |    | 0.075       | F  |               | 4700  | G  |
| West<br>337<br>Ramp              | From:<br>City of Chesapeake (۱<br>To:            | Vaint: 64)                  |                     | W, Poindex<br>1800                                       | G                   |       |          |         |               |              |    |    | 0.104       | F  |               | 1900  | G  |
| West<br>337 Ramp                 | Fron:<br>City of Chesapeake (۱<br>To:            |                             |                     | W, Poindex<br>2600                                       | ter St<br>G         |       |          |         |               |              |    |    | 0.091       | F  |               | 2800  | G  |
| 407)Indian River Rd              | From:<br>City of Chesape                         | ake (                       | ).71                | CL Norfolk<br>18000                                      | G                   | 98%   | 0%       | 1%      | 1%            | 0%           | 0% | F  | 0.097       | F  | 0.523         | 19000 | G  |
| 407 Indian River Rd              | City of Chesape                                  | ake (                       | ).90                | Daklette Ave<br><b>23000</b><br>Virginia Be              | G                   | 98%   | 0%       | 1%      | 1%            | 0%           | 0% | С  | 0.093       | F  | 0.539         | 24000 | G  |
| (460) (58) (13) Military Highway | From:<br>City of Chesapeake (N                   | Maint: 64) 2                | E<br>2.94           | CL Suffolk<br>70000                                      | A                   | 90%   | 0%       | 1%      | 1%            | 7%           | 0% | С  | 0.099       | A  | 0.567         | 74000 | A  |
| 460 58 13                        | City of Chesape                                  | ake (                       | ).11<br>U           | I-664<br>9200<br>S 58; SR 19                             | G                   | 90%   | 0%       | 1%      | 1%            | 7%           | 0% | F  | 0.11        | F  | 0.52          | 9700  | G  |
| (460) (13) (191)                 | From<br>City of Chesape<br>تم                    |                             |                     | <b>6900</b><br>1, S Military                             | G                   | 90%   | 1%       | 2%      | 3%            | 4%           | 0% | F  | 0.113       | F  | 0.576         | 7300  | G  |

|                                | Ann   | Virginia Depar<br>Traffic En<br>nual Average Daily Traffic V<br>City o | aineerina<br>2020                | Divis<br>stimat            | ion                  | ection o | of Route | )             |    |    |    |             |    |               |            |    |
|--------------------------------|---|--|----------------------------------|----------------------------|----------------------|----------|----------|---------------|----|----|----|-------------|----|---------------|------------|----|
| Route                          | Jurisdictio                                       | on Length  | AADT                             | QA                         | 4Tire                | Bus      |          | Tru<br>3+Axle | -  |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT      | QW |
| (460) (13) Military Highway    | From<br>Combined Traffic Estimates for 2 Parallel |  | 1, S Military<br>5800<br>5800    | <sup>7</sup> Hwy<br>G<br>G | 90%                  | 1%       | 2%       | 3%            | 4% | 0% | F  | 0.113<br>NA | F  | 0.576         | 6100<br>NA | G  |
|                                | Te  | -  | Military Hw                      | v                          |                      |          |          |               |    |    |    |             |    |               |            |    |
| (460) (13) Military Highway    | City of Chesar                                    |  | 9300                             | G                          | 90%                  | 1%       | 2%       | 3%            | 4% | 0% | С  | 0.148       | F  | 0.813         | 9800       | G  |
| (460) (13) Military Highway    | City of Chesar                                    | peake 1.37   | I-64<br>17000                    | G                          | 97%                  | 0%       | 1%       | 1%            | 1% | 0% | F  | 0.101       | F  | 0.607         | 18000      | G  |
| (460) (13) Military Highway    | From<br>From                                      |  | orge Washin<br>18000             | gton Hy<br>G               | <sup>vy</sup><br>97% | 0%       | 1%       | 1%            | 1% | 0% | F  | 0.101       | F  | 0.514         | 20000      | G  |
| (460) (13) Military Highway    | Too<br>Front<br>City of Chesap                    |  | 196 Canal I<br>35000             | Dr<br>A                    | 97%                  | 0%       | 1%       | 1%            | 1% | 0% | С  | 0.115       | A  | 0.531         | 38000      | A  |
| $\bigcirc$                     | To:   |  | lilitary Hwy                     |                            |                      |          |          |               |    |    |    |             |    |               |            |    |
| 460 166 Bainbridge Blvd        | City of Chesar                                    |  | <u>3 Military F</u><br>9600      | łwy<br>F                   | 94%                  | 0%       | 1%       | 1%            | 3% | 0% | F  | 0.103       | F  | 0.561         | 10000      | F  |
| 460 166 Bainbridge Blvd        | City of Chesa                                     |  | reeman Ave<br>8900               | G                          | 94%                  | 0%       | 1%       | 1%            | 3% | 0% | F  | 0.086       | F  | 0.534         | 9400       | G  |
| (460) (166) Bainbridge Blvd    | Former<br>City of Chesag                          |  | esapeake A<br><b>7500</b>        | ve<br>F                    | 94%                  | 0%       | 1%       | 1%            | 3% | 0% | С  | 0.085       | F  | 0.631         | 8000       | F  |
| $\sim$                         | To:<br>From                                       |  | 37 Poindext                      |                            |                      |          |          |               |    |    |    |             |    |               |            |    |
| 460 166 Poindexter St          | City of Chesar                                    |  | inbridge Blv<br>6800             | G                          | 98%                  | 1%       | 1%       | 0%            | 0% | 0% | С  | 0.119       | F  | 0.699         | 7200       | G  |
| (460) 166) 22nd St             | City of Chesar                                    |  | Liberty St<br>5100               | G                          | 98%                  | 1%       | 1%       | 0%            | 0% | 0% | F  | 0.122       | F  | 0.738         | 5400       | G  |
| ~ ~                            | 10:   | S  | CL Norfolk                       |                            |                      |          |          |               |    |    |    |             |    |               |            |    |
| ALT<br>(460) (58) Airline Blvd | City of Chesar                                    |  | Joliff Rd<br>6300<br>CL Portsmou | G                          | 96%                  | 2%       | 1%       | 0%            | 2% | 0% | С  | 0.091       | F  | 0.569         | 6700       | G  |
| NL 11                          | From  | W  |                                  | 1111                       |                      |          |          |               |    |    |    |             |    |               |            |    |
| North<br>(464)                 | City of Chesapeake                                | (Maint: 64) 0.79   | I-64<br>26000                    | F                          | 95%                  | 0%       | 1%       | 1%            | 2% | 0% | F  | 0.110       | F  |               | 29000      | F  |
| 404                            | Combined Traffic Estimates for 2 Parallel         | Roadways on this Route:  | 52000                            | F                          | 95%                  | 0%       | 1%       | 2%            | 2% | 0% | F  | 0.097       | F  | 0.697         | 59000      | F  |
| North                          | Too<br>From                                       | 2  | 3 Military H                     | łwy                        |                      |          |          |               |    |    |    |             |    |               |            |    |
| 464                            | City of Chesapeake                                | · · · ·  | 23000                            | F                          | 95%                  | 0%       | 1%       | 1%            | 2% | 0% | F  | 0.105       | F  |               | 26000      | F  |
| $\smile$                       | Combined Traffic Estimates for 2 Parallel         | Roadways on this Route:  | 47000                            | F                          | 95%                  | 0%       | 1%       | 2%            | 2% | 0% | F  | 0.099       | F  | 0.7           | 53000      | F  |
| North                          | Too<br>From:                                      | F  | reeman Ave                       | ;                          |                      |          |          |               |    |    |    |             |    | _             |            |    |
| North<br>(464)                 | City of Chesapeake                                | (Maint: 64) 1.89   | 23000                            | Α                          | 95%                  | 0%       | 1%       | 1%            | 2% | 0% | С  | 0.161       | А  |               | 26000      | А  |
|                                | Combined Traffic Estimates for 2 Parallel         | Roadways on this Route:  | 46000                            | Α                          | 95%                  | 0%       | 1%       | 2%            | 2% | 0% | С  | 0.125       | А  | 0.698         | 52000      | А  |
|                                | To:   | SR 3   | 37 Poindext                      | er St                      |                      |          |          |               |    |    |    |             |    |               |            |    |

| Ani  | nual Average Daily Traff | Engineerin<br>2020           | ig Divis<br>Estimat | ion        | ection o | of Route | 9             |          |          |    |                |        |               |                |        |
|--|--------------------------|------------------------------|---------------------|------------|----------|----------|---------------|----------|----------|----|----------------|--------|---------------|----------------|--------|
| Route Jurisdiction   | on Leng                  | h <b>AADT</b>                | QA                  | 4Tire      | Bus      |          | Tru<br>3+Axle | -        |          | QC | K<br>Factor    | QK     | Dir<br>Factor | AAWDT          | QW     |
| North From City of Chesapeake  |                          | 337 Poindex<br>24000         | ter St              | 95%        | 0%       | 1%       | 1%            | 2%       | 0%       | F  | 0.103          | F      |               | 27000          | F      |
| Combined Traffic Estimates for 2 Parallel                              |                          | e: <b>48000</b>              | F                   | 95%        | 0%       | 1%       | 2%            | 2%       | 0%       | F  | 0.085          | F      | 0.64          | 55000          | F      |
| Te   | د<br>۱                   | SCL Norfol                   |                     |            |          |          |               |          |          |    |                |        |               |                |        |
| North<br>(464) Ramp City of Chesapeake                                 | e (Maint: 64) 0.18       | I-464 North<br>7800          | h<br>F              |            |          |          |               |          |          |    | 0.101          | F      |               | 8300           | F      |
|  | US                       | 13 Military H                | lighway             |            |          |          |               |          |          |    |                |        |               |                |        |
| North<br>(464)Ramp City of Chesapeake                                  | (Maint: 64) 0.10         | I-464 North<br>4000          | h<br>G              |            |          |          |               |          |          |    | 0.090          | F      |               | 4300           | G      |
|  |                          | Freeman Av                   |                     |            |          |          |               |          |          |    |                | -      |               |                |        |
| North<br>(464) Ramp City of Chesapeake                                 | (Maint: 64) 0.23         | I-464 Nort                   |                     |            |          |          |               |          |          |    | 0.207          | F      |               | 2200           | 6      |
| 464 Hamp City of Chesapeake  |                          | <b>2100</b><br>337 E, Poinde | G<br>exter St       |            |          |          |               |          |          |    | 0.207          | Г      |               | 2300           | G      |
| North  | 2                        | I-464 Nort                   |                     |            |          |          |               |          |          |    |                |        |               |                |        |
| 464RampCity of ChesapeakeTreeTree                                      |                          | <b>1900</b><br>337 W, Poind  | G<br>avter St       |            |          |          |               |          |          |    | 0.18           | F      |               | 2100           | G      |
| South  |                          | I-64                         | CALCE ST            |            |          |          |               |          |          |    |                |        |               |                |        |
| (464) City of Chesapeake   |                          | 26000                        | F                   | 95%        | 0%       | 1%       | 2%            | 2%       | 0%       | F  | 0.133          | F      |               | 30000          | F      |
| Combined Traffic Estimates for 2 Parallel                              | Roadways on this Rout    | e: <b>52000</b>              | F                   | 95%        | 0%       | 1%       | 2%            | 2%       | 0%       | F  | 0.089          | F      | 0.642         | 59000          | F      |
| South From   |                          | S 13 Military                |                     |            |          |          |               |          |          |    |                |        |               |                |        |
| City of Chesapeake           Combined Traffic Estimates for 2 Parallel |                          |                              | F                   | 95%<br>95% | 0%<br>0% | 1%<br>1% | 2%<br>2%      | 2%<br>2% | 0%<br>0% | F  | 0.136<br>0.085 | F<br>F | 0.775         | 27000<br>53000 | F<br>F |
|  |                          | Freeman Ave                  |                     | 3378       | 078      | 1/8      | 2 /0          | 2 /0     | 078      | 1  | 0.005          | 1      | 0.775         | 55000          |        |
| South<br>(464) City of Chesapeake                                      | e (Maint: 64) 2.01       | 23000                        | A                   | 95%        | 0%       | 1%       | 2%            | 2%       | 0%       | С  | 0.171          | А      |               | 26000          | А      |
| Combined Traffic Estimates for 2 Parallel                              |                          |                              | A                   | 95%        | 0%       | 1%       | 2%            | 2%       | 0%       | C  | 0.125          | A      | 0.698         | 52000          | A      |
| Transformation South   | -                        | Collector Ro                 | bad                 |            |          |          |               |          |          |    |                |        |               |                |        |
| South From<br>(464) City of Chesapeake                                 | e (Maint: 64) 0.43       | 24000                        | F                   | 95%        | 0%       | 1%       | 2%            | 2%       | 0%       | F  | 0.122          | F      |               | 27000          | F      |
| Combined Traffic Estimates for 2 Parallel                              | Roadways on this Rout    | e: 48000<br>SCL Norfol       | F                   | 95%        | 0%       | 1%       | 2%            | 2%       | 0%       | F  | 0.096          | F      | 0.646         | 55000          | F      |
| South From   |                          | I-464 Sout                   |                     |            |          |          |               |          |          |    |                |        |               |                |        |
| (464) Ramp City of Chesapeake  |                          | 10000                        | G                   |            |          |          |               |          |          |    | 0.101          | F      |               | 11000          | G      |
|  | I-64 W                   | st Exit 291 C                |                     | Rd         |          |          |               |          |          |    |                | _      |               |                |        |
| South<br>(464) Ramp City of Chesapeake                                 | (Maint: 64) 0.36         | I-464 South<br>4400          | h<br>G              |            |          |          |               |          |          |    | 0.112          | F      |               | 4600           | G      |
|  |                          | I-64 East                    |                     |            |          |          |               |          |          |    |                |        |               |                |        |
| South<br>(464) Ramp City of Chesapeake                                 |                          | I-464 Sout<br>5300           | h<br>G              |            |          |          |               |          |          |    | 0.117          | F      |               | 5700           | G      |
| 404 Hamp Only of Onesapeake  |                          | 13 Military H                |                     |            |          |          |               |          |          |    | 0.117          |        |               | 5700           | u      |

