2012

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 131

City of Chesapeake

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

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

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

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 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	

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

			or Chesape					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	E	CL Suffolk					0.7.5.0				. 4010.				
13 58 460 Military Highway	City of Chesapeake (Maint: 64)	2.94	67000	F	92%	0%	1%	1%	6%	0%	С	0.095	Α	0.596	70000	F
	To:		I-664													
(13) (58) (460)	City of Chesapeake (Maint: 64)	0.11	9500	F	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	9900	F
	To:		Bus US 13													
~~~	From:		S 58; SR 191								_		_			_
[13] [460] [191]	City of Chesapeake	0.18	6400	G	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
	To: From:		l, S Military													
(13) (460) Military Highway	City of Chesapeake	0.45	5000	G	91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5300	G
Com	bined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5000	G								NA			NA	
	To: From:	Ramp fron	n I-664; Sha	efer Av	e											
13 460 Military Highway	City of Chesapeake	2.44	6900	G	91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7300	G
$\bigcirc$	To: From:		I-64													
13 460 Military Highway	City of Chesapeake	1.37	15000	G	98%	0%	1%	1%	1%	0%	F	0.1	F	0.564	15000	G
	Tax	US 17 Geo	orge Washing	oton Hw												
13 460 Military Highway	City of Chesapeake	1.01	11000	G	98%	0%	1%	1%	1%	0%	F	0.103	F	0.511	12000	G
	To	CD	196 Canal D													
13 (460 Military Highway	City of Chesapeake	2.20	18000	A	98%	0%	1%	1%	1%	0%	С	0.141	Α	0.507	21000	Α
(13) (460) (111111111111111111111111111111111111	any or emecapocate					070		1 70	170	070	Ū	0.111	,,	0.007	21000	,,
13 Military Highway	City of Chesapeake	SR 166 0.31	Bainbridge 27000	Blvd <b>G</b>	98%	0%	1%	1%	1%	0%	F	0.119	N	0.634	30000	G
13 Military Highway	City of Chesapeake	0.51			30 70	070	1 70	1 /0	1 70	070	'	0.113	IN	0.004	30000	J
Marie and Paleston	From	0.70	I-464		000/	00/	40/	40/	40/	00/	_	0.440	_	0.004	00000	
(13) Military Highway	City of Chesapeake	0.78	19000	G	98%	0%	1%	1%	1%	0%	F	0.119	F	0.634	20000	G
$\sim$	To: From:		mpostella Ro													
(13) Military Highway	City of Chesapeake	0.65	21000	G	98%	0%	1%	1%	1%	0%	F	0.115	F	0.561	22000	G
~	To: From:	SR 168	Battlefield	Blvd												
13 Military Highway	City of Chesapeake	0.72	22000	G	97%	1%	1%	1%	1%	0%	F	0.099	F	0.544	23000	G
<u> </u>	To		Allison Dr													
13 Military Highway	City of Chesapeake	0.41	22000	G	97%	1%	1%	1%	1%	0%	С	0.099	F	0.561	24000	G
$\bigcirc$	To:	Gre	eenbrier Pkw	v												
Military Highway	City of Chesapeake	1.67	27000	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.501	28000	G
	To:	SCL	Virginia Bea	ach												
	From:	US 13	TO I-64 WI	EST												
13 Ramp	City of Chesapeake (Maint: 64)	0.35	NA									NA			NA	
$\smile$	To:	I-64-W FROM RT 1	1300- MILIT	ARY I	HIGHWAY	ľ										
	From:		3 TO I-64 E <i>A</i>	AST												
13 Ramp	City of Chesapeake (Maint: 64)		13000	F								0.1	F		13000	F
$\sim$	То:	I-64-E FROM RT 1	300- MILIT	ARY H	IGHWAY	7										
	From:		AND FROM	1 RT 46	54											
(13) Ramp	City of Chesapeake (Maint: 64)	0.29	6200	F								0.124	F		6200	F
<b>~</b>	To:	I-464-	S FROM R	Γ 13												

									Tru	ıck			K		Dir		
Route	Jurisdictio		Length			4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ p	From:	-	US 13 I-464-NO			M RT							0.000	_		0.400	_
[13] Ramp	City of Chesapeake	(Maint: 64)	0.23	3400	F								0.099	F		3400	F
	10:	<u> </u>	1-464-	-N FROM I	RT 13			<u> </u>									
~~	From:			Carolina Sta	ate Line												
(17) George Washington Hwy	City of Chesa	peake	3.58	12000	Α	94%	0%	0%	0%	5%	0%	С	0.100	Α	0.684	13000	Α
<u> </u>	To: From:		131-8	796 Ballaha	ack Rd												
(17) George Washington Hwy	City of Chesa	peake	6.71	14000	G	94%	0%	0%	0%	5%	0%	F	0.089	F	0.662	14000	G
$\bigcirc$	To:		Bus US 17 C	George Was	hington H	łwv											
17 Dominion Blvd	City of Chesa	peake	3.86	11000	G	96%	0%	1%	1%	2%	0%	F	0.079	F	0.606	12000	G
$\odot$	Too	.i	CD	165 C- 1	D.1												
17 Dominion Blvd	From: City of Chesa	neake	0.94	165 Cedar 29000	A A	96%	0%	1%	1%	2%	0%	С	0.083	Α	0.682	30000	Α
[17] Dominion Blvd	City of Chesa	peare	0.34	23000		30 70	076	1 70	1 /0	270	070	C	0.003	^	0.002	30000	^
~~~ - · · · · · · · · · · · · · · · · ·	To: From:	1		6 Bainbridg													
(17) Dominion Blvd	City of Chesa	peake	1.60	26000	G	96%	0%	1%	1%	2%	0%	F	0.066	F	0.696	27000	G
<u> </u>	To: From:		SR 190	Great Brid	lge Blvd			_									
17 Dominion Blvd	City of Chesa	peake	0.28	38000	G	96%	0%	1%	1%	2%	0%	F	0.074	F	0.655	40000	G
\bigcirc	To:	:		Oak Grove C													
~~ ~~ -	From:			S 17 (Ram	p)												
(17) (17) Ramp	City of Chesapeake	(Maint: 64)	0.30			S	See US 7	17 for di	rectional	traffic \	olume e	stima	tes for thi	s segi	ment.		
* *	To:			-464 (Ramp													
	City of Chesapeake	(Maint: 64)	0.15	Oak Grove (onnecto		Soo I 46	14 for dir	octional	troffic v	olumo oc	timat	es for this	coan	nont		
[17] 464	Combined Traffic Estimates for 2 Paralle			60000	G	95%	0%	1%	1%	2%	0%	F	NA	segn	nen.	69000	G
	Combined Trainic Estimates for 2 Paralle	ei Roadways or	i triis Route.	I-64	<u> </u>	95%	0%	1%	1%	2%	0%	Г	INA			69000	G
	From:	c		I-464													
(17) (64)	City of Chesapeake	(Maint: 64)	4.31				See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Paralle	•	n this Route:	78000	F	92%	0%	1%	1%	5%	0%	F	0.087	F	0.505	84000	F
	To:	:		I-64					.,,								
~~~	From:		064-E(B)/IS-000	064-E296A	(R)/TO I												
(17) (64) Ramp	City of Chesapeake		0.23					4 for dire	ectional t	raffic vo	olume es	timate	es for this	segm	nent.		
$\bigcirc$	To:	3US-0	00017-P(U)/IS-0		A(R)/FR	OM RT 6	4 E										
Casras Washington Llus	City of Change		0.90	I-64 <b>25000</b>	G	96%	0%	10/	1%	2%	0%	F	0.077	F	0.563	26000	G
(17) George Washington Hwy	City of Chesa	peake	0.90	25000	G	96%	0%	1%	1%	2%	0%	Г	0.077	Г	0.563	26000	G
~	To: From:			JS 460 Mili													
(17) George Washington Hwy	City of Chesa	peake	1.00	14000	G	96%	0%	1%	1%	2%	0%	С	0.084	F	0.634	15000	G
~	To		SR	196 Canal	Rd			<b>—</b> —									
George Washington Hwy	City of Chesa	peake	0.63	25000	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.687	26000	G
	To:		SC	CL Portsmo	uth												
	From:	c.		CL Portsmo													
(17) Western Branch Blvd	City of Chesa	peake	0.69	19000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.525	20000	G
<u>~</u>	To	-	131-852	24 Churchla	and Blvd												
17	City of Chesa	peake	0.56	23000	Α	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.534	24000	Α
	To		I	ECL Suffol	k												
								-									

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Towards V	•	D:-		
Route Jurisdiction Length AADT QA 4Tire Bus 20.44 2Tabil 2	QK	Dir	AAWDT	QW
North From US 17 TO I-64 WEST 2Axle 3+Axle 1Trail 2Trail Factor		Factor		
\(\sigma_{17}\) Ramp \(\sigma_{17}\) City of Chesapeake (Maint: 64) \(\sigma_{17}\) NA \(\sigma_{17}\) NA			NA	
To: I-64-W FROM US 17 NORTH			1471	
North US 17 I-64-E296B FROM IS 64 EAST				
(17) Ramp City of Chesapeake (Maint: 64) 0.17 NA NA			NA	
To: I-64-E FROM US 17 NORTH				
North US 17 TO RT 168 SOUTH				
Ramp City of Chesapeake (Maint: 64) 0.16 NA NA			NA	
To: I-64-W291B FROM RT 17 NORTH				
North US 17 TO RT 464 NORTH				
Ramp City of Chesapeake (Maint: 64) 0.26 NA NA			NA	
To: SR 168-N015B FROM RT 17 NORTH TO 464 NOR				
North Prom: US 17-N017D TO RT 64 WEST				
€ 17 Ramp   City of Chesapeake (Maint: 64)   0.10 NA			NA	
SR 168-N015A TO RT 64 WEST				
North	_			_
(17) Ramp City of Chesapeake (Maint: 64) 0.54 <b>27000</b> F 0.092	2 F		27000	F
To: I-64-W I-64-W291X Gap				
North US 17 Dominion Blvd			0500	_
(17) Ramp City of Chesapeake (Maint: 64) 0.30 <b>2400 G</b> 96% 0% 1% 1% 2% 0% F NA			2500	G
To: I-464 North				
South US 17 TO I-64 WEST			NIA	
Ramp City of Chesapeake (Maint: 64) 0.19 NA  To I-64-W FROM US 17 SOUTH			NA	
South US 17 US 17 City of Chesapeake (Maint: 64) 0.29 <b>1100 G</b> 96% 0% 1% 1% 2% 0% F NA			1200	G
(17) Ramp City of Chesapeake (Maint: 64) 0.29 <b>1100 G</b> 96% 0% 1% 1% 2% 0% F NA			1200	G