|                                    | Ann   | ual Average Daily Tra | c Engir<br>2<br>ffic Vol | neering<br>2020              | Divisi              | on         | ection   | of Rou   | ute              |               |          |        |                |        |               |                 |        |
|------------------------------------|---|-----------------------|--------------------------|------------------------------|---------------------|------------|----------|----------|------------------|---------------|----------|--------|----------------|--------|---------------|-----------------|--------|
| Route                              | Jurisdictio   | n Len                 | gth 🗚                    | ADT                          | QA                  | 4Tire      | Bus      | 2Ax      | Tru<br>le 3+Axle | ıck<br>1Trail | 2Trail   | QC     | K<br>Factor    | QK     | Dir<br>Factor | AAWDT           | QW     |
| South<br>464 Ramp                  | From:<br>City of Chesapeake                                       | (Maint: 64) 0.1       | 13 2                     | 64 South<br>2300<br>eman Ave | G                   |            |          |          |                  |               |          |        | 0.103          | F      |               | 2400            | G      |
| South<br>464 Ramp                  | From:<br>City of Chesapeake                                       | (Maint: 64) 0.0       | I-46                     | 64 South<br>3600             | G                   |            |          |          |                  |               |          |        | 0.104          | F      |               | 3900            | G      |
| South<br>(464)Ramp                 | Tom<br>From:<br>City of Chesapeake                                |                       |                          | 4B Ramp<br><b>30</b>         | to Trux<br><b>G</b> | ton St     |          |          |                  |               |          |        | 0.161          | F      |               | 30              | G      |
| South                              | Toor<br>From:<br>City of Chesapeake                               |                       |                          | m SR 337<br><b>1800</b>      | West<br>G           |            |          | ━┣       |                  |               |          |        | 0.103          | F      |               | 2000            | G      |
| South                              | Too<br>From:<br>City of Chesapeake                                | (Maint: 64) 0.1       |                          | from SR 3<br><b>4000</b>     | 37<br>G             |            |          |          |                  |               |          |        | 0.183          | F      |               | 4300            | G      |
| East                               | To:<br>From:  |                       | WC                       | 64 South<br>L Suffolk        |                     |            |          |          |                  |               |          |        |                |        |               |                 |        |
| 664 Hampton Roads Beltway          | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel |                       | ute: 7                   |                              | G<br>G<br>South     | 93%<br>93% | 1%<br>1% | 1%<br>1% |                  | 4%<br>4%      | 0%<br>0% | F<br>F | 0.089<br>0.091 | F<br>F | 0.591         | 37000<br>77000  | G<br>G |
| East                               | To:<br>From:  |                       | -                        | Pughsville                   |                     | 11-004     |          |          |                  |               |          |        |                |        |               |                 |        |
| 664 Hampton Roads Beltway          | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel | Roadways on this Ro   | ute: 7                   |                              | F<br>F              | 93%<br>93% | 1%<br>1% | 1%<br>1% |                  | 4%<br>4%      | 0%<br>0% | F<br>F | 0.091<br>0.077 | F<br>F | 0.522         | 40000<br>79000  | F<br>F |
|                                    | To:   | East I-66             | -                        | ortsmouth                    |                     | 11-664     |          |          |                  |               |          |        |                |        |               |                 |        |
| East<br>(664)Hampton Roads Beltway | y City of Chesapeake  |                       |                          | 3000                         | F                   | 93%        | 1%       | 1%       | 1%               | 4%            | 0%       | F      | 0.085          | F      |               | 35000           | F      |
|                                    | Combined Traffic Estimates for 2 Parallel                         |                       | -                        |                              | F                   | 93%        | 1%       | 1%       |                  | 4%            | 0%       | F      | 0.076          | F      | 0.516         | 71000           | F      |
|                                    | Tr  | East I-66             |                          |                              |                     | n I-664    |          |          |                  |               |          |        |                |        |               |                 |        |
| East                               | From:   | 64-                   |                          | anding Ro                    |                     |            |          |          |                  |               |          |        |                |        |               |                 |        |
| 664 Hampton Roads Beltway          |   | , ,                   |                          | 4000                         | F                   | 93%        | 1%       | 1%       |                  | 4%            | 0%       | F      | 0.085          | F      |               | 36000           | F      |
| $\checkmark$                       | Combined Traffic Estimates for 2 Parallel                         |                       |                          |                              | F                   | 93%        | 1%       | 1%       | 5 1%             | 4%            | 0%       | F      | 0.078          | F      | 0.507         | 71000           | F      |
|                                    | To  | East I-66             | -                        | -                            |                     |            |          |          |                  |               |          |        |                |        |               |                 |        |
| East                               |   | US 13, U              |                          |                              |                     |            | 10/      | 10/      | 10/              | 40/           | 00/      | г      | 0.070          | г      |               | 47000           | F      |
| 664 Hampton Roads Beltway          | y City of Chesapeake<br>Combined Traffic Estimates for 2 Parallel |                       |                          | 4000                         | F<br>G              | 93%<br>93% | 1%<br>1% | 1%<br>1% |                  | 4%<br>4%      | 0%<br>0% | F      | 0.076<br>0.078 | F<br>F | 0.551         | 47000<br>102000 | ⊦<br>G |
|                                    | Complied frame Estimates for 2 r diditer                          | East I-66             |                          |                              |                     |            | 1 /0     | 1 /c     | 1/0              | - 70          | 0 /0     | '      | 0.070          |        | 0.001         | 102000          | u      |
| Fact                               | To:<br>From:  | US 13, U              | S 460 M                  | 1ilitary Hi                  | ghway               | South      |          |          |                  |               |          |        |                |        |               |                 |        |
| (664)Hampton Roads Beltway         | y City of Chesapeake  | (Maint: 64) 0.2       | 27 <b>4</b>              | 2000                         | F                   | 93%        | 1%       | 1%       | 5 1%             | 4%            | 0%       | F      | 0.076          | F      |               | 45000           | F      |
| $\smile$                           | Combined Traffic Estimates for 2 Parallel                         | -                     |                          |                              | G                   | 93%        | 1%       | 1%       | 1%               | 4%            | 0%       | F      | NA             |        |               | 99000           | G      |
|                                    | To  | East I-66             |                          | -                            | South               | n I-664    |          |          |                  |               |          |        |                |        |               |                 |        |
|                                    | 10  |                       | 1-0-                     | 4; I-264                     |                     |            |          |          |                  |               |          |        |                |        |               |                 |        |

| Ann  | ual Average Daily Traffic  | ngineering<br>2020                          | Divisio<br>stimate     | on                  | ection of | f Rou    | ite      |          |          |        |                |        |               |                |        |
|--|--|---|------------------------|---------------------|-----------|----------|----------|----------|----------|--------|----------------|--------|---------------|----------------|--------|
| Route Jurisdictio  | on Length  | AADT  | QA                     | 4Tire               | Bus       |          | e 3+Axle | -        |          | QC     | K<br>Factor    | QK     | Dir<br>Factor | AAWDT          | QW     |
| East<br>664 Ramp City of Chesapeake<br>Tw  |  | t; Ramp to I-<br><b>32000</b><br>I-64 West  | 264 Eas<br><b>F</b>    | t                   |           |          |          |          |          |        | 0.072          | F      |               | 34000          | F      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>To:   |  | I-664 East<br><b>5800</b><br>Pughsville Rd  | G                      |                     |           |          |          |          |          |        | 0.128          | F      |               | 6200           | G      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>To:   |  | I-664 East<br><b>2400</b><br>W, Portsmou    | <b>G</b><br>th Blvd    |                     |           |          |          |          |          |        | 0.09           | F      |               | 2600           | G      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>Tw  | -  | I-664 East<br><b>3900</b><br>E, Portsmout   | <b>G</b><br>th Blvd    |                     |           |          |          |          |          |        | 0.096          | F      |               | 4200           | G      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>Tw  |  | I-664 East<br><b>1800</b><br>ast Exit 12B   | <b>F</b><br>Ramp       |                     |           |          |          |          |          |        | 0.101          | F      |               | 1900           | F      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>To:   | (Maint: 64) 0.47   | I-664 East<br><b>9000</b><br>V, Military H  | F                      |                     |           |          |          |          |          |        | 0.096          | F      |               | 9500           | F      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>To:   | (Maint: 64) 0.25   | I-664 East<br><b>1900</b><br>E, Military Hi | G                      |                     |           |          |          |          |          |        | 0.138          | F      |               | 2000           | G      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>To:   | (Maint: 64) 0.12   | I-664 East<br><b>1900</b><br>3; 1US 13-P    | F                      | 90%                 | 0%        | 1%       | 1%       | 7%       | 0%       | F      | 0.104          | F      |               | 2000           | F      |
| East<br>664<br>Ramp<br>City of Chesapeake<br>To:   | I-664 Eas  | t; Ramp to I-<br><b>11000</b><br>I-264 East |                        | t                   |           |          |          |          |          |        | 0.094          | F      |               | 12000          | F      |
| West<br>664<br>Hampton Roads Beltway<br>Combined Traffic Estimates for 2 Parallel        | (Maint: 64) 0.62   | WCL Suffolk<br>37000<br>70000               | F<br>G                 | 93%<br>93%<br>1-664 | 1%<br>1%  | 1%<br>1% |          | 4%<br>4% | 0%<br>0% | F<br>F | 0.08<br>0.089  | F<br>F | 0.589         | 40000<br>77000 | F<br>G |
| West<br>664<br>Hampton Roads Beltway<br>Combined Traffic Estimates for 2 Parallel        | (Maint: 64) 2.10   |   | F<br>F                 | 93%<br>93%<br>1-664 | 1%<br>1%  | 1%<br>1% |          | 4%<br>4% | 0%<br>0% | F<br>F | 0.08<br>0.084  | F<br>F | 0.522         | 40000<br>79000 | F<br>F |
| West<br>664<br>Hampton Roads Beltway<br>Combined Traffic Estimates for 2 Parallel<br>Tor | SR 33<br>(Maint: 64) 1.03<br>Roadways on this Route:<br><i>West I-664 is</i> | 7 Portsmouth<br>33000<br>66000              | F<br>F<br>F<br>S North | 93%<br>93%          | 1%<br>1%  | 1%<br>1% |          | 4%<br>4% | 0%<br>0% | F<br>F | 0.077<br>0.078 | F<br>F | 0.532         | 36000<br>71000 | F<br>F |

|                            |   | Virginia Depar<br>Traffic Er          |                     |              |          |        |         |                 |      |    |    |             |    |               |        |    |
|----------------------------|---|---------------------------------------|---------------------|--------------|----------|--------|---------|-----------------|------|----|----|-------------|----|---------------|--------|----|
|                            | Ann                                       | ual Average Daily Traffic V<br>City c |                     |              | es By Se | ection | of Rout | e               |      |    |    |             |    |               |        |    |
| Route                      | Jurisdictio                               | n Length                              | AADT                | QA           | 4Tire    | Bus    |         | Tru<br>9 3+Axle | •••• |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT  | QW |
| West                       | From:                                     |                                       | k Landing R         |              |          |        |         |                 |      |    |    |             |    |               |        |    |
| 664 Hampton Roads Beltway  |   | . ,                                   | 32000               | F            | 93%      | 1%     | 1%      | 1%              | 4%   | 0% | F  | 0.081       | F  |               | 35000  | F  |
| $\smile$                   | Combined Traffic Estimates for 2 Parallel | -                                     |                     | F            | 93%      | 1%     | 1%      | 1%              | 4%   | 0% | F  | 0.079       | F  | 0.536         | 71000  | F  |
|                            |   | West I-664 is                         | signed a            | s Norti      | n I-664  |        |         |                 |      |    |    |             |    |               |        |    |
| West                       | To:<br>From:                              | US 13, US 58,                         | US 460 Mil          | itary Hi     | ghway    |        |         |                 |      |    |    |             |    |               |        |    |
| (664)Hampton Roads Beltway | City of Chesapeake                        | (Maint: 64) 1.21                      | 50000               | G            | 93%      | 1%     | 1%      | 1%              | 4%   | 0% | F  | 0.088       | F  |               | 55000  | G  |
|                            | Combined Traffic Estimates for 2 Parallel | . ,                                   | 94000               | G            | 93%      | 1%     | 1%      | 1%              | 4%   | 0% | F  | 0.076       | F  | 0.571         | 102000 | G  |
|                            |   | West I-664 is                         | signed a            | s Norti      | n I-664  |        |         |                 |      |    |    |             |    |               |        |    |
|                            | To:                                       |                                       | I-64; I-264         |              |          |        |         |                 |      |    |    |             |    |               |        |    |
| West                       | From:                                     |                                       | I-664 West          |              |          |        |         |                 |      |    |    |             |    |               |        |    |
| (664)Ramp                  | City of Chesapeake                        | (Maint: 64) 0.19                      | 6000                | G            |          |        |         |                 |      |    |    | 0.093       | F  |               | 6400   | G  |
| $\smile$                   | To:                                       | I-664 W                               | est Exit 10I        | 3 Ramp       |          |        |         |                 |      |    |    |             |    |               |        |    |
| West                       | From:                                     |                                       | I-664 West          |              |          |        |         |                 |      |    |    |             |    |               |        |    |
| 664 Ramp                   | City of Chesapeake                        | ,                                     | 3100                | G            |          |        |         |                 |      |    |    | 0.097       | F  |               | 3300   | G  |
| <u> </u>                   | 10:                                       |                                       | W, Portsmou         | ith Blvd     |          |        |         |                 |      |    |    |             |    |               |        |    |
| West                       | From:                                     |                                       | I-664 West          |              |          |        |         |                 |      |    |    | 0.005       | _  |               | 0.400  | 0  |
| 664 Ramp                   | City of Chesapeake                        | ,                                     | 6000<br>E, Portsmou | G<br>th Dlud |          |        | 1       |                 |      |    |    | 0.085       | F  |               | 6400   | G  |
|                            | From:                                     |                                       |                     | ui Bivu      |          |        |         |                 |      |    |    |             |    |               |        |    |
| West<br>664 Ramp           | City of Chesapeake                        |                                       | I-664 West<br>2400  | G            |          |        |         |                 |      |    |    | 0.107       | F  |               | 2500   | G  |
| (664) Hamp                 | To:                                       |                                       | est Exit 12         |              |          |        |         |                 |      |    |    | 0.107       |    |               | 2000   | G  |
| West                       | From:                                     |                                       | I-664 West          |              |          |        | 1       |                 |      |    |    |             |    |               |        |    |
| (664)Ramp                  | City of Chesapeake                        |                                       | 24000               | G            |          |        |         |                 |      |    |    | 0.097       | F  |               | 26000  | G  |
|                            | Ta  | . ,                                   | West Exit           |              |          |        | L       |                 |      |    |    |             |    |               |        |    |
| West                       | From:                                     |                                       |                     |              |          |        |         |                 |      |    |    |             | _  |               |        | _  |
| 664 Ramp                   | City of Chesapeake                        |                                       | 23000               | G            |          |        |         |                 |      |    |    | 0.095       | F  |               | 24000  | G  |
|                            | 10:                                       |                                       | /, Military H       |              |          |        |         |                 |      |    |    |             |    |               |        |    |
| West                       |   |                                       | West Exit           |              |          |        |         |                 |      |    |    | 0.150       | г  |               | 1000   | 0  |
| 664 Ramp                   | City of Chesapeake                        |                                       | 1200                | G            |          |        |         |                 |      |    |    | 0.153       | F  |               | 1300   | G  |
|                            | 10.                                       | US 58 E                               | , Military H        | ignway       |          |        |         |                 |      |    |    |             |    |               |        |    |

|                        |        | Anr         | iual Av |       | Trat<br>Daily Tr | Department of Transpor<br>ffic Engineering Divisior<br>2020<br>raffic Volume Estimates<br>City of Chesapeake | 1   | tion of | Route       |    |               |       |    |            |
|------------------------|--------|-------------|---------|-------|------------------|--|-----|---------|-------------|----|---------------|-------|----|------------|
| Route                  | Length | AADT        | QA      | 4Tire | Bus              | Truck<br>2Axle 3+Axle 1Trail   |     | QC      | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
| City of Chesapeake     |        | From:       |         |       |                  | Dec. CD 1/0  |     |         |             |    |               |       |    |            |
| (F144)                 | 0.10   | 3800        | R       |       |                  | Bus SR 168   |     |         | NA          |    |               | NA    |    | 06/19/2018 |
|                        |        | To:         |         |       |                  | Dead End   |     |         |             |    |               |       |    |            |
|                        |        | From:       |         |       |                  | Tintern St   |     |         |             |    |               |       |    |            |
| (F145) Bulldog Rd      | 0.06   | 590<br>To:  | R       |       |                  |  |     |         | 0.148       | F  | 0.598         | NA    |    | 06/19/2018 |
|                        |        | From:       |         |       |                  | Dead End   |     |         |             |    |               |       |    |            |
| (F148) Tennyson St     | 0.10   | 50          | R       |       |                  | Dead End   |     |         | 0.161       | F  | 0.5           | NA    |    | 04/06/2018 |
| (F146)                 |        | To:         |         |       |                  | SR 190 Great Bridge Blvd   |     |         |             |    |               |       |    | ,,         |
|                        |        | From:       |         |       |                  | Mullen Rd  |     |         |             |    |               |       |    |            |
| (F150) Libertyville Rd | 0.34   | 1300        | R       |       |                  |  |     |         | 0.112       | F  | 0.608         | NA    |    | 04/06/2018 |
|                        |        | To:         |         |       |                  | SR 166 Bainbridge Blvd   |     |         |             |    |               |       |    |            |
|                        | 0.17   | From:       | Ļ       |       |                  | Southway St  |     |         |             | -  | 0 511         | N1.A  |    | 04/00/0010 |
| (F151) Firman St       | 0.17   | 50<br>To:   | R       |       |                  | Dead End   |     |         | 0.233       | F  | 0.511         | NA    |    | 04/06/2018 |
|                        |        | From:       |         |       |                  | US 13 Military Highway   |     |         |             |    |               |       |    |            |
| (F153) Rotunda Ave     | 1.67   | 580         | G       | 93%   | 2%               | 2% 0% 3%   | 0%  | С       | 0.126       | F  | 0.692         | 620   | G  | 2020       |
|                        |        | To:         |         |       |                  | WCL Portsmouth   |     |         |             |    |               |       |    |            |
| City of Portsmouth     |        |             |         |       |                  |  |     |         |             |    |               |       |    |            |
|                        | 0.00   | From        |         | 000/  | 00/              | WCL Portsmouth   | 00/ | NI      |             | -  | 0.000         | 000   |    | 0000       |
| (F153) Rotunda Ave     | 0.69   | 580<br>To:  | N       | 93%   | 2%               | 2% 0% 3%<br>124-8540 Greenwood Dr  | 0%  | Ν       | 0.126       | F  | 0.692         | 620   | Ν  | 2020       |
|                        |        |             |         |       |                  | 124-8540 Greenwood Di  |     |         | l           |    |               |       |    |            |
| City of Chesapeake     |        | From:       |         |       |                  | Dorcas Rd  |     |         |             |    |               |       |    |            |
| (F156) Burns St        | 0.12   | 220         | R       |       |                  |  |     |         | 0.246       | F  | 0.516         | NA    |    | 04/06/2018 |
|                        |        | To:         |         |       |                  | Dead End   |     |         |             |    |               |       |    |            |
|                        | 0.40   | From:       | Ļ       |       |                  | SR 191 Jolliff Rd  |     |         |             | -  | 0.500         | N 1 A |    | 00/00/0010 |
| F336 Jolliff Rd        | 0.19   | <b>30</b>   | R       |       |                  | Dead End   |     |         | 0.222       | F  | 0.583         | NA    |    | 03/30/2018 |
|                        |        | From:       |         |       |                  |  |     |         |             |    |               |       |    |            |
| (F337) Branchview Way  |        | 60          | R       |       |                  | Dead End   |     |         | 0.128       | F  | 0.5           | NA    |    | 03/30/2018 |
|                        |        | To:         |         |       |                  | SR 191 Jolliff Rd  |     |         |             |    |               |       |    |            |
|                        |        | From:       |         |       |                  | SR 190 Great Bridge Blvd   |     |         |             |    |               |       |    |            |
| (F683) Blake St        |        | 1000        | R       |       |                  |  |     |         | 0.092       | F  | 0.614         | NA    |    | 04/06/2018 |
|                        |        | To:         |         |       |                  | Dead End   |     |         |             |    |               |       |    |            |
|                        |        | From:       | Ļ       |       | 1                | SR 190 Great Bridge Blvd   |     |         | 0.050       | -  | 0 500         | N1.A  |    | 04/00/0010 |
| F684 Finck Lane        |        | 690<br>To:  | R       |       |                  | Dead End   |     |         | 0.253       | F  | 0.563         | NA    |    | 04/06/2018 |
|                        |        | From        | I       |       |                  | Dead End   |     |         |             |    |               |       |    |            |
| (F808) W Military Hwy  | 0.06   | 470         | R       |       |                  | Deau Enu   |     |         | 0.247       | F  | 0.524         | NA    |    | 03/30/2018 |
|                        |        | To          |         |       |                  | US 58; FR-923  |     |         |             |    |               |       |    |            |
|                        |        | From:       |         |       |                  | Dead End   |     |         |             |    |               |       |    |            |
| (F809)                 | 0.65   | 770         | R       |       |                  |  |     |         | 0.168       | F  | 0.571         | NA    |    | 03/30/2018 |
|                        |        | To:         |         |       |                  | US 58 Military Hwy   |     |         |             |    |               |       |    |            |
|                        |        | From:       | Ļ       |       |                  | US 13 Military Hwy   |     |         | 0.170       | -  | 0.510         | NIA   |    | 00/00/0010 |
| (F812) Ridgeway Ave    |        | 110<br>To:  | R       |       |                  | Dead End   |     |         | 0.179       | F  | 0.519         | NA    |    | 03/30/2018 |
|                        |        | From:       |         |       |                  | US 58 Military Hwy   |     |         |             |    |               |       |    |            |
| (F923) Snowden St      | 0.58   | 570         | R       |       |                  | 55 55  |     |         | 0.381       | F  | 0.625         | NA    |    | 03/30/2018 |
|                        |        | To:         |         |       |                  | Dead End   |     |         |             |    |               |       |    |            |
|                        |        | From:       |         |       |                  | Churchland Blvd  |     |         |             |    |               |       |    |            |
| 1 Towne Point Rd       | 0.07   | 19000       | G       | 96%   | 1%               | 2% 1% 1%   | 0%  | F       | 0.092       | F  | 0.508         | 21000 | G  | 2020       |
|                        |        | To:         |         |       |                  | 8520 JB-131 NCL Chesapeak  | e   |         |             |    |               |       |    |            |
| Backwoods Rd           | 0.72   | From:       | F       |       |                  | North Carolina State Line  |     |         | 0.116       | F  | 0.704         | 1800  | F  | 2020       |
| 2 Backwoods Rd         | 0.73   | 1600<br>To: |         |       |                  | 131-8796 Ballahack Rd  |     |         | 0.116       | F  | 0.794         | 1600  | F  | 2020       |
|                        |        |             |         |       |                  | 151-0770 DananaUK KU   |     |         |             |    |               |       |    |            |

|                        |        | Ann                | iual Av |       | Trat<br>Daily Tr | Department of Transp<br>ffic Engineering Division<br>2020<br>raffic Volume Estimate | on             | ction o | of Route |    |         |       |    |      |
|------------------------|--------|--------------------|---------|-------|------------------|---|----------------|---------|----------|----|---------|-------|----|------|
|                        |        |                    |         |       |                  | City of Chesapeake  |                |         | K        |    | Dir     |       |    |      |
| Route                  | Length | AADT               | QA      | 4Tire | Bus              | 2Axle 3+Axle 1Tra   |                | QC      | Factor   | QK | Factor  | AAWDT | QW | Year |
| City of Chesapeake     |        | From:              |         |       | US               | 17 George Washington Hw   | v              |         |          |    |         |       |    |      |
| 3 Douglas Rd           | 2.95   | 460                | F       | 97%   | 0%               | 1% 1% 1%  | <u>9</u><br>0% | F       | 0.109    | F  | 0.532   | 490   | F  | 2020 |
|                        |        | To:                |         |       |                  | Benefit Rd  |                |         |          |    |         |       |    |      |
| (4) Indian Creek Rd    | 5.02   | From:              | F       | 95%   | В<br>0%          | Bus US 168 Battlefield Blvd<br>2% 0% 2%   | 0%             | С       | 0.107    | -  | 0 577   | 2200  | F  | 2020 |
| 4 Indian Creek Rd      | 5.92   | 3100<br>To:        | F       | 95%   | 0%               | 2% 0% 2%<br>WCL Virginia Beach  | 0%             | U       | 0.107    | F  | 0.577   | 3300  | г  | 2020 |
|                        |        | From:              |         |       |                  | Volvo Pkwy  |                |         |          |    |         |       |    |      |
| 5 Crossways Blvd       | 0.32   | 11000              | G       | 99%   | 0%               | 0% 0% 0%  | 0%             | С       | 0.097    | F  | 0.609   | 11000 | G  | 2020 |
|                        |        | To:                |         |       |                  | Eden Way North  |                |         |          |    |         |       |    |      |
| 6 Woodlake Dr          | 0.23   | From: 19000        | F       | 97%   | 1%               | Greenbriar Pkwy<br>1% 1% 1%   | 0%             | С       | 0.085    | F  | 0.634   | 20000 | F  | 2020 |
|                        |        | To:                | -       |       |                  | Old Greenbriar Pkwy   |                | -       |          |    |         |       |    |      |
|                        |        | From:              |         |       |                  | Woodlake Dr   |                | _       |          | _  |         |       |    |      |
| 7 Old Greenbriar Rd    |        | 9800<br>To:        | G       | 98%   | 1%               | 1% 0% 0%  | 0%             | С       | 0.089    | F  | 0.54    | 10000 | G  | 2020 |
|                        |        | Fram:              |         |       |                  | US 13 Military Hwy<br>Military Hwy  |                |         |          |    |         |       |    |      |
| 7 Old Greenbriar       |        | <b>4000</b>        | G       | 98%   | 1%               | 0% 0% 0%  | 0%             | F       | 0.106    | F  | 0.621   | 4300  | G  | 2020 |
|                        |        | From:              |         |       |                  | Providence Rd   |                |         |          |    |         |       |    |      |
| 8 Bunch Walnuts Rd     | 3.01   | 1400               | F       | 98%   | 1%               | Ballahack Rd 1% 0% 0%   | 0%             | С       | 0.114    | F  | 0.549   | 1500  | F  | 2020 |
|                        |        | To:                |         |       |                  | Benefit Rd  |                |         |          |    |         |       |    |      |
|                        |        | From               |         |       |                  | WCL Va Beach  |                |         |          |    |         |       | _  |      |
| 9 Paramont Ave         |        | 3600<br>Tec        | G       | 97%   | 1%               | 1% 0% 0%  | 0%             | С       | 0.101    | F  | 0.572   | 3900  | G  | 2020 |
|                        |        | From:              |         |       |                  | US 13 Military Hwy<br>Benefit Rd  |                |         |          |    |         |       |    |      |
| (10) Sign Pine Rd      | 2.43   | 3100               | G       | 98%   | 1%               | 0% 0% 0%  | 0%             | С       | 0.107    | F  | 0.678   | 3200  | G  | 2020 |
|                        |        | To:                |         |       | E                | Bus SR 168 Battlefield Blvd   |                |         |          |    |         |       |    |      |
|                        |        | From:              | _       | 0.004 |                  | 8 Battlefield Blvd, Atlantic  |                | _       |          | _  | 0 = 1 0 |       | _  |      |
| (11) Campostella Rd    | 0.44   | 9500               | G       | 96%   | 0%               | 1% 1% 2%  | 0%             | F       | 0.083    | F  | 0.518   | 10000 | G  | 2020 |
| (11) Campostella Rd    | 1.34   | From:<br>10000     | G       | 96%   | 0%               | 131-8640 Providence Rd<br>1% 1% 2%  | 0%             | F       | 0.089    | F  | 0.611   | 11000 | G  | 2020 |
| (11) Campostella Rd    | 1.54   | TOUDU              | G       | 90 /8 |                  | R 246 Liberty St; Border Rd   |                |         | 0.009    | '  | 0.011   | 11000 | G  | 2020 |
|                        |        | From:              |         |       |                  | SR 165 Moses Grandy Rd  |                |         |          |    |         |       |    |      |
| (12) Cedar Rd          | 3.05   | 5900               | G       | 97%   | 2%               | 0% 0% 0%  | 0%             | С       | 0.09     | F  | 0.562   | 6300  | G  | 2020 |
|                        |        | To:                |         |       |                  | SR 165 Moses Grandy Rd  |                |         |          |    |         |       |    |      |
| (13) Old Galberry Rd   |        | From:<br>140       | F       | 99%   | 0%               | Dead End 0% 0% 0%   | 0%             | F       | 0.132    | F  | 0.526   | 140   | F  | 2020 |
|                        |        | To:                |         | 0070  | 0,0              | Dead End Bus US 17  | 0,0            |         |          | •  | 0.020   |       | •  | _0_0 |
|                        |        | From               |         |       |                  | Western Branch Blvd   |                |         |          |    |         |       |    |      |
| (8524) Churchland Blvd | 0.57   | 5200               | G       | 99%   | 0%               | 1% 0% 0%  | 0%             | С       | 0.079    | F  | 0.574   | 5500  | G  | 2020 |
|                        |        | To:<br>From:       |         | 000/  | 0.01             | Towne Point Rd  | 00/            |         |          | _  | 0.500   | 10000 |    |      |
| (8524) Churchland Blvd | 0.09   | 12000<br>To:       | Ν       | 99%   | 0%               | 1% 0% 0%<br>WCL Portsmouth  | 0%             | Ν       | 0.09     | F  | 0.562   | 13000 | Ν  | 2020 |
|                        |        | From:              |         |       |                  | SR 191 Jolliff Rd   |                |         | 1        |    |         |       |    |      |
| (8527) Dock Landing Rd |        | 5200               | G       | 99%   | 0%               | 1% 0% 0%  | 0%             | F       | 0.104    | F  | 0.648   | 5500  | G  | 2020 |
| $\bigcirc$             |        | To:<br>From:       |         |       |                  | I-664   |                |         | <b>-</b> |    |         |       |    |      |
| (8527) Dock Landing Rd | 0.89   | 5400               | G       | 98%   | 1%               | 0% 0% 0%  | 0%             | С       | 0.098    | F  | 0.608   | 5700  | G  | 2020 |
|                        | 0.01   | From               |         | 000   | 4.0.1            | Eagle Hill Dr   | 0.01           | -       |          | -  | 0.001   | 5000  | -  | 0000 |
| (8527) Dock Landing Rd | 0.24   | 5000               | G       | 98%   | 1%               | 0% 0% 0%  | 0%             | F       | 0.098    | F  | 0.604   | 5300  | G  | 2020 |
| (8527) Dock Landing Rd | 2.23   | 5300               | G       | 98%   | 2%               | Devon Dr<br>0% 0% 0%  | 0%             | С       | 0.101    | F  | 0.51    | 5600  | G  | 2020 |
| (8527) Dock Landing Rd | 2.20   | <b>3300</b><br>To: | G       | 50 /8 | 2 /0             | SR 337 Portsmouth Blvd  | 0 /0           | 0       | 0.101    | '  | 0.01    | 5000  | u  | 2020 |
|                        |        | From:              |         |       |                  | Dock Landing Rd   |                |         |          |    |         |       |    |      |
| (8527) Ramp            | 0.27   | 2600               | G       |       |                  |   |                |         | 0.137    | F  |         | 2700  | G  | 2020 |
| $\sim$                 |        | To:                |         |       |                  | I-664 East  |                |         |          |    |         |       |    |      |