Bus   US 17 Dominion Blvd   US 17 Dominion B	) F	0.75	4300	G
<u> </u>	, г	0.75	4300	G
Bus SR 165 Cedar Rd				
(17) George Washington Hwy City of Chesapeake 1.19 <b>24000 G</b> 94% 0% 0% 0% 5% 0% F 0.073	3 F	0.556	24000	G
To: I-64				
From: ECL Suffolk				
(58) (13) (460) Military Highway City of Chesapeake (Maint: 64) 2.94 67000 F 92% 0% 1% 1% 6% 0% C 0.098	5 A	0.596	70000	F
1-664				
(58) (13) (460) City of Chesapeake (Maint: 64) 0.11 <b>9500 F</b> 92% 0% 1% 1% 6% 0% <b>F</b> 0.10	l F	0.533	9900	F
	•			
SR 191 Jolliff Rd; US 13 Military Highway				
ALI				
ALT Skill Sk	3 F	0.5	6700	G

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

									Tru	ıck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		TO ROUT		TSOUT	Ή											
(58) Ramp	City of Chesapeake		0.77	NA									NA			NA	
<u> </u>	To:		664-E FROM I														
East	From:		US 58 TO ROI		VESTN	ORTH											
[58] Ramp	City of Chesapeake	, ,	0.17	NA DOLUTE 56	120.46	O.E.A.GE							NA			NA	
	10.		664-W FROM														
West	From: City of Chesapeake		US 58 TO RO 0.29	UTE 664 E <b>NA</b>	EASTSC	UTH							NIA			NA	
[58] Ramp	City of Chesapeake		0.29 664-E FROM F		138-460	WEST							NA			NA	
\\/ t	From-				,												
West (58) Ramp	City of Chesapeake		US 58 TO ROI 0.22	NA NA	VESTNO	JKIH							NA			NA	
(58) Rump	To:	, ,	64-W FROM 1		3.13&46	) WEST							1471			14/1	
Fast	From:			. Virginia B													
East 64	City of Chesapeake	(Maint: 64)	0.98	63000	F	97%	0%	1%	1%	2%	0%	F	NA			68000	F
04)	Combined Traffic Estimates for 2 Paralle	,	this Route:	122000	G	97%	0%	0%	1%	2%	0%	F	NA			132000	G
	To:	,		nbrier Park													
East 64	From:	(0.4-1-1-0.4)				070/	00/	40/	40/	00/	00/	_	0.000	_		47000	_
(64)	City of Chesapeake		2.13	43000	F	97%	0%	1%	1%	2%	0%	F	0.089	F		47000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on t			F	97%	0%	1%	1%	2%	0%	F	NA			92000	F
East	To: From:		SR 168	Battlefield	d Blvd												
<del>64</del> )	City of Chesapeake	(Maint: 64)	0.58	55000	F	97%	0%	1%	1%	2%	0%	F	0.084	F		60000	F
$\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on t	this Route:	107000	G	97%	0%	1%	1%	2%	0%	F	NA			116000	G
	To. From:			I-464				_									
East (64) (17)	City of Chesapeake	(Maint: 64)	4.31	38000	F	92%	1%	1%	1%	5%	0%	F	0.089	F		42000	F
(64) (17)	Combined Traffic Estimates for 2 Paralle	,			F	92%	0%	1%	1%	5%	0%	F	0.087	F	0.505	84000	F
	Tol	I Trodawayo on t	US 17 Geo				070		170	070	070	•	0.007	•	0.000	0.000	•
East 64	From:					•											
64)	City of Chesapeake	•	1.46	34000	F	92%	1%	1%	1%	5%	0%	F	0.088	F		37000	F
~	Combined Traffic Estimates for 2 Paralle	el Roadways on t	this Route:	68000	F	92%	0%	1%	1%	5%	0%	F	0.09	F	0.506	74000	F
East	To: From:		US 13, US	460 Militar	y Highv	/ay											
(64)	City of Chesapeake	(Maint: 64)	2.31	35000	Α	92%	1%	1%	1%	5%	0%	С	0.107	Α		38000	Α
	Combined Traffic Estimates for 2 Paralle	,	this Route:	69000	Α	92%	0%	1%	1%	5%	0%	С	0.104	Α	0.513	75000	Α
	To:	Ť		-264, I-664	ļ												
East	From:		4-E289X TO C	GREENBR	IER PAI	RKWAY											
(64) Ramp	City of Chesapeake	(Maint: 64)	0.26	6500	F								0.129	F		6500	F
$\overline{}$	To		131-86651	FROM RT	64 EAS	Т											
East	From:		4-E289X TO C			RKWAY											
(64) Ramp	City of Chesapeake	(Maint: 64)	0.25	15000	F								0.099	F		15000	F
$\sim$	To:		131-8665 1	FROM RT	64 EAS	T											

Route	Jurisdiction	Length AADT Q	<b>A</b> 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
East 64 Ramp	City of Chesapeake (Maint: 64)	4-E BEG. COLL ROAD TO GRE 0.14 <b>25000 F</b>			0.101	F	25000	F
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64-E289A TO GREENBRIER F 0.13 <b>19000 F</b>	•		0.092	F	19000	F
East 64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>29000</b> F	•	_	0.082	F	29000	F
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64-E289B TO GREENBRIER I 0.13 <b>13000 F</b>	•	_	0.087	F	13000	F
East 64 Ramp	City of Chesapeake (Maint: 64)	0.22 NA		_	NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 64)  To: I-64	SLIP RAMP TO EXIT 290 CO  0.40 NA  -E END COLL RD FROM GREI			NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	0.27 <b>4100</b> F SR 168 FROM I-64 EA:			0.092	F	4100	F
East 64 Ramp	City of Chesapeake (Maint: 64)	54-E TO RT 168 SOUTH-BATTL 0.23 <b>11000 F</b> SR 168 FROM I-64 EA:	EFIELD PAR		0.102	F	11000	F
East   I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 East 0.60 <b>20000 F</b>	•		0.104	F	20000	F
East   64   I-64   E   Exit   290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 A 0.10 <b>16000 F</b>			0.107	F	16000	F
East   64   I-64   E   Exit   290	City of Chesapeake (Maint: 64)	0.20 <b>25000</b> F		_	0.096	F	25000	F
East   64   I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 B  0.12 <b>14000 F</b>		_	0.097	F	14000	F
East   64   I-64 E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefi  0.20 NA  I-64 E	eid Blvd S		NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64-E TO RT 464 NOR 0.25 <b>NA</b> I-464-N FROM I-64 EA.			NA		NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64-E TO RT 104 VIA RT 0.23 <b>21000 F</b> I-464-S FROM I-64 EA:	T 464		0.088	F	21000	F

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		City	or Chesap	canc												
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	ΟW
redic	Gundalotto	n Longui	7,7,5	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q, i V	Factor	7011101	QVV
East	From:	I-64-E	TO RT 17 N	ORTH												
(64) { 17 } Ramp	City of Chesapeake	, ,	6200	F								0.074	F		6200	F
	To:	US 17	FROM I-64	EAST												
East	From:	I-64-E	TO RT 17 S	OUTH												
East (64) Ramp	City of Chesapeake	(Maint: 64) 0.21	5000	F								0.100	F		5000	F
	To:	US 17 US 17-	N014B FRO	M I-64	EAST											
East	From:	I-64-E TO RT 13	00- MILITA	RY HI	GHWAY											
(64) Ramp	City of Chesapeake		4600	F								0.142	F		4600	F
04)	To:	,	8599 FROM	I-64 E	AST							••••				
West	From	·	L Virginia Be				- i									
64	L City of Chesapeake		59000	G	97%	0%	0%	1%	1%	0%	С	0.097	Α		64000	G
64)				G	97%		0%	1%	2%		F	NA				G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route.	122000	G	97%	0%	0%	170	2%	0%	Г	INA			132000	G
West	To: From:	Gre	enbrier Parky	way												
( <del>64</del> )	City of Chesapeake	(Maint: 64) 2.10	42000	F	97%	0%	1%	1%	1%	0%	F	0.094	F		45000	F
	Combined Traffic Estimates for 2 Paralle	,	85000	F	97%	0%	1%	1%	2%	0%	F	NA			92000	F
	7F	<u> </u>			0.70	0,0		. , 0	_,,	0,0	•				02000	•
West	From:		8 Battlefield	Blvd												
(64) (168)	City of Chesapeake	(Maint: 64) 0.50	53000	N	97%	0%	1%	1%	1%	0%	Ν	NA			56000	Ν
$\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	107000	N	97%	0%	1%	1%	2%	0%	Ν	NA			116000	Ν
	To:	•	US 17													
West	From:		8 Battlefield													
<del>64</del>	City of Chesapeake	'	53000	G	97%	0%	1%	1%	1%	0%	F	NA			56000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	107000	G	97%	0%	1%	1%	2%	0%	F	NA			116000	G
- 144	Tra-		I-464				$\neg$ $\vdash$									
West	City of Chesapeake	(Maint: 64) 0.41	34000		93%	0%	10/	40/	E0/	00/	F	NΙΔ			26000	G
64 (17)	,	'		G			1%	1%	5%	0%	-	NA			36000	_
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	73000	G	92%	0%	1%	1%	5%	0%	F	NA			78000	G
West	To: From:	SR 190	Great Bridg	e Blvd												
(64) (17)	City of Chesapeake	(Maint: 64) 3.86	40000	F	93%	0%	1%	1%	5%	0%	F	0.093	F		42000	F
04) (17)	Combined Traffic Estimates for 2 Paralle	• •		F	92%	0%	1%	1%	5%	0%	F	0.087	F	0.505	84000	F
	Combined Traine Estimates for 21 araile	•				070	1 70	1 70	370	070	'	0.007	'	0.505	04000	'
West	From:	US 17 Ge	orge Washin	gton Hv	vy											
<del>64</del> )	City of Chesapeake	(Maint: 64) 1.86	34000	F	93%	0%	1%	1%	5%	0%	F	0.093	F		36000	F
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	68000	F	92%	0%	1%	1%	5%	0%	F	0.09	F	0.506	74000	F
		<u> </u>	JS 460 Milita	ary Hua	,											
West	From:			•												
<del>64</del>	City of Chesapeake	(Maint: 64) 1.65	34000	Α	93%	0%	1%	1%	5%	0%	С	0.105	Α		36000	Α
$\smile$	Combined Traffic Estimates for 2 Paralle			Α	92%	0%	1%	1%	5%	0%	С	0.104	Α	0.513	75000	Α
	To:		I-264, I-664													
West	From:	I-64-W289X TO GR	EENBRIER		WAY WES	ST										
(64) Ramp	City of Chesapeake	(Maint: 64) 0.28	6500	F								0.116	F		6500	F
$\overline{}$	To:	131-8665	FROM RT 6	64 WES	Т											

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction	Length AADT QA 4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC OK	AAWDT QW
West 64 Ramp	From: I-6  City of Chesapeake (Maint: 64)	4-W289X TO GREENBRIER PARKWAY EAS 0.25 <b>11000 F</b> 131-8665 FROM RT 64 WEST	т	0.085 F	11000 F
West 64 Ramp	City of Chesapeake (Maint: 64)	4-W END COLL ROAD TO GREENBRIER PA 0.66 <b>NA</b>		NA	NA
Nest 64 Ramp	City of Chesapeake (Maint: 64)	4-W289B TO GREENBRIER PARKWAY EAS  0.10 NA		NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	-8665-E001B FROM GREENBRIER PARKWA  0.23 NA		NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	4-W289A TO GREENBRIER PARKWAY WES  0.16 NA		NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	0.14 19000 F  4-W END COLL ROAD FROM GREENBRIER		0.098 F	19000 F
West 168 Ramp	City of Chesapeake (Maint: 64)	I-64 W  0.18 <b>2900 F</b> Bus SR 168 N		0.078 F	2900 F
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64)	I-64 W 0.30 <b>8600 F</b> Bus SR 168 Battlefield Blvd S		0.111 F	8600 F
Nest 64 (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W 0.10 <b>15000 G</b>		NA	15000 G
Nest 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W Exit 290 B  0.10 NA		NA	NA
Nest 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefield Blvd S  0.20 NA		NA	NA
West 1-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W Exit 290 S  0.12 NA		NA	NA
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefield Blvd N  0.35 NA		NA	NA
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp to I-64 E Exit 289  0.51 NA  I-64 W		NA	NA
West Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	SR 168 Oak Grove Connector  0.26	0% 1% 1% 2% 0%	, F 0.131 F	3200 F

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			iesapeake				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-64-W TO R	T 168 SOUTH												
(64) Ramp	City of Chesapeake (Maint: 64	) 0.49 <b>84</b>	100 F								0.127	F		8400	F
Most	To: From:	US 17-N017A FRO	OM RT 17 NO	RTH											
West (64) Ramp	City of Chesapeake (Maint: 64	) 0.05 <b>N</b>	IA								NA			NA	
(04)	To:	1SR 168-P FROM RT 6		NORTH											
West	From:	I-64-W BEGIN COL	L ROAD TO	RT 464											
(64) Ramp	City of Chesapeake (Maint: 64		IA			•					NA			NA	
	То:	SR 104 N0007	A Gap Fr Rt 10	4											
West	From:	I-64-W TO RT 190 EAS	T & WEST-G	REAT BR	I										
64 Ramp	City of Chesapeake (Maint: 64	) 0.20 <b>31</b>	00 F								0.094	F		3100	F
$\smile$	То:	SR 190 FROM	M I-64 WEST												
West	From:		West												
(64) Ramp	City of Chesapeake (Maint: 64	,	200 F	96%	0%	1%	1%	2%	0%	F	0.092	F		5500	F
<u> </u>	10:		5 17												
West	From:	I-64-W TO RT 1300- M		GHWAY							0.000	F		4700	F
64 Ramp	City of Chesapeake (Maint: 64	) 0.23 <b>47</b> US 13 FROM				_					0.088	г		4700	г
	From			T											
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George 2.70 <b>12</b> 0	000 G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.529	13000	G
165 Masse Standy Train	Tree Tree Tree Tree			0070	070		0,0	070	070	Ū	0.000	•	0.020	10000	Ū
165)Cedar Rd	City of Chesapeake		ninion Blvd 000 G	99%	0%	0%	0%	0%	0%	С	0.082	F	0.55	25000	G
165 Cedai Nu	City of Chesapeake			3370	070	070	070	070	070	C	0.002	'	0.55	23000	O
Coder Dd	City of Chesapeake		1 Rd West	99%	0%	0%	0%	0%	0%	F	0.089	F	0.619	28000	G
165 Cedar Rd	City of Chesapeake			99%	0%	0%	0%	U70	0%	Г	0.069	Г	0.019	20000	G
On day Did	From:		ls Mill Rd East	000/	00/		00/	00/	00/		0.004		0.545	0.4000	
165 Cedar Rd	City of Chesapeake	1.73 <b>22</b> 0	000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	24000	G
Bus	To: From:	Bus SR 168 B	Battlefield Blvd												
165) 168) Battlefield Blvd	City of Chesapeake	0.26 <b>29</b> 0	000 G	98%	1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	G
	To:	BUS SR 168 F	Battlefield Blve	l		<b>—</b>									
165)Mt Pleasant Rd	City of Chesapeake		000 G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.612	18000	G
	To:	SR 168 Great	Bridge Bynass												
165)Mt Pleasant Rd	City of Chesapeake		000 G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.517	16000	G
	To:	121 966 Con	nterville Tpke												
Mt Pleasant Rd	City of Chesapeake		00 G	98%	0%	1%	1%	0%	0%	С	0.111	F	0.6	8600	G
100)	To:				- , 0										
165)Mt Pleasant Rd	City of Chesapeake	131-8667 Fentr 0.91 <b>77</b>	ress Airfield R	98%	0%	1%	1%	0%	0%	F	0.114	F	0.613	8200	G
105)	To:		ginia Beach	0070	070		1 /0	0 /0	J /U	'	0.117	•	0.010	0200	J
	From		ninion Blvd												
166)Bainbridge Blvd	City of Chesapeake		000 G	91%	1%	2%	3%	3%	0%	F	0.123	F	0.785	4500	G
.00)	To:	SR 190 Grea	t Bridge Blvd								_				

Route	Jurisdiction	ı Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	0\\\
Noute	Junsulction				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV
Dainhaidea Dhad	From:		Great Brid		040/	40/	20/	20/	20/	00/	_	0.000	_	0.504	0200	_
166 Bainbridge Blvd	City of Chesape		8200	G	91%	1%	2%	3%	3%	0%	С	0.096	F	0.524	9300	G
Poinhridge Blad	City of Choope		13 Military									0.105	F	0.705	12000	
166 460 Bainbridge Blvd	City of Chesape		12000	G								0.105	Г	0.705	13000	G
166 460 Bainbridge Blvd	From: City of Chesape		Freeman Av 9200	e G								0.090	F	0.525	9800	G
166 460 Bainbridge Blvd	City of Chesape											0.090	Г	0.525	9000	G
Poinbridge Plyd	City of Chesape		hesapeake I <b>8200</b>	Dr <b>G</b>								NA			8900	G
166 460 Bainbridge Blvd	City of Criesape		37 Poindex									INA			8900	G
	From:		ainbridge Bl													
166 460 Poindexter St	City of Chesape	eake 0.56	8100	G								NA			8800	G
	To-		Liberty St													
166 460 22nd St	City of Chesape	eake 0.39	5200	G								0.117	F	0.732	5600	G
	To:		SCL Norfol	k												
	From:		Carolina Sta	ate Line												
168 Battlefield Blvd	City of Chesape	eake 1.79	24000	Α	97%	0%	0%	1%	1%	0%	С	0.17	Α	0.533	22000	Α
<u> </u>	To: From:	Bus SR 168 Ba	ttlefield Blv	vd; Gallb	ush Rd											
168 Chesapeake Expressway	City of Chesapeake (N	Maint: TOL) 2.92	9300	G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.744	8600	G
$\overline{}$	To: From:	Bus SR 168 Battleft	eld Blvd; N	lear India	ın Creek F	Rd										
168 Chesapeake Expressway	City of Chesapeake (N	Maint: TOL) 2.94	9300	G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.74	8600	G
	To: From:	ŀ	Iillcrest Pkv	vy												
168 Chesapeake Expressway	City of Chesapeake (M	Maint: TOL) 0.25	33000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.673	31000	G
	To	E	and Toll Roa	ad												
168 Great Bridge Bypass	City of Chesape	eake 1.76	33000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.673	31000	G
$\overline{}$	To:	Bus SR	168 Battlefi	ield Blvd												
168 Great Bridge Bypass	City of Chesape		32000	G	97%	0%	0%	1%	1%	0%	F	0.084	F	0.618	30000	G
	Too		Hanbury Ro	1												
168 Great Bridge Bypass	From:∟ City of Chesape		43000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.648	39000	G
3 11	To-	SR 1/	55 Mt Pleas	ant Rd												
168 Great Bridge Bypass	From:∟ City of Chesape		70000	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.704	64000	G
3 71	To-		168 Battlefi													
168 Oak Grove Connector	From:L City of Chesape		70000	G BIVO	97%	0%	0%	1%	1%	0%	F	0.091	F	0.700	64000	G
168) Gait Grove Gormoster	To T	1.02			0170	070		170	170	070	•	0.001	•	0.700	0.000	Ū
160 64	From: City of Chesapeake (I	Maint: 64) 0.50	I-64			See I-6	4 for dire	ectional t	raffic v	olume es	timate	s for this	seam	ent.		
168 64	Combined Traffic Estimates for 2 Parallel	,	107000	N	97%	0%	1%	1%	2%	0%	N	NA	Jogin		116000	N
	To-		I-64; US 17		01,70	- 0,0										
	From:		R 168 CD F	Rd												
168) (64) I-64 W Exit 290	City of Chesapeake (	,				See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
$\overline{}$	To:	Ramp	to Bus SR	168 S												

Route	Jurisdiction	Length AADT QA	4Tire	Ruc	Tru xle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	Ramp to Bus SR 168 S											
168 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	S	See I-64 for	directional	raffic vo	olume es	stimate	s for this	segn	nent.		
	To- From:	Ramp From SR 168 S			]								
168 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20		See I-64 for	directional	raffic vo	olume es	stimate	s for this	segn	nent.		
	rom:	Ramp to SR 168, Bus SR 168 Ramp to Bus SR 168	18										
(168) (64) Ramp	City of Chesapeake (Maint: 64)	0.18	٤	See I-64 for	directional	raffic vo	lume es	stimate	s for this	segn	nent.		