|                        |        | <b>A m m</b>          |        |          | Trat     | Department of<br>fic Engineerin<br>2020 | a Divisio  | n        | tion o | f Douto     |    |               |       |    |      |
|------------------------|--------|-----------------------|--------|----------|----------|---|------------|----------|--------|-------------|----|---------------|-------|----|------|
|                        |        | Anr                   | nual A | verage I |          | affic Volume<br>City of Chesa           |            | s By Sec | tion o | f Route     |    |               |       |    |      |
| Route                  | Length | AADT                  | QA     | 4Tire    | Bus      | 7<br>2Axle 3+Ax                         |            |          | QC     | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Chesapeake     |        | From:                 |        |          |          | Dock Landing                            | g Rd       |          |        |             |    |               |       |    |      |
| (8527) Ramp            | 0.28   | 2300                  | G      |          |          |   |            |          |        | 0.099       | F  |               | 2400  | G  | 2020 |
|                        |        | To:<br>From:          |        |          | 100 (    | I-664 Wes                               |            |          |        |             |    |               |       |    |      |
| (8529) Pughsville Rd   | 0.85   | 10000                 | G      | 93%      | 0%       | 59 Pughsville Rd<br>0% 1%               |            | 0%       | С      | 0.087       | F  | 0.568         | 11000 | G  | 2020 |
| 8529 Pughsville Rd     | 0.16   | From:<br>20000<br>To: | G      | 98%      | 0%       | I-664<br>0% 0%<br>131-8530; Tayl        |            | 0%       | С      | 0.084       | F  | 0.555         | 21000 | G  | 2020 |
| (8529) Taylor Rd       | 1.65   | From: 12000           | G      | 98%      | 0%       | Pughsville I<br>0% 0%                   | Rd         | 0%       | F      | 0.088       | F  | 0.572         | 13000 | G  | 2020 |
| (8529) Taylor Rd       | 1.00   | To:                   | ŭ      | 0070     |          | IS 17 Western Bra                       |            | 070      |        | 0.000       |    | 0.072         | 10000 | G  | 2020 |
|                        | 0.00   | From:                 |        |          |          | Pughsville I                            | Rd         |          |        |             | -  |               | 0.400 | 0  | 0000 |
| (8529) Ramp            | 0.09   | 6000 To:              | G      |          |          | I-664 Eas                               | t          |          |        | 0.101       | F  |               | 6400  | G  | 2020 |
| North                  |        | From:                 |        |          | 131-852  | 9 TO ROUTE 66                           | 4 EASTSO   | UTH      |        |             |    |               |       |    |      |
| (8529) Ramp            | 0.07   | ΝΑ                    |        |          | 1        | 31-8529-S000A T                         | OPOLIT     |          |        | NA          |    |               | NA    |    |      |
| North                  |        | From:                 |        |          | 1.       | Pughsville Rd                           |            |          |        |             |    |               |       |    |      |
| (8529) Ramp            | 0.19   | 820                   | G      |          |          | r ugilo (lile rtu )                     | torur      |          |        | 0.124       | F  |               | 870   | G  | 2020 |
|                        |        | To:                   |        |          |          | I-664 Wes                               |            |          |        |             |    |               |       |    |      |
| South<br>(8529) Ramp   | 0.05   | From:<br>NA           |        |          | 13       | 1-8529 TO & FR                          | OM ROUT    |          |        | NA          |    |               | NA    |    |      |
| (8529) Hamp            | 0.00   | To:                   |        |          | 131-8529 | 9-N000A; 131-85                         | 29- A TO R | OUT      |        |             |    |               |       |    |      |
| South                  |        | From:                 |        |          |          | Pughsville Rd                           | South      |          |        |             |    |               |       |    |      |
| (8529) Ramp            | 0.29   | 5400<br>To:           | G      |          |          | I-664 Wes                               | +          |          |        | 0.102       | F  |               | 5800  | G  | 2020 |
|                        |        | From:                 |        |          |          | SR 337 Portsmou                         |            |          |        |             |    |               |       |    |      |
| (8530) Taylor Rd       | 1.70   | 18000                 | G      | 99%      | 0%       | 0% 0%                                   |            | 0%       | С      | 0.088       | F  | 0.517         | 19000 | G  | 2020 |
|                        |        | To<br>From            |        | 000/     | 00/      | Bruce Rd                                |            | 00/      | _      |             | _  | 0 550         | 01000 |    |      |
| (8530) Taylor Rd       | 0.29   | 20000 To:             | G      | 99%      | 0%       | 0% 0%<br>131-8529 Pughsy                |            | 0%       | F      | 0.088       | F  | 0.552         | 21000 | G  | 2020 |
|                        |        | From:                 |        |          |          | Taylor Ro                               |            |          |        |             |    |               |       |    |      |
| (8531) Dunedin Dr      | 0.99   | 1900                  | F      | 99%      | 0%       | 0% 0%                                   |            | 0%       | С      | 0.105       | F  | 0.506         | 2000  | F  | 2020 |
|                        |        | To:<br>From:          |        |          | U        | IS 17 Western Bra                       |            |          |        |             |    |               |       |    |      |
| (8532) Bruce Rd        | 1.54   | 11000                 | G      | 98%      | 1%       | Taylor Ro<br>0% 0%                      |            | 0%       | С      | 0.099       | F  | 0.559         | 11000 | G  | 2020 |
| $\bigcirc$             |        | To:<br>From:          |        |          |          | Tyre Neck I                             |            |          |        |             |    |               |       |    |      |
| (8532) Tyre Neck Rd    | 1.26   | 7700                  | G      | 99%      | 0%       | Bruce St<br>0% 0%                       | 0%         | 0%       | С      | 0.105       | F  | 0.606         | 8200  | G  | 2020 |
| $\bigcirc$             |        | To                    |        |          |          | WCL Portsm                              | outh       |          |        |             |    |               |       |    |      |
| (8547) Deep Creek Blvd | 0.60   | From:<br>4200         | G      | 98%      | 1%       | Gust Lane<br>1% 0%                      |            | 0%       | С      | 0.118       | F  | 0.574         | 4400  | G  | 2020 |
| (8547) Deep Creek Blvd | 0.00   | Tor                   |        | 50 /8    | 1 /0     | SCL Portsmo                             |            | 0 /0     | 0      |             |    | 0.074         | ++00  | u  | 2020 |
|                        |        | From:                 |        |          |          | US 460 22nd                             |            |          |        |             |    |               |       |    |      |
| (8591) Liberty St      | 0.40   | <b>3000</b>           | G      | 90%      | 1%       | 1% 2%                                   |            | 0%       | F      | 0.088       | F  | 0.543         | 3200  | G  | 2020 |
|                        |        | From:                 |        |          |          | SCL Norfo<br>ECL Norfo                  |            |          |        |             |    |               |       |    | _    |
| (8592) Berkley Ave     | 0.39   | 2000                  | F      | 97%      | 1%       | 1% 1%                                   |            | 0%       | F      | 0.086       | F  | 0.603         | 2100  | F  | 2020 |
|                        |        | To:                   |        |          |          | Wingfield A                             |            |          |        |             |    |               |       |    |      |
| (8596) Rosemont Ave    | 0.13   | From:<br>1600         | F      |          |          | Bank Stree                              | t          |          |        | 0.127       | F  | 0.511         | 1700  | F  | 2020 |
| (8596) Rosemont Ave    | 0.70   | To:                   |        |          |          | Hill Stree                              |            |          |        |             |    |               |       | ·  |      |
| (8596) Rosemont Ave    | 0.37   | From:<br>1600         | F      | 99%      | 0%       | Hill St<br>1% 0%                        | 0%         | 0%       | С      | 0.12        | F  | 0.557         | 1700  | F  | 2020 |
| (8596) Rosemont Ave    | 0.07   | To:                   |        | 0070     | 370      | US 460 Bainbrid                         |            | 070      | 5      |             |    | 0.007         | 1,00  |    | _0_0 |
|                        | a      | From:                 |        |          |          | US 460 Bainbrid                         |            | A        |        |             | _  |               |       | -  |      |
| (8597) Chesapeake Dr   | 0.45   | 2100<br>To:           | F      | 75%      | 1%       | 4% 3%<br>Chesapeake                     |            | 0%       | С      | 0.103       | F  | 0.565         | 2300  | F  | 2020 |
|                        |        |                       |        |          |          | Chesapeare                              |            |          |        |             |    |               |       |    |      |

6/13/2021

|                        |        | Anr                  | iual Av |       | Traf<br>Daily Tr   | Department of T<br>fic Engineering<br>2020<br>affic Volume Es<br>City of Chesape | Divisio<br>stimates | n      | tion of | Route    |    |        |       |         |      |
|------------------------|--------|----------------------|---------|-------|--------------------|--|---------------------|--------|---------|----------|----|--------|-------|---------|------|
|                        |        |                      |         |       |                    | Tri  |                     |        |         | К        |    | Dir    |       | <u></u> |      |
| Route                  | Length | AADT                 | QA      | 4Tire | Bus                | 2Axle 3+Axle   | 1Trail              | 2Trail | QC      | Factor   | QK | Factor | AAWDT | QW      | Year |
| City of Chesapeake     |        | From:                |         |       |                    | Buell St   |                     |        |         |          |    |        |       |         |      |
| (8598) Freeman Ave     | 0.65   | 3700                 | G       | 59%   | 1%                 | 3% 8%  | 30%                 | 0%     | С       | 0.098    | F  | 0.537  | 3900  | G       | 2020 |
| (8598) Freeman Ave     | 0.25   | From<br>7800<br>To:  | G       | 59%   | 1%                 | I-464<br>3% 8%<br>US 460 Bainbridge  | 30%<br>Blvd         | 0%     | F       | 0.083    | F  | 0.563  | 8300  | G       | 2020 |
| <u> </u>               |        | From:                |         |       |                    | Freeman Ave  |                     |        |         |          | _  |        |       |         |      |
| (8598) Ramp            | 0.13   | 3200 To:             | G       |       |                    | I-464 South  |                     |        |         | 0.095    | F  |        | 3500  | G       | 2020 |
|                        |        | From:                |         |       |                    | Freeman Ave  |                     |        |         |          |    |        |       |         |      |
| (8598) Ramp            | 0.13   | 3200<br>To:          | G       |       |                    | I-464 North  |                     |        |         | 0.1      | F  |        | 3400  | G       | 2020 |
|                        |        | From:                |         |       | τ                  | JS 13 & 460 Militar  | y Hwy               |        |         | t        |    |        |       |         |      |
| (8599) Cavalier Blvd   | 1.24   | 10000 <sub>To:</sub> | G       | 90%   | 1%                 | 1% 2%  | 5%                  | 0%     | С       | 0.095    | F  | 0.520  | 11000 | G       | 2020 |
|                        |        | From:                |         |       | ī                  | SCL Portsmout<br>JS 13 & 460 Militar   |                     |        |         |          |    |        |       |         |      |
| (8601) Deep Creek Blvd | 0.94   | 2900                 | G       | 97%   | 1%                 | 1% 0%  | 0%                  | 0%     | С       | 0.098    | F  | 0.740  | 3000  | G       | 2020 |
|                        |        | To:<br>From:         |         |       |                    | Gust Lane<br>Deep Creek Blv  | 'd                  |        |         |          |    |        |       |         |      |
| (8601) Gust Lane       | 0.44   | <b>5000</b>          | G       | 99%   | 0%                 | 0% 0%  | 0%                  | 0%     | С       | 0.100    | F  | 0.52   | 5400  | G       | 2020 |
|                        |        | Fram                 |         |       |                    | SCL Portsmout  |                     |        |         |          |    |        |       |         |      |
| (8602) Camelot Blvd    | 0.59   | 6400                 | G       | 97%   | 1%                 | 1% 0%  | 0%                  | 0%     | С       | 0.089    | F  | 0.572  | 6800  | G       | 2020 |
|                        | 0.00   | Tor<br>From          |         | 000/  | 10/                | Deep Creek Bly   |                     | 00/    | -       |          |    | 0.570  | 4400  | 0       | 0000 |
| (8602) Camelot Blvd    | 0.32   | <b>4200</b>          | G       | 90%   | 1%<br>US           | 1% 2%<br>17 George Washing   | 5%<br>gton Hwy      | 0%     | F       | 0.089    | F  | 0.573  | 4400  | G       | 2020 |
|                        |        | From:                |         |       |                    | 13, US 460 Military  |                     |        |         |          | _  |        |       |         |      |
| (8604) Galberry Rd     | 2.41   | 2300                 | G       | 97%   | 2%                 | 0% 0%  | 0%                  | 0%     | С       | 0.144    | F  | 0.812  | 2500  | G       | 2020 |
| (8604) Shell Rd        | 0.87   | 4800                 | G       | 98%   | <u>Bus C</u><br>1% | US 17 George Wash<br>0% 0%   | ngton Hy<br>0%      | 0%     | F       | 0.101    | F  | 0.566  | 5000  | G       | 2020 |
| $\bigcirc$             |        | Tor                  |         |       |                    | Firman St  |                     |        |         | <b>_</b> |    |        |       |         |      |
| 8604) Shell Rd         | 0.81   | 3900                 | G       | 97%   | 2%                 | 1% 0%  | 0%                  | 0%     | С       | 0.112    | F  | 0.645  | 4100  | G       | 2020 |
| (8604) Shell Rd        | 1.12   | Erom                 | G       | 97%   | 1%                 | Canal Dr<br>1% 0%  | 0%                  | 0%     | С       | 0.118    | F  | 0.688  | 2400  | G       | 2020 |
|                        |        | To:                  |         |       |                    | S 13, US460 Milita   |                     |        | -       |          |    |        |       |         |      |
| (8605) Canal Dr Ext    | 0.51   | From:<br>4200        | G       | 98%   | 1%                 | Shell Rd<br>1% 0%  | 0%                  | 0%     | С       | 0.101    | F  | 0.632  | 4400  | G       | 2020 |
| (8605) Canal Dr Ext    | 0.31   | 4200<br>Tor          |         | 50 /8 |                    | JS 13 & 460 Militar  |                     | 070    | U       | 0.101    |    | 0.002  | ++00  | u       | 2020 |
|                        | 0.00   | From:                |         | 000   |                    | 460, SR 166 Bainbr   |                     |        | ^       |          | -  | 0.504  | E 700 | 0       | 0000 |
| 8622 Portlock Rd       | 0.89   | 5300<br>To:          | G       | 98%   | 1%                 | 1% 0%<br>Campostella Re  | 0%<br>1             | 0%     | С       | 0.111    | F  | 0.594  | 5700  | G       | 2020 |
|                        |        | From                 |         |       |                    | Providence Rd  |                     |        |         |          |    |        |       |         |      |
| (8635) Dunbarton Rd    | 0.06   | 3100                 | G       | 98%   | 2%                 | 0% 0%  | 0%                  | 0%     | F       | 0.175    | F  | 0.534  | 3300  | G       | 2020 |
| (8635) Dunbarton Rd    | 0.18   | From:<br>1200        | G       | 98%   | 2%                 | Longdale Cresce<br>0% 0%   | ent<br>0%           | 0%     | С       | 0.1      | F  | 0.595  | 1300  | G       | 2020 |
|                        |        | Tor                  |         |       |                    | Crown Crescer  |                     |        |         |          |    |        |       |         |      |
| 8635 Dunbarton Rd      | 0.16   | 580<br>To:           | G       | 97%   | 2%                 | 1% 0%  | 0%                  | 0%     | С       | 0.093    | F  | 0.64   | 620   | G       | 2020 |
|                        |        | From:                |         |       |                    | Longdale Cresce<br>Campostella Re  |                     |        | _       |          | _  |        |       |         |      |
| (8640) Providence Rd   | 1.34   | 13000                | G       | 98%   | 1%                 | 0% 0%  | 0%                  | 0%     | F       | 0.107    | F  | 0.655  | 14000 | G       | 2020 |
|                        | 0.00   | Tor<br>From          |         | 000/  | 10/                | Angora Dr  | 00/                 | 0%     | C       | 0 101    | E  | 0.570  | 14000 | G       | 2020 |
| (8640) Providence Rd   | 0.99   | 13000<br>To:         | G       | 98%   | 1%                 | 0% 0%<br>WCL Virginia Be   | 0%<br>ach           | 0%     | С       | 0.101    | F  | 0.573  | 14000 | G       | 2020 |
|                        |        | From:                |         |       |                    | Military Hwy   |                     |        |         |          |    |        |       |         |      |
| 8645 Sparrow Rd        | 0.23   | <b>4600</b>          | G       | 98%   | 1%                 | 1% 0%<br>Providence Rd   | 0%                  | 0%     | F       | 0.089    | F  | 0.589  | 4900  | G       | 2020 |
|                        |        |                      |         |       |                    |  |                     |        |         |          |    |        |       |         |      |