$\bigcirc$	To: From:	Bus SR 168											
Bus 168 Attlefield Blvd	City of Chesapeake	0.35 <b>56000 N</b>	98%	1% 1	% 0%	0%	0%	N	0.082	N	0.542	60000	N
1007 1007	To:	End Bus SR 168											
	From:	I-64; US 17	070/	407 4	]	407	00/	_				05000	_
168 Battlefield Blvd	City of Chesapeake	0.54 <b>33000 G</b>	97%	1% 1	% 1% -	1%	0%	F	NA			35000	G
	To: From:	US 13 Military Hwy			<u> </u>								
168 Battlefield Blvd	City of Chesapeake	0.47 <b>20000 G</b>	97%	1% 1	% 1%	1%	0%	F	0.081	F	0.53	21000	G
	To: From:	Campostella Rd			}								
168 Atlantic Ave	City of Chesapeake	0.42 <b>13000 G</b>	97%	1% 1	% 1%	1%	0%	F	0.090	F	0.608	14000	G
	To: From:	Providence Rd			]								
168 Atlantic Ave	City of Chesapeake	1.16 <b>16000 A</b>	97%	1% 1	% 1%	1%	0%	С	0.117	Α	0.584	17000	Α
	To- From	Old Atlantic Avenue			]								
168 Atlantic Ave	City of Chesapeake	0.39 <b>8300 G</b>	97%	1% 1	% 1%	1%	0%	F	0.101	F	0.730	8900	G
	To: From:	SR 246 Liberty Rd											
168 Campostella Rd	City of Chesapeake	0.35 <b>15000 G</b>	97%	1% 1	% 1% •	1%	0%	F	0.091	F	0.668	16000	G
		SCL Norfolk			]								
North	City of Chesapeake (Maint: 64)	SR 168; 1SR 168-P SR 168-NO 0.21 <b>NA</b>	)15B		J				NA			NA	
168 Ramp	To:	US 17-N017C TO RT 64 WE	ST		1				INA			INA	
North	From:	SR 168; 1SR 168-P SR 168-N											
(168) Ramp	City of Chesapeake (Maint: 64)	0.28 <b>NA</b>	1371		1				NA			NA	
	To:	SR 168-N015C TO RT 17 SOUTI	T & 190		]								
North	City of Change acts (Mainty 64)		100 170		1				NA			NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.05 <b>NA</b>			•				INA			NA	
North	From: US	17-N017B FROM RT 17 NORTH	ΓΟ 464 NOR	₹									
(168) Ramp	City of Chesapeake (Maint: 64)	0.07 <b>5600 F</b>			_				0.127	F		5900	F
	To:	I-64-W291A US 17-N017			<u> </u>								
North	From:	SR 168-N015B TO RT 17 SOUTI	I & 190										
168 Ramp	City of Chesapeake (Maint: 64)	0.38 <b>NA</b>	T 0 100		1				NA			NA	
<u> </u>	10"	SR 168-S015A TO RT 17 SOUTI	1 & 190										
South	City of Chesapeake (Maint: 64)	1SR 168-P TO RT 190 0.13 <b>15000 F</b>			j				0.004	F		16000	F
168 Ramp	City of Chesapeake (Maint: 64)	SR 168-N015C TO RT 17 SOUT	H & 190		1				0.084	г		16000	Г
		5K 100-1013C 10 K1 1/ 30011	1 00 170										

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South	From:	SR 168-N015C TO R		& 190											
168 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>N</b>									NA			NA	
$\smile$	To:	US 17 SR 190 FROM	I & TO RT 46	64,64 &											
Bus		SR 168 Chesapeake Exp								_		_			
168 Battlefield Blvd	City of Chesapeake	2.70 140	000 G	97%	0%	0%	1%	1%	0%	F	0.084	F	0.648	15000	(
Bus	To: From:	Indian C	reek Rd												
168 Battlefield Blvd	City of Chesapeake	1.55 <b>18</b> 0	000 G	97%	0%	0%	1%	1%	0%	F	0.092	F	0.617	19000	(
	To- From:	Centervi	lle Tpke			$\neg$									
Bus 168)Battlefield Blvd	City of Chesapeake	3.78 <b>20</b> 0	000 G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.505	21000	(
100)	To	SR 168 Great													
Bus Demotical Divid	From:				40/	40/	00/	00/	00/	F	0.000	F	0.557	7400	,
168 Battlefield Blvd	City of Chesapeake	0.28 <b>70</b>		98%	1%	1%	0%	0%	0%	Г	0.086	г	0.557	7400	(
Bus	To: From:	131-8802 F	lanbury Rd												
168 Battlefield Blvd	City of Chesapeake	1.70 <b>130</b>	000 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.5	14000	(
Dua .	To: From:	SR 165 S, Mount Pleas	sant Rd, Johns	town Rd		_									
Bus 168 165 Battlefield Blvd	City of Chesapeake	0.26 <b>29</b> 0	000 G	98%	1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	(
Bus	To: From:	SR 165 North	; Cedar Road												
168 Battlefield Blvd	City of Chesapeake	1.24 <b>33</b> 0	000 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.614	35000	(
$\smile$	To	SR 190 Great	Bridge Blyd												
Bus 168 Battlefield Blvd	City of Chesapeake	0.17 330		98%	1%	1%	0%	0%	0%	F	NA			36000	(
168 Battleffeld Bivu	City of Criesapeake				170	170	0%	0%	0%	г	INA			30000	,
Bus	From:	SR 168 Great	Bridge Bypass	<u> </u>											
168 Battlefield Blvd	City of Chesapeake	1.39 <b>410</b>	000 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.683	43000	(
Bus	To: From:	Hollywood Rd;	Oak Grove R	d											
168 Battlefield Blvd	City of Chesapeake	0.68 <b>460</b>	000 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.648	49000	(
$\smile$	Tar	Volvo	Pkwv												
Bus Daylefield Divid	From: L			000/	40/	40/	00/	00/	00/	_	0.000	_	0.540	00000	
Battlefield Blvd	City of Chesapeake	0.58 <b>560</b>		98%	1%	1% ——	0%	0%	0%	F	0.082	F	0.542	60000	(
Bus	To: From:	I-0	54												
168 Battlefield Blvd	City of Chesapeake	0.35 <b>560</b>		98%	1%	1%	0%	0%	0%	Ν	0.082	Ν	0.542	60000	ı
	То:	SR 168 Batt	lefield Blvd												_
Bus	From:	Bus SR									0.65	_		44000	
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 <b>110</b>									0.081	F		11000	
Bus 168 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	Bus SR 0.18 <b>95</b>									0.08	F		9500	
Ramp From Bus SR 168 NB to I-64 EB	To:	0.10 <b>93</b> I-64									0.00	'		9300	'

Davida	Leader Pertina	Levelle AADT C	) A 4T'-			Tru	ıck		-00	K	01/	Dir	A A)A/DT	- 01
Route	Jurisdiction .	Length <b>AADT</b> C	QA 4Tire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SR 168 Battlefield Blv									_			_
168 Ramp	City of Chesapeake (Maint: 64)		F							0.076	F		3600	F
	10:	I-64 W												
Bus	From:	Bus SR 168 Battlefield B												
168)Ramp	City of Chesapeake (Maint: 64)		F							0.094	F		3300	F
<u> </u>	To:	I-64 E												
	From:	SR 166 Bainbridge Bl	vd											
190 Great Bridge Blvd	City of Chesapeake	0.83 <b>4100</b>	<b>G</b> 89%	2%	2%	4%	3%	0%	С	0.087	F	0.686	4400	(
<u> </u>	To: From:	131-8763 Campostella	Rd		$\neg$ $\vdash$									
190)Great Bridge Blvd	City of Chesapeake	0.30 <b>9300</b>	<b>G</b> 89%	2%	2%	4%	3%	0%	F	0.095	F	0.569	9900	(
	To-	I-64												
190 Great Bridge Blvd	City of Chesapeake		<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.085	F	0.655	13000	(
190) 0.00. 2	-			.,		0,0	0,0	0,0	•	0.000	•	0.000		•
Creat Dridge Dhad	City of Change and a	US 17 Dominion Blv		40/	40/	00/	00/	00/		0.400	F	0.570	40000	
190 Great Bridge Blvd	City of Chesapeake	2.34 <b>12000</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	С	0.103	г	0.573	13000	(
	To: From:	Bus SR 168 Battlefield												
(190) Kempsville Rd	City of Chesapeake	0.48 <b>27000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	F	0.096	F	0.585	29000	(
<u> </u>	To	Clearfield Ave			-									
190 Kempsville Rd	City of Chesapeake	0.81 <b>28000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.096	F	0.543	29000	(
	To	Greenbrier Pkwy												
190) Kempsville Rd	City of Chesapeake		<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.098	F	0.512	22000	(
190) Kempaville Ka	ony or orresapeane		0 007	070	170	070	070	070	•	0.000	•	0.012	22000	•
	From:	Volvo Pkwy	• • • • • • • • • • • • • • • • • • • •	00/		201	00/	00/		0.4	_	0.540	05000	
190 Kempsville Rd	City of Chesapeake		<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.1	F	0.519	25000	(
		WCL Virginia Beach												
	From:	SR 191, S Military Hy		401					_		_			
191/ (13) (460)	City of Chesapeake		<b>G</b> 91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	(
<u> </u>	From:	AIRLINE BLVD US 58 Airline Blvd	1											
191)Jolliff Rd	City of Chesapeake		<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.114	F	0.598	2900	(
191)00 1	ony or onescapound		007	, 1,0		070	070	070	Ū	0.111	•	0.000	2000	•
Laren Dat	Promi	Dock Landing Rd	• • • • • • • • • • • • • • • • • • • •	00/	40/	00/	00/	00/	_	0.000	_	0.500	0500	,
191) Jolliff Rd	City of Chesapeake		<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.096	F	0.536	3500	(
		SR 337 Portsmouth Bl												
	From:	US 13 Military Hwy							_		_			
196 Canal Dr	City of Chesapeake		<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.116	F	0.645	14000	(
	10:	US 17 George Washington												
	From:	US 460 Poindexter S							_		_			
Liberty St	City of Chesapeake	0.39 <b>6500</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	С	0.086	F	0.502	6900	G
<u></u>	To: From:	Latham Street												
Liberty St	City of Chesapeake	0.37 <b>4300</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.084	F	0.504	4500	(
	To:	SR 168 Campostella I	Rd											

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

-									Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:			I-64; I-664													
264)	City of Chesapeake	,	1.10	26000	F	96%	0%	1%	1%	2%	0%	F	0.117	F		28000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this		53000	G	96%	0%	0%	1%	2%	0%	F	NA			56000	G
				CL Portsmou	ıtn												
West	City of Chesapeake	(Moint: 64)	1.17	I-64; I-664 <b>27000</b>	G	96%	0%	0%	1%	2%	0%	_	NA			29000	G
264	•	,			G							F					
	Combined Traffic Estimates for 2 Paralle	Roadways on this		53000 CL Portsmou		96%	0%	0%	1%	2%	0%	Г	NA			56000	G
West	From:	<u> </u>		V TO I-664				<u> </u>									
264 Ramp	City of Chesapeake	(Maint: 64)	0.42	NA	WEST								NA			NA	
204) * *****	To:	(**************************************	I-664-W	FROM I-26	4 WEST												
	From:		I	ECL Suffolk	:												
(337) Portsmouth Blvd	City of Chesar	peake	0.72	13000	G	95%	0%	1%	1%	2%	0%	С	0.083	F	0.553	14000	G
	To:		SR	191 Joliff F	Rd												
(337)Portsmouth Blvd	City of Chesar	peake	0.68	19000	G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.581	21000	G