| Annual Average Dail: Table Volume Estimates Dr. Stockin of Route<br>Dark of Chasenake         Direct Chasenake         OF AUD ON 4 The Bus The Char of Chasenake The Char of Char |  | Virginia Department of Transportation<br>Traffic Engineering Division |            |    |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
|---|--|---|------------|----|-------|-------|------------------------|--------------|----|-------|-----|-------|-------|----|-------|-------|---|-------|------|---|------|
| House         Langth         AAUCI         GA         41 me         Bus         2 Avie         3 Avie         11 mail         22 mil         GC         Factor         GK         Pactor         AKWDI         GW         Year           Girst         G         9874         0.84         8600         G         9874         766         0%   |  |   |            |    |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| Proceeder Rd         Proceeder Rd           Proceeder Rd         Colspan="4"           Sparrow Rd         0.57         2800         G         Proceeder Rd           G         Proceeder Rd         G         Proceeder Rd           OPT         F         Proceeder Rd         F         Proceeder Rd           OPT         Proceeder Rd         Colspan="4">Proceeder Rd         F         Proceeder Rd           OPT         Proceeder Rd         Proceeder Rd         F         Proceeder Rd           OPT         F         Proceeder Rd         F         OPT   | Route  | Length  | AADT       | QA | 4Tire | Bus   |                        |              | QC |       | QK  |       | AAWDT | QW | Year  |       |   |       |      |   |      |
| Sparrow Rd         0.57         2800°         G         97%         1%         1%         0%  | Citv of Chesapeake   |   | From:      | l  |       |       | Providence Rd          |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| Sparrow Rd         0.57         2800         G         97%         1%         1%         0%         0%         0%         C         0.104         F         0.59         3000         G         2020           Sparrow Rd         0.28         1200         G         98%         1%         1%         0%         0%         0%         C         0.101         F         0.543         1300         G         2020           Ger         Border Rd         0.47         2800         F         99%         0%         1%         0%   | (8645) Sparrow Rd  | 0.84  | To         | G  | 98%   | 1%    |                        | 0%           | С  | 0.1   | F   | 0.626 | 9200  | G  | 2020  |       |   |       |      |   |      |
| Sparrow Rd         0.28         1200         6         98%         1%         1%         1%         0%  | 8645 Sparrow Rd  | 0.57  |            | G  | 97%   | 1%    | 1% 0% 0%               | 0%           | С  | 0.104 | F   | 0.599 | 3000  | G  | 2020  |       |   |       |      |   |      |
| Mark Border Rd         0.47         3600         F         99%         0% <td>8645 Sparrow Rd</td> <td>0.28</td> <td>1200</td> <td>G</td> <td>98%</td> <td>1%</td> <td>1% 0% 0%</td> <td>0%</td> <td>С</td> <td>0.101</td> <td>F</td> <td>0.543</td> <td>1300</td> <td>G</td> <td>2020</td>  | 8645 Sparrow Rd  | 0.28  | 1200       | G  | 98%   | 1%    | 1% 0% 0%               | 0%           | С  | 0.101 | F   | 0.543 | 1300  | G  | 2020  |       |   |       |      |   |      |
| Border Rd         0.47         3600         F         99%         0%         1%         0%         0%         0%         C         0.08         F         0.237         3800         F         2020           Ger         Wingfield Ave         0.08         1000         F         97%         0%   |  |   | From:      | 1  |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| Serie         Instruct Mail         Instruct Mail         Instruct Mail           Serie         1900         F         97%         0%<  | (8647) Border Rd   | 0.47  | 3600       | F  | 99%   |       |                        | 0%           | С  | 0.089 | F   | 0.537 | 3800  | F  | 2020  |       |   |       |      |   |      |
| Wingfield Ave         0.08         1900         F         97%         0%         2%         0%         0%         C         0.098         F         0.544         2000         F         2020           Wingfield Ave         0.48         2200         F         98%         0%         0%         0%         C         0.098         F         0.562         2020         F         2020           Wingfield Ave         0.48         2200         F         99%         0% <td><math>\bigcirc</math></td> <td></td>  | $\bigcirc$   |   |            |    |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| Mingfield Ave         0.48         2200         F         99%         0%         1%         0%         0%         0%         0.000         F         0.562         2000         F         2020           Mingfield Ave  | (8647) Wingfield Ave   | 0.08  |            | F  | 97%   | 0%    |                        | 0%           | С  | 0.098 | F   | 0.544 | 2000  | F  | 2020  |       |   |       |      |   |      |
| Tatemstern Rd           Tatemstern Rd <td></td> <td>0.40</td> <td></td> <td>_</td> <td>000/</td> <td>00/</td> <td></td> <td>00/</td> <td>0</td> <td></td> <td>_</td> <td>0.500</td> <td>0000</td> <td>-</td> <td>0000</td>  |  | 0.40  |            | _  | 000/  | 00/   |                        | 00/          | 0  |       | _   | 0.500 | 0000  | -  | 0000  |       |   |       |      |   |      |
| $10^{10}$ Windfield Ave           SR 407 Indian River Rd           (arrow field)         11.9         3500         F         99%         0%   | (8647) Winglield Ave   | 0.48  | 2200<br>To | F  | 98%   | 0%    |                        | 0%           | U  | 0.098 | F   | 0.562 | 2300  | Г  | 2020  |       |   |       |      |   |      |
| ***         ****         ****         ****         ****         ****         ****         ****         ****         ****         ****         ****         ****         ****         ****         *****         *****         *****         *****         *****         *****         *****         ******         ******         *******         ***********************************   | (8647) Tatemstown Rd   |   |            | F  | 99%   | 0%    | Wingfield Ave          | 0%           | С  | 0.092 | F   | 0.589 | 4100  | F  | 2020  |       |   |       |      |   |      |
| Seed Albernarle Dr         1.19         3500         F         99%         0% <th0%< th="">         0%         0%</th0%<>  |  |   | To         |    |       |       | SR 407 Indian River Rd |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $   | $\sim$   |   |            |    |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | (8648) Albemarle Dr  | 1.19  |            | F  | 99%   | 0%    |                        | 0%           | С  | 0.121 | F   | 0.949 | 3700  | F  | 2020  |       |   |       |      |   |      |
| $\begin{array}{ c c c c c c c c c c c c c c c c c c c$  |  |   |            |    |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| Royal Oak Dr           Walaut Ave           Walaut Ave         0.125         F         0.581         770         F         2020           West Rd         920         F         97%         1%         1%         1%         0%         F         0.115         F         0.581         770         F         2020           West Rd         0.80         200         F         80%         1%         1%         2%         16%         0%         F         0.115         F         0.611         980         F         2020           First         Douglas Rd         T         Douglas Rd         T         0%         F         0.159         F         0.75         220         F         2020           West Rd         910         F         98%         0%         1%         1%         0%         6%         F         0.159         F         0.677         970         F         2020           West Rd         910         F         93%         0%         0%         0%         C         0.136         F         0.610         740         F         2020           West Rd         1.96         1600   | Woodford Dr  | 0.28  |            | F  | 99%   | 0%    |                        | 0%           | С  | 0.102 | F   | 0.662 | 870   | F  | 2020  |       |   |       |      |   |      |
| 6660         Cornick Ave         0.14         730         F         0.125         F         0.581         770         F         2020           6660         Cornick Ave         920         F         97%         1%         1%         1%         1%         0%         F         0.115         F         0.611         980         F         2020           6650         Cornick Ave         920         F         97%         1%         1%         1%         1%         0%         F         0.115         F         0.611         980         F         2020           6650         West Rd         0.80         200         F         98%         0%         1%         1%         0%         6%         0.159         F         0.677         970         F         2020           6650         Shillelagh Rd         700         F         97%         0%         1%         1%         0%         6         0.136         F         0.610         740         F         2020           6666         Benefit Rd         1.96         1600         F         97%         0%         1%         1%         0%         C         0.102         F <th< td=""><td>(8049)</td><td></td><td>To:</td><td>-</td><td></td><td>• / •</td><td></td><td></td><td>-</td><td></td><td>-</td><td></td><td></td><td>-</td><td></td></th<>   | (8049)   |   | To:        | -  |       | • / • |                        |              | -  |       | -   |       |       | -  |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  |  |   | From:      |    |       |       | Walnut Ave             |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | (8650) Cornick Ave   | 0.14  | 730        | F  |       |       |                        |              |    | 0.125 | F   | 0.581 | 770   | F  | 2020  |       |   |       |      |   |      |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $   |  |   |            |    |       |       |                        |              | _  |       | _   |       |       |    |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | (8650) Cornick Ave   |   | 920<br>Tor | F  | 97%   | 1%    |                        | 0%           | F  | 0.115 | F   | 0.611 | 980   | F  | 2020  |       |   |       |      |   |      |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   |  |   | From       | I  |       |       | ÷                      |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| Benefit Rd         98% $V = V = V = V = V = V = V = V = V = V =$  | (8653) West Rd   | 0.80  |            | F  | 80%   | 1%    |                        | 0%           | F  | 0.159 | F   | 0.75  | 220   | F  | 2020  |       |   |       |      |   |      |
| Bess         West Rd         910         F         98%         0%         1%         1%         0%         0%         F         0.123         F         0.677         970         F         2020           Bess         Shillelagh Rd         700         F         97%         0%         1%         1%         0%         0%         F         0.123         F         0.610         740         F         2020           Bess         Shillelagh Rd         700         F         97%         0%         1%         1%         0%         F         0.136         F         0.610         740         F         2020           Bess         US         168 <battlefield blvd<="" td=""> </battlefield>   |  |   | To         |    |       |       | Benefit Rd             |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | (8653) West Rd   |   |            | F  | 98%   | 0%    |                        | 0%           | F  | 0.123 | F   | 0.677 | 970   | F  | 2020  |       |   |       |      |   |      |
| Bess         Shillelagh Rd         700         F         97%         0%         1%         1%         1%         0%         F         0.136         F         0.610         740         F         2020           0         1%         1%         1%         1%         1%         1%         0%         F         0.136         F         0.610         740         F         2020           0         1600         F         99%         0% <td< td=""><td><math>\bigcirc</math></td><td></td><td>To:</td><td></td><td></td><td></td><td>US 17 Dominion Blvd</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>   | $\bigcirc$   |   | To:        |    |       |       | US 17 Dominion Blvd    |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| US 17 Dominion Blvd           Benefit Rd         1.96         Bus US 168 Battlefield Blvd           (6656)         Benefit Rd         1.92         2800         F         99%         0%         0%         0%         0%         C         0.102         F         0.538         1700         F         2020           (6656)         Benefit Rd         1.92         2800         F         97%         0%         1%         1%         0%         C         0.107         F         0.508         3000         F         2020           Total Sign Pine Rd           Johnstown Rd           Total Sign Pine Rd           Johnstown Rd           Old Atlantic Ave           Old Atlantic Ave           Total SR 168 Atlantic Ave           Park Ave           SR 168 Atlantic Ave           SR 246 Liberty Si            SR 166 Bainbri  |  |   |            |    |       |       |                        |              | _  |       | _   |       |       | _  |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | (8655) Shillelagh Rd   |   |            | F  | 97%   | 0%    |                        | 0%           | F  | 0.136 | F   | 0.610 | 740   | F  | 2020  |       |   |       |      |   |      |
| 6666         Benefit Rd         1.96         1600         F         99%         0%         0%         0%         0%         0%         0.00         C         0.102         F         0.538         1700         F         2020           6666         Benefit Rd         1.92         2800         F         97%         0%         1%         1%         0%         C         0.102         F         0.538         1700         F         2020           6666         Benefit Rd         1.92         2800         F         97%         0%         1%         1%         0%         C         0.107         F         0.508         3000         F         2020           6656         Benefit Rd         3.16         1200         G         97%         1%         1%         0%         0%         0%         C         0.111         F         0.574         1300         G         2020           6657         Old Atlantic Ave         0.07         7200         F         97%         1%         1%         0%         0%         0%         0%         F         0.598         F         0.549         7600         F         2020           6657   |  |   | From:      |    |       | B     |                        |              |    | 1     |     |       |       |    |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | (8656) Benefit Rd  | 1.96  |            | F  | 99%   |       |                        | 0%           | С  | 0.102 | F   | 0.538 | 1700  | F  | 2020  |       |   |       |      |   |      |
| 6656       Benefit Rd       1.92       2800       F       97%       0%       1%       1%       1%       0%       C       0.107       F       0.508       3000       F       2020         6656       Benefit Rd       3.16       1000       G       97%       1%       1%       0%       0%       C       0.107       F       0.508       3000       F       2020         6656       Benefit Rd       3.16       1200       G       97%       1%       1%       0%       0%       C       0.117       F       0.508       3000       F       2020         6656       Benefit Rd       3.16       1200       G       97%       1%       1%       0%       0%       C       0.119       F       0.574       1300       G       2020         6657       Old Atlantic Ave       0.07       7200       F       97%       1%       1%       0%       0%       0%       F       0.091       F       0.549       7600       F       2020         6657       Old Atlantic Ave       0.24       4100       F       97%       1%       1%       0%       0%       0%       0       0.91 <td></td> <td></td> <td>To</td> <td></td> <td></td> <td></td> <td>Sign Pine Rd</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>   |  |   | To         |    |       |       | Sign Pine Rd           |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| 6656       Benefit Rd       3.16       1200       G       97%       1%       1%       0%       0%       0%       C       0.119       F       0.574       1300       G       2020         6656       Benefit Rd       3.16       1200       G       97%       1%       1%       0%       0%       0%       C       0.119       F       0.574       1300       G       2020         6657       Old Atlantic Ave       0.07       7200       F       97%       1%       1%       0%       0%       0%       F       0.098       F       0.549       7600       F       2020         6657       Old Atlantic Ave       0.24       4100       F       97%       1%       1%       0%       0%       0%       F       0.091       F       0.549       7600       F       2020         6657       Old Atlantic Ave       0.24       4100       F       97%       1%       1%       0%       0%       0%       6       0.091       F       0.505       4300       F       2020         6657       Cascade Blvd       0.41       970       G       98%       1%       0%       0%  | 8656 Benefit Rd  | 1.92  | 2800       | F  | 97%   | 0%    |                        | 0%           | С  | 0.107 | F   | 0.508 | 3000  | F  | 2020  |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | $\sim$   |   |            |    |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $  | (8656) Benefit Rd  | 3.16  |            | G  | 97%   | 1%    |                        | 0%           | С  | 0.119 | F   | 0.574 | 1300  | G  | 2020  |       |   |       |      |   |      |
| B657         Old Atlantic Ave         0.07         7200         F         97%         1%         1%         0%         0%         0%         F         0.098         F         0.549         7600         F         2020           B657         Old Atlantic Ave         0.24         4100         F         97%         1%         1%         0%         0%         0%         F         0.098         F         0.549         7600         F         2020           B657         Old Atlantic Ave         0.24         4100         F         97%         1%         1%         0%         0%         0%         F         0.091         F         0.505         4300         F         2020           B657         Cascade Blvd         0.41         970         G         98%         1%         0%         0%         0%         C         0.111         F         0.664         1000         G         2020           B657         Cascade Blvd         0.41         970         G         98%         1%         0%         0%         0%         C         0.111         F         0.664         1000         G         2020 <th colspan="4" s<="" state="" td=""><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th>   | <td></td> <td></td> <td></td> <td>1</td> <td></td>   |   |            |    |       |       |                        | 1            |    |       |     |       |       |    |       |       |   |       |      |   |      |
| Tag         Park Ave           Form         Park Ave           B657         Old Atlantic Ave         0.24         4100         F         97%         1%         1%         0%         0%         0%         F         0.091         F         0.505         4300         F         2020           B657         Cascade Blvd         0.41         970         G         98%         1%         0%         0%         0%         C         0.111         F         0.664         1000         G         2020           Form         SR 166 Bainbridge Blvd           Form <th colspan="6" st<<="" td=""><td>0ld Atlantic Ave</td><td>0.07</td><td></td><td>F</td><td>97%</td><td>1%</td><td></td><td>0%</td><td>F</td><td>0.098</td><td>F</td><td>0.549</td><td>7600</td><td>F</td><td>2020</td></th>   | <td>0ld Atlantic Ave</td> <td>0.07</td> <td></td> <td>F</td> <td>97%</td> <td>1%</td> <td></td> <td>0%</td> <td>F</td> <td>0.098</td> <td>F</td> <td>0.549</td> <td>7600</td> <td>F</td> <td>2020</td> |   |            |    |       |       | 0ld Atlantic Ave       | 0.07         |    | F     | 97% | 1%    |       | 0% | F     | 0.098 | F | 0.549 | 7600 | F | 2020 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$  |  |   | To         | -  |       |       |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |
| 6657       Cascade Blvd       0.41       970       G       98%       1%       0%       1%       0%       0%       C       0.111       F       0.664       1000       G       2020         From         SR 166 Bainbridge Blvd         6658         Booker St       0.58       570       F       99%       0%       1%       0%       0%       C       0.101       F       0.536       610       F       2020  | 8657 Old Atlantic Ave  | 0.24  |            | F  | 97%   | 1%    |                        | 0%           | F  | 0.091 | F   | 0.505 | 4300  | F  | 2020  |       |   |       |      |   |      |
| Ter         Spadina Ave           From         SR 166 Bainbridge Blvd           6658         Booker St         0.58         570         F 99% 0% 1% 0% 0% 0% C         0.101         F 0.536         610         F 2020   |  |   |            |    | 0.000 |       |                        | <b>A A i</b> |    |       | -   | 0.00  |       | 6  | 00000 |       |   |       |      |   |      |
| Spannin Ave           SR 166 Bainbridge Blvd           6658         Booker St         0.58         570         F         99%         0%         1%         0%         0%         C         0.101         F         0.536         610         F         2020   | (8657) Cascade Blvd  | 0.41  |            | G  | 98%   | 1%    |                        | 0%           | С  | 0.111 | F   | 0.664 | 1000  | G  | 2020  |       |   |       |      |   |      |
| (8658) Booker St 0.58 <b>570 F</b> 99% 0% 1% 0% 0% 0% C 0.101 F 0.536 610 F 2020  |  |   |            |    |       | _     |                        |              |    |       | _   |       |       |    |       |       |   |       |      |   |      |
|   | (8658) Booker St   | 0.58  |            | F  | 99%   |       |                        | 0%           | С  | 0.101 | F   | 0.536 | 610   | F  | 2020  |       |   |       |      |   |      |
|   |  |   | To:        |    |       | 2     |                        |              |    |       |     |       |       |    |       |       |   |       |      |   |      |

| Virginia Department of Transportation<br>Traffic Engineering Division<br>2020<br>Annual Average Daily Traffic Volume Estimates By Section of Route<br>City of Chesapeake |        |                        |          |       |      |                  |                         |            |        |    |        |    |        |       |      |      |
|--|--------|------------------------|----------|-------|------|------------------|-------------------------|------------|--------|----|--------|----|--------|-------|------|------|
| Douto  | Longth | AADT                   | ~        | 4Tire |      |                  | Tru                     |            |        | 00 | К      | OK | Dir    | AAWDT | 0.14 | Veer |
| Route  | Length | AADT                   | QA       | 4Tire | Bus  | 2Axle            | 3+Axle                  | 1Trail     | 2Trail | QC | Factor | QK | Factor | AAWDT | QW   | Year |
| City of Chesapeake   |        | From:                  |          |       | В    | us SR 168        | Battlefiel              | d Blvd     |        |    |        |    |        |       |      |      |
| 8661) Centerville Tpke   | 3.76   | 5000                   | G        | 96%   | 2%   | 1%               | 1%                      | 0%         | 0%     | С  | 0.118  | F  | 0.669  | 5300  | G    | 2020 |
| (8661) Centerville Tpke  | 1.03   | From:<br><b>7800</b>   | G        | 96%   | 2%   | Etheridge<br>1%  | e Manor B<br>1%         | lvd<br>0%  | 0%     | F  | 0.118  | F  | 0.669  | 8400  | G    | 2020 |
| (8661) Centerville Tpke  | 1.05   | 7 000<br>To:           | G        | 30 /8 | 2 /0 |                  | tress Rd                | 0 /8       | 078    |    | 0.110  | 1  | 0.003  | 0400  | u    | 2020 |
| (8661) Centerville Tpke  | 1.14   | 7900                   | G        | 97%   | 1%   | 1%               | 1%                      | 0%         | 0%     | С  | 0.106  | F  | 0.625  | 8300  | G    | 2020 |
|  |        | To:<br>From:           |          |       |      |                  | It Pleasant             |            |        |    |        |    |        |       |      |      |
| (8661) Centerville Tpke  | 1.25   | 14000<br>To:           | G        | 97%   | 0%   | 1%<br>131-8665 I | 1%<br>Butts Statio      | 0%         | 0%     | F  | 0.101  | F  | 0.67   | 15000 | G    | 2020 |
| $\sim$   |        | From:                  |          |       |      | Butts            | Station Ro              |            |        |    |        |    |        |       |      |      |
| (8661) Centerville Tpke  | 0.46   | 8900<br>To:            | G        | 97%   | 0%   | 1%               | 1%<br>5 Elbow I         | 0%         | 0%     | С  | 0.1    | F  | 0.629  | 9500  | G    | 2020 |
|  |        | From:                  |          |       |      |                  | ow Rd                   | κu         |        |    |        |    |        |       |      |      |
| 8661 Centerville Tpke  | 1.76   | <b>7800</b>            | G        | 97%   | 0%   | 1%<br>ECI        | 1%<br>Va Beach          | 0%         | 0%     | F  | 0.100  | F  | 0.654  | 8300  | G    | 2020 |
| _  |        | From:                  |          |       |      |                  | Va Beach<br>Kempsville  | Rd         |        | _  |        |    |        |       |      |      |
| (8662) Green Tree Rd   | 0.80   | 9100                   | G        | 99%   | 0%   | 0%               | 0%                      | 0%         | 0%     | С  | 0.119  | F  | 0.528  | 9600  | G    | 2020 |
| $\smile$   |        | To:<br>From:           |          |       | P    | Oak<br>us US 168 | Grove Rd                | 1 Blud     |        |    |        |    |        |       |      |      |
| (8662) Oak Grove Rd  | 0.78   | 8200                   | G        | 98%   | 1%   | 0%               | 0%                      | 0%         | 0%     | С  | 0.103  | F  | 0.623  | 8700  | G    | 2020 |
|  |        | To                     |          |       |      | Gree             | n Tree Rd               |            |        |    |        |    |        |       |      |      |
| Johnstown Rd   | 5.94   | From: 2800             | G        | 98%   | 0%   | Ber<br>1%        | nefit Rd<br>0%          | 0%         | 0%     | С  | 0.112  | F  | 0.660  | 3000  | G    | 2020 |
| (8663) Johnstown Rd  | 5.54   | 2000<br>To:            | 9        | 30 /8 |      | us US 168        |                         |            | 078    | 0  | 0.112  | 1  | 0.000  | 3000  | u    | 2020 |
|  |        | From:                  |          |       |      | John             | stown Rd                |            |        |    |        |    |        |       |      |      |
| (8664) Woodbridge Dr   | 0.19   | 760                    | F        | 96%   | 0%   | 2%               | 2%                      | 0%         | 0%     | С  | 0.110  | F  | 0.575  | 810   | F    | 2020 |
|  |        | From:                  |          |       |      |                  | rfield Dr<br>lbridge Dr |            |        |    |        |    |        |       |      |      |
| 8664 Briarfield Dr   | 0.68   | 1800<br><sub>To:</sub> | F        | 98%   | 0%   | 1%               | 0%                      | 1%         | 0%     | С  | 0.128  | F  | 0.577  | 2000  | F    | 2020 |
|  |        | From:                  |          |       |      |                  | Cedar Ro                | 1          |        |    |        |    |        |       |      |      |
| (8665) Dunbarton Rd  |        | 5200                   | G        | 97%   | 2%   | 0%               | dence Rd<br>0%          | 0%         | 0%     | С  | 0.121  | F  | 0.536  | 5500  | G    | 2020 |
|  |        | Tor                    |          |       |      | US 13 N          | Ailitary Hy             | vy         |        |    |        |    |        |       |      |      |
| (8665) Greenbrier Pkwy   |        | 24000                  | F        | 98%   | 0%   | 1%               | 1%                      | 0%         | 0%     | F  | 0.085  | F  | 0.525  | 26000 | F    | 2020 |
|  | 0.00   | To:<br>From:           | _        | 050/  | 00/  |                  | dlake Dr                | 00/        | 00/    | _  |        | _  | 0.500  | 45000 |      | 0000 |
| (8665) Greenbrier Pkwy   | 0.22   | 42000                  | F        | 95%   | 0%   | 1%               | 1%                      | 3%         | 0%     | F  | 0.088  | F  | 0.566  | 45000 | F    | 2020 |
| (8665) Greenbrier Pkwy   | 0.94   | From: 62000            | F        | 97%   | 0%   | 1%               | I-64<br>0%              | 1%         | 0%     | С  | 0.087  | F  | 0.537  | 66000 | F    | 2020 |
| (8865) 4.00.12.10.1.1.1  | 0.01   | To                     | -        | 0. /0 | 0,0  |                  | en Way                  | . ,0       | 0,0    |    |        | -  | 0.007  |       | •    | _0_0 |
| (8665) Greenbrier Pkwy   | 0.42   | 37000                  | G        | 98%   | 0%   | 1%               | 1%                      | 0%         | 0%     | F  | 0.092  | F  | 0.606  | 40000 | G    | 2020 |
|  |        | To:<br>From:           |          |       |      | Vol              | vo Pkwy                 |            |        |    |        |    |        |       |      |      |
| 8665 Greenbrier Pkwy   | 1.78   | 22000                  | F        | 98%   | 0%   | 1%               | 1%                      | 0%         | 0%     | С  | 0.092  | F  | 0.619  | 23000 | F    | 2020 |
| (8665) Butts Station Rd  | 2.08   | To:<br>From:           | _        | 000/  | 09/  | SR 190 k<br>1%   | Kempsville              |            | 00/    | F  | 0.107  | F  | 0.000  | 12000 | F    | 2020 |
| (8665) Butts Station Rd  | 2.08   | <b>13000</b><br>то:    | F        | 98%   | 0%   | 31-8661 C        | 1%<br>Centerville       | 0%<br>Tpke | 0%     | Г  | 0.107  | Г  | 0.638  | 13000 | Г    | 2020 |
| East   |        | From:                  |          |       | 13   | 1-8665 S,        | Greenbrie               | r Pkwy     |        |    |        |    |        |       |      |      |
| (8665) Ramp  | 0.35   | 5200<br>To:            | G        |       |      | I CAR            | <u>a 11 - 1</u>         | <b>D</b> 1 |        |    | 0.085  | F  |        | 5600  | G    | 2020 |
| C  |        | From:                  |          |       | 12   |                  | Collector               |            |        |    |        |    |        |       |      |      |
| East<br>(8665) Ramp  | 0.19   | 4300                   | G        |       | 15   | 1-8665 E,        | Greenbrie               | I PKWY     |        |    | 0.113  | F  |        | 4600  | G    | 2020 |
|  |        | To:                    |          |       |      | I-64 Wes         | t Collector             | Rd         |        |    |        |    |        |       |      |      |
| West   | 0.00   | From:                  | <u> </u> |       | 13   | 1-8665 W,        | Greenbrie               | r Pkwy     |        |    | 0.075  | F  |        | 0700  | C    | 2020 |
| 8665 Ramp  | 0.20   | 9100<br>To:            | G        |       |      | I-64 East        | Collector               | Rd         |        |    | 0.075  | F  |        | 9700  | G    | 2020 |
| West   |        | From:                  |          |       | 13   | 1-8665 N,        |                         |            |        |    |        |    |        |       |      |      |
| 8665 Ramp  | 0.38   | 12000                  | G        |       |      |                  |                         |            |        |    | 0.09   | F  |        | 12000 | G    | 2020 |
| $\checkmark$   |        | To:                    |          |       |      | I-64 Wes         | t Collector             | Rd         |        |    |        | _  |        |       |      |      |

|   | Virginia Department of Transportation<br>Traffic Engineering Division |                              |    |       |                |   |              |    |             |    |               |       |    |      |
|---|---|------------------------------|----|-------|----------------|---|--------------|----|-------------|----|---------------|-------|----|------|
| 2020<br>Annual Average Daily Traffic Volume Estimates By Section of Route<br>City of Chesapeake |   |                              |    |       |                |   |              |    |             |    |               |       |    |      |
| Route   | Length  | AADT                         | QA | 4Tire | Bus            | Truck<br>2Axle 3+Axle 1                               |              | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| Citv of Chesapeake  | 2.62  | From:<br>2400                | G  | 94%   | 1%             |   | 1% 0%        | С  | 0.097       | F  | 0.715         | 2500  | G  | 2020 |
| (8667) Fentress Airfield Rd   | 0.15  | To:<br>From:<br><b>4500</b>  | G  | 95%   | 1%             | Fentress Airfield Rd<br>Blackwater Rd<br>1% 2%        | 1% 0%        | С  | 0.099       | F  | 0.702         | 4800  | G  | 2020 |
|   |   | To:<br>From:                 |    |       | B              | SR 165 Mt Pleasant R<br>us SR 168 Battlefield E       |              |    |             |    |               |       |    |      |
| Hickory Rd East   | 0.81  | 3900<br>To                   | G  | 96%   | 2%             |   | 0% 0%        | С  | 0.15        | F  | 0.839         | 4200  | G  | 2020 |
| 8668 Head Of River Rd   | 4.89  | 2300<br>To:                  | F  | 97%   | 1%             |   | 1% 0%        | F  | 0.103       | F  | 0.692         | 2400  | F  | 2020 |
|   |   | From:                        |    |       | В              | us SR 168 Battlefield E                               | lvd          |    |             |    |               |       |    |      |
| 8674 Ashley Rd  | 0.42  | 1800 <sub>то</sub>           | F  | 97%   | 1%             | 1% 1%<br>SR 165 Mt Pleasant R                         | <b>)% 0%</b> | С  | 0.12        | F  | 0.623         | 2000  | F  | 2020 |
|   |   | From:                        |    |       |                | Campostella Rd  |              |    |             |    |               |       |    |      |
| (8695) Lindale Dr   | 0.67  | 3300<br>Tor                  | G  | 98%   | 1%             | 1% 0%<br>DeBaun Ave                                   | 0% 0%        | С  | 0.134       | F  | 0.797         | 3500  | G  | 2020 |
| (8695) DeBaun Ave   | 0.49  | From:<br>4100                | G  | 98%   | 1%             | Lindale Dr  | )% 0%        | С  | 0.118       | F  | 0.691         | 4400  | G  | 2020 |
|   |   | To                           |    |       |                | SR 168 Battlefield Blv                                |              | •  |             |    |               |       |    |      |
| (8717) Volvo Pkwy   | 0.30  | From:<br>770                 | G  | 99%   | 1%             | Crystalwood Circle 0% 0%                              | 0% 0%        | F  | 0.098       | F  | 0.604         | 820   | G  | 2020 |
| (8717) Volvo Pkwy   | 0.26  | From:<br>5500                | F  | 99%   | 1%             | Byron St<br>0% 0%                                     | 0% 0%        | С  | 0.106       | F  | 0.921         | 5900  | F  | 2020 |
| (8717) Volvo Pkwy   | 0.25  | Fram<br>19000                | G  | 99%   | 1%             | Independence Pkwy<br>0% 0%                            | 0% 0%        | F  | 0.094       | F  | 0.659         | 20000 | G  | 2020 |
| (8717) Volvo Pkwy   | 1.38  | Prom-<br>Prom-               | G  | 98%   | <u>В</u><br>0% | us SR 168 Battlefield E<br>1% 1%                      | 1% 0%        | С  | 0.087       | F  | 0.504         | 23000 | G  | 2020 |
| (8717) Volvo Pkwy   | 0.45  | From:<br><b>20000</b><br>To: | F  | 98%   | 0%             |   | 1% 0%        | F  | 0.094       | F  | 0.634         | 21000 | F  | 2020 |
|   |   | From:                        | _  |       |                | Eden Way<br>06 Eden Way; 8717-Vo                      |              | _  |             | _  |               |       | _  |      |
| (8717) Volvo Pkwy   | 1.49  | <b>22000</b>                 | F  | 98%   | 0%             | 1% 1%<br>Dead End                                     | 1% 0%        | F  | 0.102       | F  | 0.667         | 24000 | F  | 2020 |
| (8757) Coffman Blvd   | 0.70  | From:<br>1800                | F  | 97%   | 1%             | Docklanding Rd<br>1% 1%                               | 1% 0%        | С  | 0.096       | F  | 0.615         | 2000  | F  | 2020 |
| $\bigcirc$  |   | To:                          |    |       |                | SR 337 Portsmouth Blv                                 | 'd           |    |             |    |               |       |    |      |
| (8763) Campostella Rd   | 1.34  | 5400                         | G  | 96%   | 2%             |   | vd<br>0% 0%  | С  | 0.123       | F  | 0.75          | 5700  | G  | 2020 |
| (8763) Campostella Rd   | 1.06  | From:<br>13000               | G  | 95%   | 1%             | US 13 Military Hwy<br>1% 2%<br>SR 168 Battlefield Blv | 1% 0%        | С  | 0.084       | F  | 0.615         | 14000 | G  | 2020 |
|   |   | From:                        |    |       |                | US 460 Bainbridge Blv                                 | d            | _  |             | _  |               |       | _  | 0000 |
| (8771) Virginia Ave   | 0.50  | 1100<br>To:                  | F  | 98%   | 0%             | 0% 0%<br>Chesapeake Ave                               | 0% 0%        | F  | 0.108       | F  | 0.536         | 1200  | F  | 2020 |
| (8771) Chesapeake Ave   | 1.12  | From:<br>2200                | F  | 99%   | 0%             | Virginia Ave<br>0% 0%                                 | 0%           | С  | 0.091       | F  | 0.548         | 2400  | F  | 2020 |
| (8771) Chesapeake Ave   | 0.41  | From:<br>From:<br>1600       | F  | 97%   | 1%             | Park Ave<br>1% 1%<br>SR 246 Poindexter St             | 1% 0%        | F  | 0.129       | F  | 0.585         | 1700  | F  | 2020 |
|   |   | From:                        |    |       |                | US 460 Bainbridge Blv                                 | d            |    |             |    |               |       |    |      |
| 8776 Park Ave   | 0.37  | 1100<br>To                   | G  | 96%   | 2%             |   | 0% 0%        | С  | 0.099       | F  | 0.512         | 1100  | G  | 2020 |
| 8776 Park Ave   | 0.35  | From:<br>2800                | F  | 96%   | 2%             | Chesapeake Ave<br>1% 0%<br>Old Atlantic Ave           | 0% 0%        | F  | 0.094       | F  | 0.641         | 2900  | F  | 2020 |
|   |   |                              |    |       |                |   |              |    |             |    |               |       |    |      |