	Ta-			I-664													
(337) Portsmouth Blvd	From: City of Chesap	Deake	0.60	31000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.544	33000	G
(337)	Too			ori Circle W													
(337) Portsmouth Blvd	From: City of Chesap	L peake	0.67	21000	G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.514	22000	G
337). Gramati 2114	Tol	Г — — — — — — — — — — — — — — — — — — —	0.0.			0070	0,0		0,0	.,,	0,0		0.000	•	0.0		•
(337) Portsmouth Blvd	Eronn City of Chesar	neake	0.24	Taylor Rd <b>25000</b>	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.519	27000	G
337) i Grisinidan Biva	any or orresta	ocurc .				3070	070		070	170	070	•	0.00	•	0.010	27000	Ŭ
(337) Portsmouth Blvd	From: City of Chesar	noako	0.49	ck Landing 1 27000	Rd <b>G</b>	98%	0%	0%	0%	1%	0%	F	0.096	F	0.564	29000	G
337 Fortsmouth blvd	To:	Deane		CL Portsmou		90 /6	076	0 /8	0 /6	1 /0	0 /6		0.090		0.304	29000	G
	From:			L Portsmou													
(337)Jordan Bridge	City of Chesapeake (	(Maint: TOL)	0.39	6600	N	97%	1%	0%	1%	1%	0%	Ν	NA			7100	Ν
$\overline{}$	To:		Toll A	uthority Bou	ındary			_									
(337) Poindexter St	City of Chesar	oeake	0.11	6600	G	97%	1%	0%	1%	1%	0%	F	NA			7100	G
$\overline{}$	Too			I-464													
(337) Poindexter St	City of Chesar	peake	0.56	9700	G	97%	1%	0%	1%	1%	0%	F	0.079	F	0.589	10000	G
	To:			) Bainbridge													
Dainhaidea Dhad	From:			50; Poindext		070/	40/		40/	40/	00/	_	0.404	_	0.570	4000	_
337 Bainbridge Blvd	City of Chesar	реаке	0.74	1500 CL Norfolk	G	97%	1%	0%	1%	1%	0%	۲	0.104	F	0.579	1600	G
F	Econo	<u>!</u> 															
East (337) Ramp	City of Chesapeake	(Maint: 64)	0.29	337 TO I-6	04								NA			NA	
337 1 101119	To:	(Manic. OT)		E FROM R	Т 337								14/7			14/7	
East	From:	SB 3		V011A TO 1		JD FR		<u>_</u>									
(337) Ramp	City of Chesapeake	·	0.28	NA	-UU+ AI	אדועו							NA			NA	
331)	To:	,		W FROM R	T 337												

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

									Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		7 TRUXTON S			TE 464 SO											
(337) Ramp	City of Chesapeake		0.15	800	F								0.17	F		800	F
<u> </u>	To:	I-464-S	004X FROM I	RT 337 EA	ST00- F	POINDEXT											
East	From:		SR 33	37 TO RT 4													
(337) Ramp	City of Chesapeake	(Maint: 64)	0.17	610	F								0.142	F		610	F
<u> </u>	To:			FROM RT													
West	From:		R 337 I-664-E0		ND FRO	OM I-6											
(337) Ramp	City of Chesapeake	(Maint: 64)	0.24	NA									NA			NA	
<u> </u>	To:		I-664-E	FROM RT	Γ 337												
West	From			37 TO I-66	54												
Ramp	City of Chesapeake	(Maint: 64)	0.24	NA									NA			NA	
	103			FROM R													
West	From:			ORT 464 S													_
Ramp	City of Chesapeake		0.18	1800	F								0.112	F		1800	F
	103	1-464-S0	004X FROM R				)										
West	From:		SR 337 TO F			TH								_			_
337 Ramp	City of Chesapeake		0.12	3100	F	ODIDELE	_						0.082	F		3100	F
	10:	1-464-N	FROM ROUT			OINDEXT	E										
	From:	<u> </u>		CL Norfolk		2001	00/		00/	007	00/	_	0.000	_	0.570	00000	_
407 Indian River Rd	City of Chesa	peake	0.71	19000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.573	20000	G
	To: From:			klette Ave													
407 Indian River Rd	City of Chesa	<u>peake</u>		26000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.525	27000	G
<u> </u>	To		WCL '	Virginia Be	each												
~~~ ~~~	From:	c .		CL Suffolk													
460 (58) (13) Military Highway	City of Chesapeake	e (Maint: 64)	2.94	67000	F	92%	0%	1%	1%	6%	0%	С	0.095	Α	0.596	70000	F
$\Leftrightarrow \Leftrightarrow \Leftrightarrow$	To: From:			I-664				\Box									
460 (58) (13)	City of Chesapeake	(Maint: 64)	0.11	9500	F	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	9900	F
\sim	To		US	58; SR 191	1												
460 (13) (191)	City of Chesa	peake	0.18	6400	G	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
400 (13) (191)	To							_									
460 (13) Military Highway	City of Chesa	neake	0.45	S Military 5000	G	91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5300	G
460 (13) Military Highway	Combined Traffic Estimates for 2 Paralle	•		5000	G	3170	1 /0	2/0	270	370	070	'	NA	'	0.001	NA	G
	Combined Hamic Estimates for 2 Farance	er Roadways off ti											INA			INA	
NATIONAL PROPERTY	To- From:			filitary Hw		0407	407		007	20.7	001		0.4.40	_	0.545	7000	
460 (13) Military Highway	City of Chesa	реаке	2.44	6900	G	91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7300	G
~~~	To: From:		•	I-64				₽									
460 (13) Military Highway	City of Chesa	peake	1.37	15000	G	98%	0%	1%	1%	1%	0%	F	0.1	F	0.564	15000	G
<u> </u>	To		US 17 Geor	ge Washing	gton Hw	<i>y</i> y											
460 (13) Military Highway	City of Chesa	peake		11000	G	98%	0%	1%	1%	1%	0%	F	0.103	F	0.511	12000	G
	To:	c .	SR 1	96 Canal D	)r												

## 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Deste	Lord and Salt and	Larant	AADT		47	D		Tru	ıck		00	K	01/	Dir	AANAIDT	0)4/
Route	Jurisdiction		n <b>AADT</b>	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
460 (13) Military Highway	City of Chesape		18000 18000	Dr A	98%	0%	1%	1%	1%	0%	С	0.141	Α	0.507	21000	Α
460 (13) Military Highway	To:	2.20	Military Hw		90%	076	176	170	170	0%	C	0.141	А	0.507	21000	А
	From:	U	3 13 Military													
460 166 Bainbridge Blvd	City of Chesape	eake 0.74	12000	G								0.105	F	0.705	13000	G
<del>~</del> ~	To: From:		Freeman Av													
460 166 Bainbridge Blvd	City of Chesape	eake 1.25	9200	G								0.090	F	0.525	9800	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Chesapeake A													
460 166 Bainbridge Blvd	City of Chesape		8200 337 Poindext	G								NA			8900	G
	From:		33 / Poindext Bainbridge Bl													
460 166 Poindexter St	City of Chesape	eake 0.56	8100	G								NA			8800	G
~~	To- From		Liberty St													
460 166 22nd St	City of Chesape	eake 0.39	5200	G								0.117	F	0.732	5600	G
~~	To:		SCL Norfoll	K												
ALT	From:		Joliff Rd													
460 (58) Airline Blvd	City of Chesape		6300	G	96%	1%	1%	0%	1%	0%	С	0.083	F	0.5	6700	G
			VCL Portsmo													
North	City of Chesapeake (N		US 17; SR 16 26000	68 G	95%	0%	1%	1%	2%	0%	F	NA			30000	G
464 [17]	Combined Traffic Estimates for 2 Parallel	•		G	95%	0%	1%	1%	2%	0%	F	NA			69000	G
	To:	Treadinaye on time reduct	I-64					.,,	_,,	0,0	•				00000	
North	From:	M-1-1 04) 0.04			050/	00/	40/	40/	00/	00/	_	N 10			00000	_
464	City of Chesapeake (N	•	28000	G	95%	0% 0%	1%	1%	2%	0%	F	NA			32000	G
	Combined Traffic Estimates for 2 Parallel	•		G	95%	0%	1%	1%	2%	0%	F	NA			59000	G
North	From	U:	3 13 Military	Hwy												
464)	City of Chesapeake (N	,	24000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 45000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
North	To: From:		Freeman Av	e												
464)	City of Chesapeake (N	Maint: 64) 1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.149	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 43000	Α	95%	0%	1%	1%	2%	0%	С	0.104	Α	0.763	49000	Α
1	To- From:	SR	337 Poindext	ter St												
North 464)	City of Chesapeake (N	Maint: 64) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
101)	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%		2%	0%	F	NA			52000	G
	To:	. ,	SCL Norfoll	_												
North	From		464-N TO RT	T 13												
Ramp	City of Chesapeake (NA									NA			NA	
\smile	To:	US 13 US 1	8- 36B TO AN	ND FRO	M RT											

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		FREEMAN A	AVEN	UE											
Ramp	City of Chesapeake	, ,	NA									NA			NA	
<u> </u>	10:	131-8598; 131-			TOR											
North	From:		64-N TO RT 33	37												
A64 Ramp	City of Chesapeake		NA				_					NA			NA	
<u> </u>	10:		37 FROM RT													
North	From:		4-N TO RT 33	37												
Ramp	City of Chesapeake	<u> </u>	NA									NA			NA	
	10.		337 TO RT 46	54												
South	From		JS 17; SR 168				Щ.				_					_
464 (17)	City of Chesapeake	•		G	95%	0%	1%	1%	2%	0%	F	NA				G
~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	60000	G	95%	0%	1%	1%	2%	0%	F	NA			69000	G
South	To: From:		I-64													
South (464)	City of Chesapeake	(Maint: 64) 0.98	25000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
404)	Combined Traffic Estimates for 2 Paralle	,		G	95%	0%	1%	1%	2%	0%	F	NA				G
	To:							.,.	_,,	-,-	•					_
South	From:		13 Military Hw													
464)	City of Chesapeake	,		G	95%	0%	1%	1%	2%	0%	F	NA			24000	G
\smile	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
0#-	To: From:	Fr	eeman Avenue				\supset									
South 464	City of Chesapeake	(Maint: 64) 2.01	20000	Α	95%	0%	1%	1%	2%	0%	С	0.139	Α		23000	Α
464	Combined Traffic Estimates for 2 Paralle	,		A	95%	0%	1%	1%	2%	0%	С	0.104	A	0.763		A
	Combined Trainic Estimates for 2 Farance				93 /6	070	1 /0	1 /0	Z/0	076	C	0.104	^	0.703	49000	^
South	To: From:	C	Collector Road													
464)	City of Chesapeake	(Maint: 64) 0.43	21000	G	95%	0%	1%	1%	2%	0%	F	NA			23000	G
\bigcirc	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	46000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
	To:		SCL Norfolk													
South	From:	SR 10)4 TO I-64 WE	EST												
(464) Ramp	City of Chesapeake	(Maint: 64) 0.22	8200	F								0.092	F		8200	F
\bigcirc	To:	I-64-W291X	FROM RT 46	54 SOL	TH											
South	From:	I-464	-S TO I-64 EA	AST												
(464) Ramp	City of Chesapeake	(Maint: 64) 0.36	NA									NA			NA	