| Virginia Department of Transportation<br>Traffic Engineering Division<br>2020           |        |                             |    |       |         |   |      |    |             |    |               |       |          |      |
|---|--------|-----------------------------|----|-------|---------|---|------|----|-------------|----|---------------|-------|----------|------|
| Annual Average Daily Traffic Volume Estimates By Section of Route<br>City of Chesapeake |        |                             |    |       |         |   |      |    |             |    |               |       |          |      |
| Route   | Length | AADT                        | QA | 4Tire | Bus     | Truck<br>2Axle 3+Axle 1Tra  |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| Citv of Chesapeake  |        | From:                       |    |       |         | Dead End  |      |    |             |    |               |       |          |      |
| (8778) Barnes Rd  | 0.45   | 1100                        | F  | 97%   | 1%      | 1% 0% 1%  | 0%   | F  | 0.129       | F  | 0.675         | 1100  | F        | 2020 |
|   |        | From:                       |    |       | US      | US 460 Bainbridge Blvd<br>5 17 George Washington Hw                   | N/   |    | 1           |    |               |       |          |      |
| 8796 Ballahack Rd   | 11.72  | 1100 <sub>To</sub>          | F  | 97%   | 1%      | 2% 1% 0%<br>Old Battlefield Blvd                                      | 0%   | С  | 0.095       | F  | 0.533         | 1200  | F        | 2020 |
| 8796 Ballahack Rd   | 0.10   | From<br><b>1100</b><br>To:  | N  | 97%   | 1%      | 2%         1%         0%           SR 168 Battlefield Blvd         0% | 0%   | Ν  | 0.095       | F  | 0.533         | 1200  | Ν        | 2020 |
|   |        | From:                       |    |       |         | JS 17 Western Branch Blvd   | 0.01 | _  |             | _  | 0             |       |          |      |
| (8797) Poplar Hill Rd   | 0.23   | 9900<br>To:                 | G  | 99%   | 0%      | 0% 0% 0%<br>Churchland Blvd   | 0%   | С  | 0.093       | F  | 0.572         | 10000 | G        | 2020 |
|   |        | From:                       |    |       |         | SR 165 W, Cedar Rd  |      |    |             |    |               |       |          |      |
| (8798) Bells Mill Rd  | 2.38   | 1700                        | F  | 98%   | 1%      | 1% 0% 0%  | 0%   | С  | 0.101       | F  | 0.608         | 1800  | F        | 2020 |
|   |        | To:                         |    |       |         | SR 165 E, Cedar Rd  |      | _  |             |    |               |       |          |      |
| (8799) Waters Rd  | 0.36   | From:<br>7700               | G  | 98%   | 1%      | Washington Dr           0%         0%         0%                      | 0%   | С  | 0.101       | F  | 0.621         | 8200  | G        | 2020 |
| 0,00 11000  | 0.00   | To:                         |    | 20,0  | . ,0    | SR 165 Cedar Rd   | 0,0  | Ĵ  |             | •  |               | 2200  | <b>.</b> | _0_0 |
|   |        | From                        |    |       |         | Cedar Rd  |      | _  |             | -  |               |       | _        |      |
| (8800) Millville Rd   | 0.69   | 1900                        | F  | 86%   | 0%      | 2% 1% 10%   | 0%   | С  | 0.105       | F  | 0.663         | 2000  | F        | 2020 |
| 8800 Millville Rd   | 0.42   | 3600                        | F  | 97%   | s<br>0% | SR 165 Moses Grandy Trail<br>2% 0% 0%                                 | 0%   | С  | 0.098       | F  | 0.601         | 3800  | F        | 2020 |
| (8800) Millville Rd   | 0.65   | From:<br><b>1400</b><br>To: | F  | 98%   | 0%      | Burson Dr<br>1% 1% 0%<br>Shipyard Rd                                  | 0%   | С  | 0.108       | F  | 0.519         | 1500  | F        | 2020 |
|   |        | From:                       |    |       |         | SR 165 Cedar Rd   |      |    |             |    |               |       |          |      |
| (8801) Shipyard Rd  | 0.99   | 1700                        | F  | 98%   | 1%      | 1% 0% 0%<br>Burson Dr   | 0%   | С  | 0.106       | F  | 0.555         | 1800  | F        | 2020 |
| (8801) Shipyard Rd  | 1.28   | 260 From:                   | G  | 94%   | 2%      | 2% 1% 0%  | 0%   | С  | 0.110       | F  | 0.514         | 280   | G        | 2020 |
|   |        | To:                         |    |       |         | Millville Rd  |      |    |             |    |               |       |          |      |
| (8802) Hanbury Rd   | 1.00   | From: 8800                  | F  | 98%   | 0%      | Johnstown Rd<br>1% 1% 0%  | 0%   | С  | 0.102       | F  | 0.55          | 9300  | F        | 2020 |
| 8802  | 1.00   |                             | ·  | 0070  |         | Bus SR 168 Battlefield Rd   | 070  | 0  | 0.102       |    | 0.00          | 0000  | I        | 2020 |
| (8802) Hanbury Rd   |        | 15000                       | F  | 99%   | 0%      | 1% 0% 0%  | 0%   | С  | 0.105       | F  | 0.517         | 16000 | F        | 2020 |
|   |        | To                          |    |       |         | Hillwell Rd   |      |    |             |    |               |       |          |      |
| (8803) Hillwell Rd  | 2.36   | From: 3000                  | G  | 97%   | Е<br>2% | Bus SR 168 Battlefield Blvd           0%         0%         0%        | 0%   | С  | 0.112       | F  | 0 562         | 3200  | G        | 2020 |
| (8803) Hillwell Rd  | 2.30   | 3000<br>To:                 | G  | 31%   | 2%      | 0% 0% 0%<br>SR 165 Mt Pleasant Rd                                     | 0%   | U  | 0.112       | Г  | 0.562         | 3200  | G        | 2020 |
|   |        | From                        |    |       |         | SR 165 Mt Pleasant Rd   |      |    |             |    |               |       |          |      |
| (8804) Fentress Rd  | 1.80   | 2700                        | G  | 98%   | 1%      | 0% 0% 0%  | 0%   | С  | 0.108       | F  | 0.55          | 2900  | G        | 2020 |
|   |        | To:<br>From:                |    |       |         | Centerville Tpke  |      | _  |             |    |               |       |          |      |
| (8805) Elbow Rd   |        | 4800                        | G  | 100%  | 0%      | Butts Station Rd           0%         0%         0%                   | 0%   | F  | 0.12        | F  | 0.621         | 5100  | G        | 2020 |
|   |        | To                          |    |       |         | Centerville Tpke  |      |    |             |    |               |       |          |      |
| (8805) Elbow Rd   | 3.05   | From:<br>7200               | G  | 100%  | 0%      | 0% 0% 0%  | 0%   | С  | 0.112       | F  | 0.552         | 7700  | G        | 2020 |
|   |        | To:                         |    |       |         | WCL Virginia Beach  |      |    |             |    |               |       |          |      |
| (8806) Eden Way N   | 0.49   | From: 8800                  | F  | 99%   | 0%      | Volvo Pkwy<br>0% 0% 0%  | 0%   | F  | 0.104       | F  | 0.552         | 9300  | F        | 2020 |
| (8806) Eden way N   | 0.40   |                             |    | 0076  | 0 /0    |   | 0 /0 |    | 0.104       | '  | 0.002         | 0000  | '        | 2020 |
| (8806) Eden Way N   | 0.68   | 9500                        | F  | 99%   | 0%      | White Oak Crossing<br>0% 0% 0%  | 0%   | С  | 0.099       | F  | 0.575         | 10000 | F        | 2020 |
|   |        | To                          |    |       |         | Greenbrier Pkwy   |      |    |             |    |               |       |          |      |
| (8806) Eden Way N   | 0.85   | 9400                        | F  | 99%   | 0%      | 0% 0% 0%  | 0%   | F  | 0.102       | F  | 0.632         | 10000 | F        | 2020 |
|   |        | To:                         |    |       |         | Crossways Blvd  |      | _  |             |    |               |       |          |      |
| Anne Ave  |        | From:<br>420                | G  |       |         | US 460 Bainbridge Blvd  |      |    | 0.089       | F  | 0.61          | 420   | G        | 2020 |
|   |        | To:                         |    |       |         | Arlie St  |      |    |             |    |               |       | -        |      |
|   |        |                             |    |       |         |   |      |    |             |    |               |       |          |      |

| Virginia Department of Transportation<br>Traffic Engineering Division                           |                            |    |       |     |   |               |   |             |    |               |       |    |      |  |
|---|----------------------------|----|-------|-----|---|---------------|---|-------------|----|---------------|-------|----|------|--|
| 2020<br>Annual Average Daily Traffic Volume Estimates By Section of Route<br>City of Chesapeake |                            |    |       |     |   |               |   |             |    |               |       |    |      |  |
| Route Leng  | th <b>AADT</b>             | QA | 4Tire | Bus | Tru<br>2Axle 3+Axle                           | -             |   | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |  |
| City of Chesapeake  | From                       |    |       |     | Canal Dr                                      |               |   |             |    |               |       |    |      |  |
| Baywood Trail   | 340<br><sup>то</sup>       | G  |       |     | Meiggs Rd                                     |               |   | 0.114       | F  | 0.523         | 340   | G  | 2020 |  |
| Beaver Dam Rd   | From<br><b>460</b><br>To   | G  | 98%   | 0%  | Centerville Tpke Sc<br>1% 0%<br>Long Ridge Rd | outh<br>0% 0% | С | 0.101       | F  | 0.644         | 460   | G  | 2020 |  |
| Beckley Lane  | From<br><b>180</b><br>To   | G  |       |     | Willow Oak Dr<br>Grantham Lane                |               |   | 0.163       | F  | 0.569         | 190   | G  | 2020 |  |
| Birchleaf Rd  | From<br><b>200</b><br>To   | G  |       |     | Brier Cliff Crest<br>Mill Pond Dr             |               |   | 0.134       | F  | 0.672         | 210   | G  | 2020 |  |
| Burson Dr   | From<br><b>740</b>         | G  |       |     | Shipyard Rd<br>Orangewood Rd                  |               |   | 0.105       | F  | 0.714         | 740   | G  | 2020 |  |
| Chattanooga St  | From<br><b>360</b><br>To   | G  |       |     | Denver Ave<br>Waters Rd                       |               |   | 0.096       | F  | 0.55          | 380   | G  | 2020 |  |
| Coastal Way   | From<br><b>1500</b><br>To  | G  |       | В   | Sams Dr                                       | l Blvd        |   | 0.119       | F  | 0.736         | 1600  | G  | 2020 |  |
| Conquest Dr   | From<br><b>900</b><br>To   | G  |       |     | SR 165 Cedar Ro<br>Shea Dr                    | 1             |   | 0.116       | F  | 0.55          | 950   | G  | 2020 |  |
| Conrad Ave  | From<br><b>1300</b><br>To  | F  |       | US  | 17 George Washingt<br>Butler St               | on Hwy        |   | 0.105       | F  | 0.506         | 1400  | F  | 2020 |  |
| Cottonwood Lane   | From<br><b>130</b><br>To   | G  |       |     | Gibson Dr<br>Lenore Trail                     |               |   | 0.110       | F  | 0.722         | 140   | G  | 2020 |  |
| Cypress St  | From<br><b>780</b><br>Ta   | G  | 97%   | 0%  | Wilson Rd<br>2% 0%<br>Isaac St                | 0% 0%         | С | 0.132       | F  | 0.513         | 780   | G  | 2020 |  |
| Debbs Lane  | From<br><b>220</b><br>To   | G  |       |     | Vellen St<br>Rellen St                        |               |   | 0.107       | F  | 0.576         | 230   | G  | 2020 |  |
| Dove Dr   | From<br>190                | G  |       |     | Warrick Rd                                    |               |   | 0.171       | F  | 0.711         | 200   | G  | 2020 |  |
| Essex Dr  | From<br>550                | G  |       |     | Butterfly Dr<br>Kalmar Dr<br>Kings Way Dr     |               |   | 0.132       | F  | 0.676         | 580   | G  | 2020 |  |
| Etheridge Manor Blvd  | From<br><b>13000</b><br>To | G  |       |     | Jule Dr<br>Shifford Lane                      |               |   | 0.112       | F  | 0.518         | 13000 | G  | 2020 |  |
| Etheridge Rd  | From<br><b>2300</b><br>To  | G  | 99%   | 0%  | Edenbridge Dr<br>1% 0%<br>Fentress Rd         | 0% 0%         | С | 0.097       | F  | 0.633         | 2300  | G  | 2020 |  |
| Eva Blvd  | From<br><b>460</b><br>To   | F  |       |     | Saul Dr<br>Marge Dr                           |               |   | 0.098       | F  | 0.575         | 490   | F  | 2020 |  |
| Fairway Dr  | From<br><b>1900</b><br>To  | G  | 99%   | 0%  | Greenbrier Pkwy<br>0% 0%<br>Cranston Dr       | 0% 0%         | С | 0.122       | F  | 0.716         | 1900  | G  | 2020 |  |
| Firman St   | From<br><b>580</b><br>Ta   | F  |       |     | Shell Rd<br>Tuttle St                         |               |   | 0.099       | F  | 0.585         | 620   | F  | 2020 |  |

| Virginia Department of Transportation<br>Traffic Engineering Division<br>2020           |                    |    |       |     |                          |         |    |             |    |               |       |    |      |
|---|--------------------|----|-------|-----|--------------------------|---------|----|-------------|----|---------------|-------|----|------|
| Annual Average Daily Traffic Volume Estimates By Section of Route<br>City of Chesapeake |                    |    |       |     |                          |         |    |             |    |               |       |    |      |
| Route Length  | AADT               | QA | 4Tire | Bus | Truck<br>2Axle 3+Axle 1  |         | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Chesapeake  |                    |    |       |     |                          |         |    |             |    |               |       |    |      |
|   | Fron               |    |       |     | Cecilia Terrace          |         |    |             | _  |               |       | •  |      |
| Fleming Circle  | 330<br>T           | G  |       |     | SP 165 C 1 P 1           |         |    | 0.105       | F  | 0.579         | 330   | G  | 2020 |
|   |                    |    |       |     | SR 165 Cedar Rd          |         |    |             |    |               |       |    |      |
| Forest Cove Rd  | From               |    |       |     | Bramblewood Ct           |         |    | 0.119       | F  | 0.641         | 330   | F  | 2020 |
| Forest Cove nd  | 330<br>T           | F  |       |     | Winslow Ave              |         |    | 0.119       | Г  | 0.641         | 330   | Г  | 2020 |
|   | From               |    |       |     | Johnstown Rd             |         |    | _           |    |               |       |    |      |
| Frank Dr  | 960                | G  |       |     | Johnstown Ku             |         |    | 0.115       | F  | 0.525         | 1000  | G  | 2020 |
| · · · ••• · · · · · · · · · · · · · · ·   | т                  | -  |       | E   | Bus SR 168 Battlefield B | lvd     |    |             |    |               |       | •  |      |
|   | Fron               | E  |       |     | Country Rd               |         |    |             |    |               |       |    |      |
| Franklin St   | 2300               | G  | 99%   | 0%  |                          | 0%      | С  | 0.085       | F  | 0.517         | 2300  | G  | 2020 |
|   | то                 | c  |       |     | US 460 Bainbridge Blv    | d       |    |             |    |               |       |    |      |
|   | Fron               | c  |       |     | Albert Ave               |         |    |             |    |               |       |    |      |
| Gilmerton Rd  | 4600               | G  |       |     |                          |         |    | 0.098       | F  | 0.545         | 4900  | G  | 2020 |
|   | То                 | c  |       |     | Geneva Ave               |         |    |             |    |               |       |    |      |
|   | From               |    |       |     | Collins Blvd             |         |    |             |    |               |       |    |      |
| Greendell Rd  | 240                | F  | 98%   | 0%  | 1% 1% (                  | )% 0%   | С  | 0.106       | F  | 0.519         | 250   | F  | 2020 |
|   | To                 | c  |       |     | Ashland Dr               |         |    |             |    |               |       |    |      |
|   | From               |    |       |     | Galahad Dr               |         |    |             |    |               |       |    |      |
| Guenevere Dr  | 2600               | F  |       |     |                          |         |    | 0.088       | F  | 0.568         | 2700  | F  | 2020 |
|   | Τr                 | r  |       |     | Sean Dr                  |         |    |             |    |               |       |    |      |
|   | Fron               | c. |       |     | Barksdale Rd             |         |    |             |    |               |       |    |      |
| Hawksley Dr   | 260                | F  | 98%   | 0%  |                          | 1% 0%   | С  | 0.112       | F  | 0.698         | 280   | F  | 2020 |
|   | To                 | c  |       |     | Glenview Rd              |         |    |             |    |               |       |    |      |
|   | Fron               |    |       |     | Pinecliff Dr             |         |    |             | _  |               |       |    |      |
| Holly Gate Lane   | 280                | G  |       |     |                          |         |    | 0.129       | F  | 0.655         | 300   | G  | 2020 |
|   | To                 |    |       |     | Briarwood Dr             |         |    |             |    |               |       |    |      |
| Lines is side a Manufa Dhad   | From               |    |       |     | Placid Way               |         |    |             | _  | 0 500         | 000   | ~  | 0000 |
| Hunningdon Woods Blvd   | 830<br>T           | G  |       |     | CD 100 K                 | 1       |    | 0.092       | F  | 0.586         | 880   | G  | 2020 |
|   |                    | _  |       |     | SR 190 Kempsville Rd     |         |    |             |    |               |       |    |      |
| LAGA South Exit 4P  | From               | L  |       |     | I-464 South Collector R  | d       |    | 0.107       | E  |               | 2000  | C  | 2020 |
| I-464 South Exit 4B   | <b>3900</b>        | G  |       |     | Truxton St               |         |    | 0.107       | F  |               | 3900  | G  | 2020 |
|   | From               |    |       |     |                          |         |    |             |    |               |       |    |      |
| Iowa St   | 510                | F  |       |     | Canal Rd                 |         |    | 0.125       | F  | 0.543         | 540   | F  | 2020 |
|   | 510<br>To          |    |       |     | Oklahoma Dr              |         |    |             |    | 0.040         | 010   |    | 2020 |
|   | From               |    |       |     | Gregg St                 |         |    |             |    |               |       |    |      |
| Joyner Rd   | 240                | F  |       |     | ologg of                 |         |    | 0.125       | F  | 0.660         | 260   | F  | 2020 |
|   | <b>—</b><br>та     |    |       |     | Grant St                 |         |    |             |    |               |       |    |      |
|   | From               | c  |       |     | Parker Rd                |         |    |             |    |               |       |    |      |
| Keeling Dr  | 500                | G  |       |     |                          |         |    | 0.111       | F  | 0.508         | 500   | G  | 2020 |
|   | То                 | c  |       |     | Lobdell Ct               |         |    |             |    |               |       |    |      |
|   | From               |    |       |     | SR 407 Indian River Ro   | d       |    |             |    |               |       |    |      |
| Kemp Lane   | 220                | G  |       |     |                          |         |    | 0.095       | F  | 0.615         | 230   | G  | 2020 |
|   | To                 | c  |       |     | Kemp Lane E              |         |    |             |    |               |       |    |      |
|   | Fron               |    |       |     | Cobb Ave                 |         |    |             |    |               |       |    |      |
| Laurel Ave  | 470                | G  |       |     |                          |         |    | 0.09        | F  | 0.509         | 500   | G  | 2020 |
|   | Te                 |    |       |     | Rokeby Ave               |         |    |             |    |               |       |    |      |
|   | Fron               | L  |       |     | Cornick Ave              |         |    |             | _  |               |       |    |      |
| Lilac Ave   | 1200 <sub>то</sub> | G  | 99%   | 0%  |                          | 0%      | С  | 0.110       | F  | 0.746         | 1200  | G  | 2020 |
|   |                    |    |       |     | Davis Ave                |         |    |             |    |               |       |    |      |
| Lincoln Dd  | From               | L  | 000/  | 10/ | Dunn St                  | 00/ 00/ | 0  | 0.155       | F  | 0.007         | 150   | 0  | 0000 |
| Lincoln Rd  | 150 <sub>то</sub>  | G  | 92%   | 1%  |                          | 3% 0%   | С  | 0.155       | F  | 0.667         | 150   | G  | 2020 |
|   | Fron               |    |       | _   | Outlaw St                |         |    |             |    |               |       |    |      |
| Lindsey Ave   | 220                | G  |       |     | Lindale Dr               |         |    | 0.120       | F  | 0.627         | 220   | G  | 2020 |
|   | <b>220</b>         |    |       |     | Waterfield Ave           |         |    | 0.120       |    | 0.027         | 220   | u  | 2020 |
|   |                    |    |       |     | atorneid 11ve            |         |    |             |    |               |       |    |      |