$\overline{}$	To:	I-64-E FF	ROM RT 464 S	SOUTE	ł											
South	From:	I-4	64-S TO RT 13	3												
(464) Ramp	City of Chesapeake	(Maint: 64) 0.14	NA									NA			NA	
$\overline{}$	To:	US 13 TC	AND FROM	RT 46	4											
South	From:	I-464-S	TO FREEMAI	N Ave												
(464) Ramp	City of Chesapeake	(Maint: 64) 0.13	NA									NA			NA NA NA 39000 69000 28000 59000 24000 52000 23000 49000 52000 8200 NA	
	To:	131-8598; 131-	8598- A TO A	ND F	ROM I										NA NA 39000 69000 28000 59000 24000 52000 23000 49000 52000 8200 NA NA	

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdictio	a		AADT		4Tire			Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 464 Ramp	City of Chesapeake		-S004X TO RT 0.11 SR 337 FRO	NA			R	<u> </u>					NA			NA	
South	From:		-S BEG COLLI	ECTOR RD			X										
Ramp	City of Chesapeake		0.16 -W023A FROM	NA M ROUTE 3	337 WES	T00- POI	ND						NA			NA	
South 464 Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
South 464 Ramp	City of Chesapeake		-S004A TO RT 0.09	* 337 EAST NA	00- POI	NDEXTE	R						NA			NA	
South 464) Ramp	To: From: City of Chesapeake		7-E023A FROM 0.14	M RT 337 E	AST00-	POINDEX	ΧT						NA			NA	
<u> </u>	To	I-464-	S END COLL			337 POIN	D										<u> </u>
East 664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Paralle		0.16	38000 80000	F G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.095 NA	F		41000 86000	F G
	То:	E	ast I-664 is	signed as 59 Pughsvill		ı I-664											
East 664 Hampton Roads Beltway	City of Chesapeake		2.02	39000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.507	42000	F
	Combined Traffic Estimates for 2 Paralle	,	ast I-664 is		F s Souti	94% 1 <i>I-664</i>	0%	1%	1%	4%	0%	г	0.085	F	0.537	86000	F
East	To: From:		SR 337	7 Portsmout	h Blvd												
Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Paralle	` ,	1.10 this Route:	41000 87000	F G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.086 NA	F		44000 93000	F G
		É	ast I-664 is			n I-664											
East	To: From:		64-663 1	Dock Landii	ng Road												
Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Paralle	el Roadways on			F	94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.088 0.083	F F	0.505	45000 91000	F F
	T		ast I-664 is														
East	From:		US 13, US 58,														
Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Paralle	el Roadways on	1.13 this Route: East I-664 is		F G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.101 NA	F		47000 116000	F G
	То:		US 13, US 46														
East 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.73	52000	F	94%	0%	1%	1%	4%	0%	F	0.101	F		56000	F
	Combined Traffic Estimates for 2 Paralle	,	this Route: East I-664 is		G s Souti	94% n <i>I-664</i>	0%	1%	1%	4%	0%	F	NA			126000	G
	To			I-64; I-264													

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		Oity	oi Criesapeake												
Route	Jurisdictio	n Length	AADT QA	4Tire	BUS		Trud 3+Axle			QC	K	QK	Dir	AAWDT	QW
F	From:	LCAETO	PUGHSVILLE RO	240		Axie	3+Axie	IIIali	ZITali		Factor		Factor		
East	City of Chesapeake		6200 F	JAD		_					0.282	F		6200	F
Ramp	Oity of Offesapeake					_					0.202	'		0200	'
East	To: From:	I-664-E010B TO I	PUGHSVILLE ROA	AD NORTH		┵									
(664) Ramp	City of Chesapeake	(Maint: 64) 0.08	NA								NA			NA	
	To:	131-8529 FROM	I ROUTE 664 EAS	TSOUTH											
East	From:	I-664-E010A TO I	PUGHSVILLE ROA	AD NORTH											
(664) Ramp	City of Chesapeake		NA			_					NA			NA	
004)	To:		9 TO & FROM RO	U		1									
East	From:	Ĭ-6i	54-E TO RT 337												
(664) Ramp	City of Chesapeake		2700 F								0.093	F		2700	F
004) * *****	To:		337 FROM I-664			7									
East	From:		54-E TO RT 337			Ì									
(664) Ramp	City of Chesapeake		5400 F			_					0.101	F		5400	F
004)	To:		W014A TO AND F	ROM I-6		7					0.701	•		3 100	•
East	From:		OOCK LANDING I												
664 Ramp	City of Chesapeake		NA	KOAD		_					NA			NA	
664 Kamp	Oity of Officsapeake					_					INA			INA	
East	To: From:	I-664-E012B TO DC	CK LANDING RO	AD00- NOR	Γ	_									
(664)Ramp	City of Chesapeake	(Maint: 64) 0.17	2300 F								0.115	F		2300	F
	To:	131-8527 FROM	I ROUTE 664 EAS	TSOUTH											
East	From:	I-664-E012A TO DO	CK LANDING RO	AD00- NOR	Γ										
664 Ramp	City of Chesapeake	(Maint: 64) 0.08	NA								NA			NA	
	To:	131-852	7 TO & FROM RO	U											
East	From:	I-664-E TO R	OUTE 58,13&460	WEST											
(664) Ramp	City of Chesapeake		9900 F			_					0.096	F		9900	F
	To:		ROUTE 664 EAST	SOUTH		1									
East	From:	I-664-F TO I	ROUTE 58,13&460	FAST											
(664) Ramp	City of Chesapeake		1900 F	2.101		_					0.110	F		1900	F
004)	То:	-	ROUTE 664 EAST	SOUTH		7									
East	From:		I-664 East												
(664) Ramp	City of Chesapeake	(Maint: 64) 0.12	2300 F	92%	0%	1%	1%	6%	0%	F	0.142	F		2400	F
604) ramp	To:		3; 1US 13-P FRO	0270	070	Ť	170	070	070	•	0.112	•		2100	•
Foot	From:		E TO I-264 EAST												
East 664)Ramp	City of Chesapeake		25000 F			_					0.115	F		25000	F
004) (311)	To:		FROM I-664 EAS	Γ		7					5.115	'		20000	'
\\/ +	From:			-		+									
West (664) Hampton Roads Beltway	City of Chesapeake		WCL Suffolk 41000 G	94%	0%	 1%	1%	4%	0%	F	NA			45000	G
664 Hampton Roads Bellway	Combined Traffic Estimates for 2 Paralle	,		94%		1%		4% 4%	0%	F					G
	Combined Trainic Estimates for 2 Paralle	•			U%	1 70	1%	470	U%	Г	NA			86000	G
	T		s signed as Nor 9 Pughsville Road	ui i-064		_									

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

									Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:			9 Pughsvill													
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	40000	F	94%	0%	1%	1%	4%	0%	F	0.076	F		44000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways			F	94%	0%	1%	1%	4%	0%	F	0.085	F	0.537	86000	F
			West I-664 is	s signed a	as Nort	h I-664											
West	To: From:		SR 33	7 Portsmou	th Blvd												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.03	46000	G	94%	0%	1%	1%	4%	0%	F	NA			50000	G
(004)	Combined Traffic Estimates for 2 Paralle	,			G	94%	0%	1%	1%	4%	0%	F	NA			93000	G
			West I-664 is				-,-	.,.	.,,	.,,	-,-	•					_
	To:		Doc	ck Landing	Road												
West	From:	(1.1 : 0.4)				0.407	00/	40/	407	407	001	_	0.000	_		40000	_
664 Hampton Roads Beltway	City of Chesapeake	,	1.48	43000	F	94%	0%	1%	1%	4%	0%	F _	0.083	F		46000	-
	Combined Traffic Estimates for 2 Paralle	el Roadways			F	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	91000	F
			West I-664 is														
West	To: From:		US 13, US 58,	, US 460 M	ilitary H	ighway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.21	65000	G	94%	0%	1%	1%	4%	0%	F	NA			70000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	108000	G	94%	0%	1%	1%	4%	0%	F	NA			116000	G
	_		West I-664 is	s signed a	as Nort	h I-664											
	To:			I-64; I-264	1												
West	From:		I-664-W TC) PUGHSV	ILLE RO	OAD											
(664) Ramp	City of Chesapeake	(Maint: 64)	0.19	6700	F								0.106	F		6700	F
<u> </u>	To:		I-664-W010B	ΓΟ PUGHS	VILLE S	SOUTH		_									
West (664) Ramp	City of Chesapeake	(Maint: 64)	0.10	NA									NA			NA	
664 Kamp	To:	(Mant. 04)		529 Pughsv	ille Rd			1					INA			14/3	
West	From:		I-664-W010A			SOUTH											
(664) Ramp	City of Chesapeake	(Maint: 64)	0.05	NA	, TELL	300111							NA			NA	
004)	To:	,	131-8529 FROM	ROUTE 6	64 WES	TNORTH											
West	From:		I-66	4-W TO R	Г 337												
(664) Ramp	City of Chesapeake	(Maint: 64)	0.22	3600	F								0.096	F		3600	F
	To:		SR 337 SR 337	-E014B TC) I-664 A	ND FR											
West	From		I-66	4-W TO R	Γ 337												
(664)Ramp	City of Chesapeake	(Maint: 64)	0.36	NA									NA			NA	
\smile	To:		SR 3	337 FROM	I-664												
West	From:		I-664-W TO I		NDING I	ROAD											
(664) Ramp	City of Chesapeake	(Maint: 64)	0.14	2500	F								0.14	F		2500	F
$\overline{}$	To:-	I-6	664-W012B TO DO	OCK LAND	DING RO	DAD-SOUT	ГН										
West	City of Charanaka		0.10	NA									NA			NA	
664 Ramp	City of Chesapeake	(iviali it. 04)	131-8527 FROM		64 WES	TNORTH							INA			INA	
Mask	Econy	Υ.	564-W012A TO DO				rii	-+									
West (664) Ramp	City of Chesapeake		0.07	OCK LANI NA	JING R(JAD-SUU	ın						NA			NA	
004) (311)	To:			7 TO & FR	OM DO	7							14/-1			11/7	
			131-032	, IOXIN	OM DO	~											

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction -	Length AAI	T QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW
West	From:	I-664-W TO ROUTE	58,13&460	WEST							
664 Ramp	City of Chesapeake (Maint: 64)	0.06 260	00 F					0.107	F	26000	F
<u> </u>	To:	I-664-W013B TO 5	3,13&460 E	AST							
West (664) Ramp	City of Chesapeake (Maint: 64)	0.53 230	-			_		0.108	F	23000	F
	To:	US 58 TO RO	TE 664 EA								
West	From:	I-664-W013A TO 5	8,13&460 E	AST							
664 Ramp	City of Chesapeake (Maint: 64)	0.10 290	0 F					0.182	F	2900	F
	To:	US 58 FROM ROUTE	664 WEST	NORTH							

							Oncoupe									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	:			R	us SR 168				1					
(F144)	0.10	1200	R				us 51C 100				NA			NA		04/28/2009
\bigcirc		To				1	Dead End									
O 5 111 5 1	0.00	From				7	Γintern St							0.40	_	0040
F ₁₄₅ Bulldog Rd	0.06	840 To	G			1	Dead End				NA			840	G	2012
		From	:				Dead End									
(F148) Tennyson St	0.10	40	G				Jeau Enu				NA			40	G	2012
		To	:			SR 190 C	Great Bridge	Blvd								
		From				N	Aullen Rd									
F ₁₅₀ Libertyville Rd	0.34	1300	G			CD 166	Databatidas	D11			NA			1300	G	2012
		T	<u>]</u>				Bainbridge	Blvd								
(F151) Firman St	0.17	100	G			So	outhway St				NA			100	G	2012
(F151) Firman St	0.17	То	Ť			I	Dead End							100	O	2012
		From	:				Military Hig	ıwav			i					
(F153) Rotunda Ave	1.67	580	F	96%	0%	2%	1%	0%	0%	С	0.097	F	0.609	620	F	2012
		To	-			WC	L Portsmout	h								
(F153) Rotunda Ave	0.69	580 From	N	96%	0%	2%	1%	0%	0%	N	0.097	Ν	0.609	620	Ν	2012
		То	:			124-854	0 Greenwoo	od Dr								
		From				Ι	Oorcas Rd									
(F ₁₅₆) Burns St	0.12	60	G								NA			60	G	2012
<u> </u>		To					Dead End									
C Ialiitt Da	0.40	From	<u> </u>			SR 1	91 Jolliff R	d						20	_	2042
(F336) Jolliff Rd	0.19	30 To	G			1	Dead End				NA			30	G	2012
		From	:1								_					
(F337) Branchview Way	0.47	60	G			J	Dead End				NA			60	G	2012
(F337) 2 ranormon (F337)	0	То				SR 1	91 Jolliff R	d								
		From	-			SR 190 C	Great Bridge	Blvd								
(F683) Blake St	0.32	840	G								NA			840	G	2012
<u> </u>		To	:			I	Dead End									
		From				SR 190 C	Great Bridge	Blvd								
(F684) Finck Lane	0.13	690	G								NA			690	G	2012
		10					Dead End									
(F808) W Military Hwy	0.06	40	G			I	Dead End				NA			40	G	2012
(F808) W Military Hwy	0.00	40 To				US	58; FR-923							40	G	2012
		From	:				Dead End				<u> </u>					
(F809)	0.65	100	G				Jeau Enu				NA			100	G	2012
1.009		To				US 58	Military H	wy								
		From	:			US 13	Military H	wy								
(F812) Ridgeway Ave	0.46	70	G								NA			70	G	2012
		To				I	Dead End									
		From				US 58	Military H	wy								
(F923) Snowden St	0.58	20	G								NA			20	G	2012
		То					Dead End				_					
Towns Boint Bd	0.07	20000	<u></u>	000/	00/		rchland Blv		00/		0.096	_	0.502	21000	C	2012
1 Towne Point Rd	0.07	20000 _{To}	G	98%	0% 124-	1% -8520 IB-	1% 131 NCL C	1% hesaneake	0%	F	0.086	F	0.502	21000	G	2012
		From	 :		127		arolina State									
2 Backwoods Rd	0.73	1600	G	99%	0%	0%	0%	0%	0%	С	0.106	F	0.885	1800	G	2012
		То	:				96 Ballahacl		- / -			•				
		From			US		ge Washing									
3 Douglas Rd	2.95	340	G	98%	0%	1%	1%	1%	0%	С	0.122	F	0.583	360	G	2012
\bigcirc		To					Benefit Rd									

Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Indian Creek Rd	5.92	2400	G	95%	0%	3us US 168 Batt 1% 1	lefield Blvd % 3%	0%	С	0.102	F	0.561	2500	G	2012
4 Indian Creek Rd	3.32	2400	r	33 /0	0 70	WCL Virgin		0 70		0.102	'	0.501	2500	J	2012
		From				Volvo P				i					
5 Crossways Blvd	0.32	11000	G	99%	0%		% 0%	0%	С	0.092	F	0.589	12000	G	2012
		To				Eden Way	North								
		From				Greenbrian	Pkwy								
(6) Woodlake Dr	0.23	18000	G	98%	1%	1% 0	% 1%	0%	С	0.088	F	0.670	19000	G	2012
		To:				Old Greenbr	ar Pkwy								
O 0110 11 D1		From	<u> </u>			Woodlak					_			_	
7 Old Greenbriar Rd	0.43	11000	G	98%	1%		% 0%	0%	С	0.087	F	0.501	12000	G	2012
		From:				US 13 Milit Military									
7 Old Greenbriar	0.46	4800	G	99%	0%		% 0%	0%	F	0.093	F	0.575	5100	G	2012
O		To:				Providenc	e Rd								
		From				Ballahac	c Rd								
8 Bunch Walnuts Rd	3.01	1200	G	99%	0%	0% 0	% 0%	0%	С	0.095	F	0.653	1300	G	2012
\bigcirc		To				Benefit	Rd								
		From				WCL Va									
(9) Paramont Ave	1.11	4100	G	91%	2%		% 1%	0%	С	0.1	F	0.592	4300	G	2012
		To:				US 13 Milit	ary Hwy								
O 01		From		222/		Benefit					_				
(10) Sign Pine Rd	2.43	2700	G	99%	0%		% 0%	0%	С	0.098	F	0.675	2800	G	2012
		From:	<u> </u>			Bus SR 168 Batt									
Compostella Pd	0.44		G		SR 16	8 Battlefield B	vd, Atlantic A	ve		0.097	F	0.510	12000	G	2012
(11) Campostella Rd	0.44	12000								0.087	Г	0.519	13000	G	2012
Commontalla Del	4.04	From	<u> </u>			131-8640 Prov	idence Rd			0.000		0.547	40000		2042
(11) Campostella Rd	1.34	11000 _{To} .	G		C	R 246 Liberty S	tı Dandan Dd			0.086	F	0.547	12000	G	2012
		From:	1												
(12) Cedar Rd	3.05	6300	G	99%	1%	SR 165 Moses 0% 0	% 0%	0%	С	0.09	F	0.562	6600	G	2012
(12) Cedar Rd	3.03	To:	Ť	3370		SR 165 Moses		070		0.03	•	0.502	0000	J	2012
		From				Dead E				i					
(13)	0.34	NA				Dead L	iiu/			NA			NA		
10)		To				C7US-000	17(B)/								
		From				Western Bran	nch Blvd								
(8524) Churchland Blvd	0.57	6400	G	99%	0%	0% 0	% 0%	0%	С	0.085	F	0.535	6800	G	2012
\bigcirc		To				Towne Po	nt Rd								
(8524) Churchland Blvd	0.09	11000	G	99%	0%		% 0%	0%	F	0.089	F	0.555	12000	G	2012
\cup		To				WCL Ports	mouth								
		From				SR 191 Jol	liff Rd								
(8527) Dock Landing Rd					007	0% 0	0/ 00/	00/	F	0.087	F	0.526	5900	G	2012
	0.27	5500	G	99%	0%	U% U	% 0%	0%							
O De alul an din a Dal	0.27	5500	G	99%	0%			0%	'						
(8527) Dock Landing Rd	0.27	5500 From:	G G	99%	1%	I-664		0%	C	0.096	F	0.592	6600	G	2012
(8527) Dock Landing Rd		From: 6200				I-664 1% 0	% 0%				F	0.592	6600	G	2012
O Park I and from Pol		To: From:				I-664 1% 0 Eagle Hi	% 0%				F	0.592	6600 5300	G G	2012
	0.89	From:	G	98%	1%	I-664 1% 0 Eagle Hi 1% 0	% 0% II Dr % 0%	0%	С	0.096					
8527) Dock Landing Rd	0.89	6200 Tro From: 5000	G G	98%	1%	I-664 1% 0 Eagle Hi 1% 0 Devon	% 0%	0%	C F	0.096	F	0.592	5300	G	2012
O Park I and from Pol	0.89	From:	G	98%	1%	I-664 1% 0 Eagle Hi 1% 0 Devon 1% 0	% 0% II Dr % 0% Dr % 0%	0%	С	0.096					
8527) Dock Landing Rd	0.89	5000 To From: 6400	G G	98%	1% 1% 1%	I-66/ 1% 0 Eagle Hi 1% 0 Devon 1% 0 SR 337 Portsm	% 0% Il Dr % 0% Dr % 0% outh Blvd	0%	C F	0.096	F	0.592	5300	G	2012
(8527) Dock Landing Rd (8527) Dock Landing Rd	0.89 0.24 2.23	6200 To From: 6400 To From: From: From: From: From:	G G	98%	1% 1% 1%	I-664 1% 0 Eagle Hi 1% 0 Devon 1% 0	% 0% Il Dr % 0% Dr % 0% outh Blvd	0%	C F	0.096	F	0.592	5300 6800	G	2012
8527) Dock Landing Rd	0.89	6200 To From: 5000 To From: 6400 To To To	G G	98%	1%	I-66/ 1% 0 Eagle Hi 1% 0 Devon 1% 0 SR 337 Portsm	% 0% II Dr % 0% Dr % 0% outh Blvd FROM DO	0%	C F	0.096 0.108 0.094	F	0.592	5300	G	2012
(8527) Dock Landing Rd (8527) Dock Landing Rd	0.89 0.24 2.23	6200 To Prom. 5000 6400 From. NA	G G	98%	1% 1% 1% 16 11 1-664-E	I-66- 1% 0 Eagle Hi 1% 0 Devon 1% 0 SR 337 Portsm 31-8527-S000A	% 0% II Dr % 0% Dr % 0% outh Blvd FROM DO	0%	C F	0.096 0.108 0.094	F	0.592	5300 6800	G	2012
(8527) Dock Landing Rd (8527) Dock Landing Rd	0.89 0.24 2.23	5000 To From: 6400 To Prom: NA	G G	98%	1% 1% 1% 16 11 1-664-E	I-66/ 1% 0 Eagle Hi 1% 0 Devon 1% 0 SR 337 Portsir 31-8527-S000A	% 0% II Dr % 0% Dr % 0% outh Blvd FROM DO	0%	C F	0.096 0.108 0.094	F	0.592	5300 6800	G	2012

						Oity Oi	Опозарс	June								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Chesapeake																
lorth	0.00	From	:		131-852	27 TO RO	UTE 664 I	EASTSOU	TH					NIA		
Ramp	0.06	NA Ta			1	31 8527 S	5000A FRO	OM DO			NA			NA		
		From									<u> </u>					
North Ramp	0.03	NA			13	11-852/10	O & FROM	1 DOCK			NA			NA		
8527) Rump	0.00	To	:		131-852	27-S000B:	131-8527-	B FROM	DO		— i"`			14/1		
outh		From	:				O & FRON				i i					
3527) Ramp	0.05	NA									NA			NA		
		To	:		131-852	7-N000A;	131-8527-	- A FROM	DO							
outh		From	:		131-852	7 TO ROU	UTE 664 V	VESTNOF	RTH							
3527) Ramp	0.05	NA									NA			NA		
<u> </u>		To	:		1	31-8527-N	1000B FR	OM DO								
		From	:		133-0	559 Pughs	ville Rd; E	CL Suffol	k							
Pughsville Rd	0.85	9000	G	95%	0%	0%	2%	3%	0%	С	0.110	F	0.669	9500	G	201
		To From					I-664									
Pughsville Rd	0.16	20000	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.629	22000	G	201
<u> </u>		To					30; Taylor									
Taylor Rd	1.65	13000	G	98%	0%	Pug 1%	hsville Rd 0%	0%	0%	F	0.087	F	0.507	14000	G	201
1 aylor Rd	1.00	To		30 /0			stern Branc		070	-	0.007	'	0.507	14000	J	201
		From					S000A TO									
3529) Ramp	0.09	NA				131-0329-0	3000A 10	ROUT			NA			NA		
1329		To	:		I-664-	E FROM	PUGHSVI	ILLE ROA	D							
orth		From	:		131-852	29 TO RO	UTE 664 I	EASTSOU	TH							
Ramp	0.07	NA									NA			NA		
		To	:		1	31-8529-8	S000A TO	ROUT								
lorth		From			131-852	9 TO ROU	UTE 664 V	VESTNOF	RTH							
3529) Ramp	0.19	NA									NA			NA		
<u> </u>		To	:		I-664-	W FROM	PUGHSV.	ILLE ROA	AD							
South		From	ı:		13	31-8529 TO	O & FRON	A ROUT								
₃₅₂₉ Ramp	0.05	NA									NA			NA		
<u> </u>		To	:		131-852	9-N000A;	131-8529	- A TO RO	OUT							
South		From			131-852	9 TO ROU	UTE 664 V	VESTNOF	RTH							
3529 Ramp	0.29	NA To									NA			NA		
					I-664-\		PUGHSV.		AD							
To do Dd	4.70	From	<u> </u>	000/	00/		Portsmouth		00/			_	0.500	00000	_	004
Taylor Rd	1.70	21000		99%	0%	0%	0%	0%	0%	С	0.088	F	0.522	23000	G	201
	2.55	From		0001	001		Bruce Rd	001	601				0.500	0.1000		
Taylor Rd	0.29	22000 Ta	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.532	24000	G	201
_			<u> </u>				9 Pughsvill	ic Kü								
Dunadia Dr	0.00	1600	<u> </u>	000/	Λ0/		aylor Rd	00/	00/	^	0.004	_	0 557	1700	C	204
Dunedin Dr	0.99	1600 To	G	99%	0% I	0%	0% stern Brand	0% th Blvd	0%	С	0.094	F	0.557	1700	G	201
		From						131YU			<u> </u>					
Bruce Rd	1.54	11000	G	99%	0%	0%	aylor Rd 0%	0%	0%	С	0.093	F	0.55	12000	G	201
Bruce Rd	1.04		Ť	JJ /0	0 /0		e Neck Rd		370			•	5.00	.2000	-	201
		From				E	Bruce St									
Tyre Neck Rd	1.26	9000	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.618	9500	G	201
		To	<u> </u>			WCL	Portsmou	th								
<u> </u>	-	From					ust Lane									
Deep Creek Blvd	0.60	4200 _{та}	G	98%	1%	1%	0%	0%	0%	С	0.100	F	0.569	4500	G	201
		To	<u> </u>				Portsmout									
Liberty Of	0.40	From		0701	401		160 22nd S		007	_		_	0.545	4400	_	001
8591 Liberty St	0.40	3900 _{To}	G	87%	1%	2%	3%	7%	0%	F	0.087	F	0.545	4100	G	201
<u> </u>		To					L Norfolk						-			