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|                    |   |     | Vi    |     | Department of Transportation<br>ffic Engineering Division<br>2020 |    |             |    |               |       |    |      |  |  |  |
|--------------------|---|-----|-------|-----|---|----|-------------|----|---------------|-------|----|------|--|--|--|
|                    | Annual Average Daily Traffic Volume Estimates By Section of Route<br>City of Chesapeake |     |       |     |   |    |             |    |               |       |    |      |  |  |  |
| Route              | Length AADT   | QA  | 4Tire | Bus | Truck<br>2Axle 3+Axle 1Trail 2Trail                               | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |  |  |  |
| City of Chesapeake | From  | i   |       |     | Baugher Ave   |    | -1          |    |               |       |    |      |  |  |  |
| Lofurno Rd         | 240   | F   |       |     | Daugher Ave   |    | 0.116       | F  | 0.536         | 250   | F  | 2020 |  |  |  |
|                    | To  |     |       |     | Bounds Ave  |    |             |    |               |       |    |      |  |  |  |
|                    | From  |     |       | В   | Bus SR 168 Battlefield Blvd                                       |    |             |    |               |       |    |      |  |  |  |
| Marion Dr          | 1100  | G   |       |     |   |    | 0.101       | F  | 0.759         | 1100  | G  | 2020 |  |  |  |
| -                  | To  |     |       |     | Johnstown Rd  |    |             |    |               |       |    |      |  |  |  |
|                    | From  |     |       |     | Culpeper Ave  |    |             |    |               |       |    |      |  |  |  |
| Marlboro St        | 120   | F   |       |     |   |    | 0.147       | F  | 0.632         | 130   | F  | 2020 |  |  |  |
|                    | To  |     |       |     | Winslow Ave   |    |             |    |               |       |    |      |  |  |  |
|                    | From  |     |       |     | Baff Loop Ct  |    |             | _  |               |       | ~  |      |  |  |  |
| Masters Row Ct     | 470   | G   |       |     |   |    | 0.095       | F  | 0.586         | 490   | G  | 2020 |  |  |  |
|                    | To  |     |       |     | Brassie Ct  |    |             |    |               |       |    |      |  |  |  |
| McOrela De         | From  | Ļ   |       |     | Haledon Rd  |    | 0.10.1      | -  | 0.00          | 000   | ~  | 0000 |  |  |  |
| McCosh Dr          | 940<br>Tx   | G   |       |     | Duffeld D   |    | 0.104       | F  | 0.69          | 990   | G  | 2020 |  |  |  |
|                    | 10  | l   |       |     | Duffield Pl   |    |             |    |               |       |    |      |  |  |  |
| Michael Dr         | From:   | F   |       |     | Broadmoor Ave   |    | 0 124       | F  | 0 600         | 00    | F  | 2020 |  |  |  |
| Michael Dr         | 80<br><sub>To</sub>   |     |       |     | Taxas St  |    | 0.134       | г  | 0.609         | 90    | г  | 2020 |  |  |  |
|                    | -   | I   |       |     | Texas St  |    |             |    |               |       |    |      |  |  |  |
| Millwood Avo       | Fram.   | G   |       |     | Clover Dr   |    | 0.107       | F  | 0 527         | 1100  | G  | 2020 |  |  |  |
| Millwood Ave       | 1000 <sub>To</sub>  | G   |       |     | E Royce Dr  |    | 0.107       | Г  | 0.537         | 1100  | G  | 2020 |  |  |  |
|                    | From  | 1   |       |     | ·   |    |             |    |               |       |    |      |  |  |  |
| Natchez Terrace    | 500   | G   |       |     | Parker Rd   |    | 0.114       | F  | 0.643         | 500   | G  | 2020 |  |  |  |
| Natchez Terrace    | 500<br>To:  | G   |       |     | Foxgate Quarter   |    | 0.114       |    | 0.045         | 500   | u  | 2020 |  |  |  |
|                    | From  | I   |       |     |   |    |             |    |               |       |    |      |  |  |  |
| Newberry Dr        | 690   | G   |       |     | Johnstown Rd  |    | 0.11        | F  | 0.576         | 730   | G  | 2020 |  |  |  |
|                    | To  | Г Т |       |     | Horse Run Dr  |    |             | •  | 0.070         | 700   | ŭ  | 2020 |  |  |  |
|                    | From  | 1   |       |     | Woodcroft Lane  |    |             |    |               |       |    |      |  |  |  |
| Oak Dr             | 220   | F   |       |     | wooderon Lane   |    | 0.133       | F  | 0.536         | 230   | F  | 2020 |  |  |  |
|                    | To  |     |       |     | Tyre Neck Rd  |    |             |    |               |       |    |      |  |  |  |
|                    | From  |     |       |     | Victoria Dr   |    |             |    |               |       |    |      |  |  |  |
| Old Dr             | 1400  | G   |       |     |   |    | 0.212       | F  | 0.807         | 1500  | G  | 2020 |  |  |  |
|                    | To  |     |       |     | Barlett Dr  |    |             |    |               |       |    |      |  |  |  |
|                    | From  |     |       |     | Campostella Rd  |    |             |    |               |       |    |      |  |  |  |
| Omar St            | 430   | G   |       |     | •   |    | 0.100       | F  | 0.595         | 450   | G  | 2020 |  |  |  |
|                    | Τα  |     |       |     | Faye St   |    |             |    |               |       |    |      |  |  |  |
|                    | From  |     |       |     | English Ave   |    |             |    |               |       |    |      |  |  |  |
| Philadelphia St    | 49  | G   |       |     |   |    | 0.146       | F  | 0.5           | 50    | G  | 2020 |  |  |  |
|                    | Τα  |     |       |     | Miller Ave  |    |             |    |               |       |    |      |  |  |  |
|                    | From:   |     |       |     | Etheridge Rd  |    |             |    |               |       |    |      |  |  |  |
| Poplar Ridge Dr    | 250   | G   |       |     |   |    | 0.123       | F  | 0.75          | 250   | G  | 2020 |  |  |  |
|                    | To  |     |       |     | Sandlewood Lane   |    |             |    |               |       |    |      |  |  |  |
| _                  | From  |     |       |     | Erik Paul Dr  |    |             | _  |               |       |    |      |  |  |  |
| Priscilla Lane     | 730   | G   |       |     | × ×   |    | 0.094       | F  | 0.599         | 730   | G  | 2020 |  |  |  |
|                    | To  |     |       |     | Loretta Lane  |    |             |    |               |       |    |      |  |  |  |
| Questional         | From:   | L   |       |     | Greenway Dr   |    | 0.100       | F  | 0.007         | 100   | ~  | 0000 |  |  |  |
| Queenswood Terrace | 110<br><sub>To</sub>  | G   |       |     | Royal Grant Dr  |    | 0.122       | F  | 0.667         | 120   | G  | 2020 |  |  |  |
|                    | From  | I   |       |     |   |    |             |    |               |       |    |      |  |  |  |
| River Creek Rd     | 490   | G   |       |     | Campostella Rd  |    | 0.111       | F  | 0.521         | 490   | G  | 2020 |  |  |  |
| nivel Gleek Ru     | 490<br>To:  | G   |       |     | Booker St   |    | 0.111       | Г  | 0.521         | 490   | G  | 2020 |  |  |  |
|                    | From  | 1   |       |     |   |    |             |    |               |       |    |      |  |  |  |
| Robert Hall Blvd   | 4800  | G   |       |     | SR 168 Battlefield Blvd   |    | 0.103       | F  | 0.737         | 5100  | G  | 2020 |  |  |  |
|                    | 4000<br>To  | G   |       |     | US 13 Military Hwy  |    | 0.103       |    | 0.737         | 5100  | u  | 2020 |  |  |  |
|                    | From  |     |       |     |   |    |             |    |               |       |    |      |  |  |  |
| Shepherds Gate     | 210   | G   |       |     | Shepherds Ct  |    | 0.103       | F  | 0.691         | 220   | G  | 2020 |  |  |  |
|                    | τα  |     |       |     | Logans Mill Trail   |    |             |    | 0.001         | 220   | 5  | _0_0 |  |  |  |
|                    |   |     |       |     | 0   |    |             |    |               |       |    |      |  |  |  |

|                       | Virginia Department of Transportation<br>Traffic Engineering Division<br>2020<br>Annual Average Daily Traffic Volume Estimates By Section of Route<br>City of Chesapeake |     |       |      |                                   |          |             |    |               |       |    |      |  |  |
|-----------------------|--|-----|-------|------|-----------------------------------|----------|-------------|----|---------------|-------|----|------|--|--|
| Route                 | Length AADT  | QA  | 4Tire | Bus  | Truck<br>2Axle 3+Axle 1Trail 2Tra | $\cap C$ | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |  |  |
| Citv of Chesapeake    | From:  | 1   |       |      | Cia Maliat Ct                     |          | -1          |    |               |       |    |      |  |  |
| Sir Meliot Dr         | 200  | F   |       |      | Sir Meliot Ct                     |          | 0.123       | F  | 0.526         | 220   | F  | 2020 |  |  |
|                       | To:  | •   |       |      | Drawbridge Dr                     |          | 0.120       | •  | 0.020         | LLU   |    | LOLO |  |  |
|                       | From:  |     |       |      | Saxon Ct                          |          |             |    |               |       |    |      |  |  |
| Sir Meliot Dr         | 800  | G   |       |      |                                   |          | 0.099       | F  | 0.517         | 800   | G  | 2020 |  |  |
|                       | To:  |     |       |      | Parapet Rd                        |          |             |    |               |       |    |      |  |  |
|                       | From:  |     |       |      | Cricket Ct                        |          |             |    |               |       |    |      |  |  |
| Smokey Mountain Trail | 1200   | G   |       |      |                                   |          | 0.086       | F  | 0.537         | 1200  | G  | 2020 |  |  |
|                       | To:  |     |       |      | Woodwind Way                      |          |             |    |               |       |    |      |  |  |
|                       | From:  |     |       |      | Woodberry Dr                      |          |             |    |               |       |    |      |  |  |
| Southfield Dr         | 60   | G   |       |      |                                   |          | 0.155       | F  | 0.727         | 60    | G  | 2020 |  |  |
|                       | To:  |     |       |      | Bartell Dr                        |          |             |    |               |       |    |      |  |  |
|                       | From:  |     |       |      | Scarlett Dr                       |          |             |    |               |       |    |      |  |  |
| Stadium Dr            | 1800   | G   |       |      |                                   |          | 0.129       | F  | 0.509         | 2000  | G  | 2020 |  |  |
|                       | To:  |     |       |      | SR 165 Mt Pleasant Rd             |          |             |    |               |       |    |      |  |  |
|                       | From   |     |       |      | Golden Hind Rd                    |          |             |    |               |       |    |      |  |  |
| Strafford Dr          | 310  | F   |       |      |                                   |          | 0.140       | F  | 0.525         | 330   | F  | 2020 |  |  |
|                       | To   | [   |       |      | Harding Dr                        |          |             |    |               |       |    |      |  |  |
|                       | From:  | 1   |       |      | Goldcrest Dr                      |          |             |    |               |       |    |      |  |  |
| Tanglewood Trail      | 310  | G   |       |      | Contention Di                     |          | 0.122       | F  | 0.5           | 330   | G  | 2020 |  |  |
|                       | To:  |     |       |      | Trilby Ct                         |          |             |    |               |       |    |      |  |  |
|                       | From   |     |       |      | Fairview St                       |          |             |    |               |       |    |      |  |  |
| Tatemstown Rd         | 2300   | G   |       |      |                                   |          | 0.088       | F  | 0.567         | 2500  | G  | 2020 |  |  |
|                       | To:  |     |       |      | Peter Rd                          |          |             |    |               |       |    |      |  |  |
|                       | From:  |     |       |      | Bruin Rd                          |          |             |    |               |       |    |      |  |  |
| Terry Dr              | 700  | F   |       |      | Bruni Ku                          |          | 0.102       | F  | 0.570         | 750   | F  | 2020 |  |  |
| ,                     | To:  |     |       |      | Brittany Way                      |          |             |    |               |       | -  |      |  |  |
|                       | From:  |     |       |      | Bulldog Dr                        |          |             |    |               |       |    |      |  |  |
| Tintern St            | 2900   | G   |       |      | Dundog Di                         |          | 0.08        | F  | 0.508         | 3000  | G  | 2020 |  |  |
|                       | To:  |     |       |      | Volvo Pkwy                        |          |             |    |               | 2000  |    | _0_0 |  |  |
|                       | From:  |     |       |      | Campostella Rd                    |          |             |    |               |       |    |      |  |  |
| Wadena Rd             | 770  | G   |       |      | Campostena Ru                     |          | 0.106       | F  | 0.586         | 770   | G  | 2020 |  |  |
|                       | To:  |     |       |      | Gratton St                        |          |             |    | 0.000         |       | 5  | _0_0 |  |  |
|                       | From:  |     |       |      | SR 165 Cedar Rd                   |          |             |    |               |       |    |      |  |  |
| Warrick Rd            | 890  | G   |       |      | SK 105 CCual Ku                   |          | 0.117       | F  | 0.525         | 940   | G  | 2020 |  |  |
| Transition flu        | To:  |     |       |      | Butterfly Dr                      |          |             |    | 0.020         | 0-10  | G  | 2020 |  |  |
|                       | From:  |     |       |      | Waters Rd                         |          |             |    |               |       |    |      |  |  |
| Washington Dr         | 700  | G   |       |      | W dICIS INU                       |          | 0.103       | F  | 0.606         | 700   | G  | 2020 |  |  |
| Tradinington Di       | To:  |     |       |      | E St                              |          |             |    | 0.000         | ,00   | G  | 2020 |  |  |
|                       | From   |     |       |      |                                   |          |             |    | _             |       |    |      |  |  |
| Winslow Ave           | 280  | F   |       |      | Magnolia Ave                      |          | 0.114       | F  | 0.729         | 300   | F  | 2020 |  |  |
|                       | <b>200</b>   | · · |       |      | Marlboro St                       |          | 0.114       | '  | 0.723         | 000   |    | 2020 |  |  |
|                       | From:  | 1   |       | LIC. |                                   |          |             | _  |               |       |    |      |  |  |
| Yadkin Rd             | 3500   | G   |       | US   | 17 George Washington Hwy          |          | 0.084       | F  | 0.577         | 3700  | G  | 2020 |  |  |
| raukin tu             | <b>3300</b>  |     |       |      | I-64                              |          | 0.004       | '  | 0.577         | 0700  | u  | 2020 |  |  |
|                       |  |     |       |      | 101                               |          |             |    |               |       |    |      |  |  |