						City of C	chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			_													
		From	<u> </u>				Norfolk				<u></u>	_			_	
8592 Berkley Ave	0.39	1900	G	98%	0%	1%	1%	0%	0%	С	0.084	F	0.544	2000	G	2012
			<u> </u>				gfield Ave									
Pagament Ava	0.12	830	G	73%	10/		nk Street	220/	0%	F	0.104	F	0.516	990	G	2012
Rosemont Ave	0.13	O3U To		73%	1%	2%	2% Il Street	22%	0%	Г	0.104	Г	0.516	880	G	2012
		From	:				Hill St									
8596) Rosemont Ave	0.37	1500	G	73%	1%	2%	2%	22%	0%	С	0.1	F	0.765	1600	G	2012
		To				US 460 B	ainbridge l	Blvd								
		From	:			US 460 B	ainbridge I	Blvd								
8597) Chesapeake Dr	0.45	2400	G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.51	2500	G	2012
<u> </u>		То				Chesa	peake Ave	;								
_		From	:			В	uell St									
8598) Freeman Ave	0.65	4600	G	64%	0%	2%	8%	25%	0%	С	0.088	F	0.694	4900	G	2012
<u> </u>		To]	I-464				—					
8598) Freeman Ave	0.25	9000 Prom	G	64%	0%	2%	8%	25%	0%	F	0.089	F	0.643	9500	G	2012
\mathcal{O}		То	:			US 460 B	ainbridge l	Blvd								
		From	L		131-859	8 I-464-S00	03A TO A	ND FRO	M I-							
8598) Ramp	0.13	4300	F								0.101	F		4300	F	2012
\cup		То	:		I-40	54-S FRON	A FREEM	AN Ave								
		From			131-8598	I-464-N00	3A FROM	I AND T	O RT							
8598) Ramp	0.13	3700	F								0.12	F		3700	F	2012
$\overline{}$		To	:		I-46	64-N FROM	M FREEM	AN Ave								
		From			Ţ	JS 13 & 46	50 Military	/ Hwy								
8599) Cavalier Blvd	1.24	11000	G	87%	1%	2%	3%	7%	0%	С	0.095	F	0.644	12000	G	2012
<u> </u>		To	:			SCL F	ortsmouth	l								
<u> </u>		From			Ţ	JS 13 & 46	60 Military	/ Hwy								
8601) Deep Creek Blvd	0.94	3200	G	96%	1%	2%	0%	0%	0%	С	0.096	F	0.584	3400	G	2012
$\overline{}$		To	:				st Lane									
8601) Gust Lane	0.44	5500	G	99%	0%	0%	Creek Blvo 0%	0%	0%	С	0.086	F	0.546	5900	G	2012
8601) Gust Lane	0.44	3300 To		99%	0%		Portsmouth		0%		0.000	г	0.546	3900	G	2012
		From						1			l I					
8602) Camelot Blvd	0.59	7500	G	99%	1%	1%	alahad Dr 0%	0%	0%	С	0.082	F	0.541	8000	G	2012
Camelot Blvd	0.59	7300		99 /0	1 /0	1 /0	0 /6	0 /0	076		0.002		0.541	8000	G	2012
0	<u> </u>	From		a=r:			Creek Blvo		601	_			0 = 5 :			
8602 Camelot Blvd	0.32	4000 To	G	87%	1%	2%	3%	7%	0%	F	0.085	F	0.584	4200	G	2012
			1			17 George										
Calharm, D-	0.44	From	<u> </u>	000/		13, US 460			00/		0.407	_	0 5 4 4	0.400	0	2040
8604 Galberry Rd	2.41	2300	G	98%	0%	1%	1%	0%	0%	С	0.127	F	0.544	2400	G	2012
<u> </u>		From				JS 17 Geor					_}_				_	
8604) Shell Rd	0.87	5100	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.545	5400	G	2012
		To From	:			Fir	rman St									
8604) Shell Rd	0.81	4100	G	97%	2%	1%	0%	0%	0%	С	0.112	F	0.674	4400	G	2012
$\overline{}$		To From	:			Ca	anal Dr				— —					
8604) Shell Rd	1.12	2400 Prom	G	98%	1%	1%	0%	0%	0%	F	0.12	F	0.506	2500	G	2012
\cup		To			U	IS 13, US4		y Hwy								
		From	-				nell Rd									-
8605) Canal Dr Ext	0.51	4600	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.667	4900	G	2012
$\mathcal{O}_{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline$		To	:		Ţ	JS 13 & 46	60 Military	Hwy								
		From	:		US	460, SR 16	66 Bainbrio	dge Blvd								
8622) Portlock Rd	0.89	6900	G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.634	7300	G	2012
\bigcirc		To					ostella Rd									
		From	-			Provi	idence Rd									
\sim		0=00	$\overline{}$	000/	40/							_	0.507	0000	_	0040
(8635) Dunbarton Rd	0.06	3700	G	98%	1%	0%	0%	0%	0%	F	0.14	F	0.537	3900	G	2012

						City of	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:				Y	11.0				1					
Dunbarton Rd	0.18	1600	G	98%	1%	0%	dale Cresce 0%	0%	0%	С	0.083	F	0.544	1700	G	2012
Dunbarton Pd	0.16	From:	G	000/	1%		vn Crescen		00/	F	0.096		0.520	770	G	2012
Dunbarton Rd	0.16	720		98%	1%	0%	0% dale Cresce	0%	0%	Г	0.086	F	0.538	770	G	2012
		From:														
Providence Rd	1.55	15000	G	98%	1%	1%	opostella Ro 0%	0%	0%	F	0.093	F	0.525	16000	G	2012
<u> </u>		To: From:					ngora Dr									
Providence Rd	0.99	16000 To:	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.563	17000	G	2012
<u> </u>							Virginia Be	nch								
<u> </u>		From:					litary Hwy					_			_	
Sparrow Rd	0.23	4800	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.579	5100	G	2012
<u> </u>		To: From:				Pro	vidence Rd									
Sparrow Rd	0.84	8700	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.535	9200	G	2012
		To: From:				India	an River Ro									
Sparrow Rd	0.57	3200	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.603	3400	G	2012
$\overline{}$		To				Little	e Beaver Ro	1								
Sparrow Rd	0.28	1600 From:	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.609	1700	G	2012
		To:					ldcrest Dr									
		From:				SR 168 0	Campostell	a Rd								
Border Rd	0.47	4600	G	98%	1%	1%	0%	0%	0%	С	0.08	F	0.541	4900	G	2012
3341)		To				Wir	ngfield Ave									
_		From:				В	order Rd									
Wingfield Ave	0.08	2300	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.557	2400	G	2012
$\overline{}$		To				131-859	2 Berkley	Ave								
Wingfield Ave	0.48	2400	G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.564	2500	G	2012
\cup		To:					mstown Ro									
O =		From:	L	2201			ngfield Ave					_				
Tatemstown Rd	0.34	3600 To:	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.584	3800	G	2012
							Indian Rive									
	4.40	From:	<u> </u>	2001			8 Battlefiel					_	0.057	4400	_	0046
8648 Albemarle Dr	1.19	4200 To:	G	99%	1%	0%	0%	0%	0%	С	0.146	F	0.957	4400	G	2012
							Cedar Rd									
Manufaud Da	0.00	From:	<u> </u>	000/	40/		t Pleasant	00/	00/			_	0.570	000	0	0046
8649 Woodford Dr	0.28	880 To:	G	98%	1%	1%	0%	0%	0%	С	0.113	F	0.573	930	G	2012
							yal Oak Dr									
O constate Acres	0.44	From:	<u> </u>	000/	00/		alnut Ave	00/	00/			_	0.000	700	0	0046
8650 Cornick Ave	0.14	740	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.609	790	G	2012
<u> </u>		From:				Ole	ander Ave									
8650 Cornick Ave	0.60	1100	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.591	1100	G	2012
<u> </u>		To:				Sp	arrow Rd									
\sim		From:					ouglas Rd									
8653) West Rd	0.79	170	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.581	190	G	2012
		To: From:				В	enefit Rd									
West Rd	5.27	910	G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.515	970	G	2012
$\overline{}$		To:				US 17 I	Dominion E	lvd								
		From				В	enefit Rd									
8655) Shillelagh Rd	6.96	730	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.563	770	G	2012
$\overline{}$		To				US 17 I	Dominion E	lvd								
<u> </u>		From:			В	us US 16	8 Battlefiel	d Blvd								
8656) Benefit Rd	1.96	1300	G	97%	0%	1%	0%	1%	0%	С	0.109	F	0.513	1400	G	2012
\smile		To:				Sic	n Pine Rd									
8656) Benefit Rd	1.92	2300 From:	G	97%	0%	1%	0%	1%	0%	F	0.113	F	0.549	2400	G	2012
\/							nstown Rd									

						City of C	Chesapea	ke								
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		Fron	:			Iohn	stown Rd				i					
8656 Benefit Rd	3.16	970 Tr	G	95%	2%	2%	1% uglas Rd	0%	0%	С	0.125	F	0.629	1000	G	2012
		Fron	:			SR 168	Atlantic Ave	e								
Old Atlantic Ave	0.07	4100	N	95%	2%	2%	1%	0%	0%	N	0.08	N	0.529	4300	N	2012
Old Atlantic Ave	0.24	4100	G	95%	2%	2%	rk Ave 1%	0%	0%	F	0.08	F	0.529	4300	G	2012
8657) Cascade Blvd	0.41	910 From	G	95%	2%	2%	1%	0%	0%	F	0.141	F	0.722	960	G	2012
		Fron	<u> </u>				dina Ave				#					
8658 Booker St	0.58	840	G	98%	0%	1%	0%	0%	0%	С	0.129	F	0.68	890	G	2012
			<u> </u>				eat Bridge B				_					
Centerville Tpke	3.76	6100	G	96%	1%	1%	1%	Blvd 0%	0%	С	0.127	F	0.702	6500	G	2012
R661) Centerville Tpke	1.03	8100	G	96%	1%	Etheridge 1%	Manor Blv 1%	^{vd} 0%	0%	F	0.105	F	0.64	8600	G	2012
8661) Centerville Tpke	1.14	8600	G			Fen	tress Rd				NA			9400	G	2012
6061) Certervine Tpice	1.17	т.	_			CD 165 N	fr Di I	2.1						0400	Ü	2012
8661 Centerville Tpke	1.25	16000 Tr	G	98%	0%	1%	It Pleasant I 1% Sutts Station	0%	0%	F	0.100	F	0.678	17000	G	2012
		Fron					Butts Station Station Rd	ı Kü			+					
Centerville Tpke	0.46	9500 Tr	G	98%	0%	1%	1% 5 Elbow Ro	0% I	0%	С	0.106	F	0.646	10000	G	2012
		From				Elt	oow Rd									
8661) Centerville Tpke	1.76	7000	G	98%	0%	1%	1%	0%	0%	F	NA			7700	G	2012
							Va Beach									
Green Tree Rd	0.73	7000	G	99%	0%	SR 190 K	Cempsville F 0%	0%	0%	С	0.103	F	0.611	7400	G	2012
8002	00	Te		0070	0,0		Grove Rd	0,70	0,70			•	0.0	00		
		Fron					Battlefield					_				
Oak Grove Rd	0.86	7700	G	99%	0%	0%	0% n Tree Rd	0%	0%	С	0.087	F	0.624	8200	G	2012
		Fron	:				nefit Rd				+					
3663) Johnstown Rd	5.94	3100	G	98%	1%	0%	0%	0%	0%	С	0.098	F	0.578	3300	G	2012
		To	:				Battlefield									
_		Fron				Johns	stown Rd									
8664) Woodbridge Dr	0.19	900	G	99%	0%	0%	0%	0%	0%	С	0.121	F	0.664	960	G	2012
<u> </u>		Fron	:				rfield Dr lbridge Dr									
8664) Briarfield Dr	0.68	2600	G	99%	0%	0%	0% Cedar Rd	0%	0%	С	0.13	F	0.535	2700	G	2012
		From					dence Rd				i					
8665 Dunbarton Rd	0.65	5800	G	98%	1%	1%	0%	0%	0%	С	0.11	F	0.587	6100	G	2012
Greenbrier Pkwy	0.28	28000	G	98%	0%	US 13 N 1%	Military Hwy 0%	0%	0%	F	0.079	F	0.537	30000	G	2012
$\overline{\circ}$		To Fron					dlake Dr									
Greenbrier Pkwy	0.22	52000	G	98%	0%	1%	0% I-64	0%	0%	F	0.076	F	0.599	55000	G	2012
Greenbrier Pkwy	0.94	71000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.551	75000	G	2012
(8665) Greenbrier Pkwy	0.42	39000	G	98%	0%	1%	en Way 0%	0%	0%	F	0.083	F	0.552	41000	G	2012
<u> </u>		To From					vo Pkwy									
8665) Greenbrier Pkwy	1.78	25000 To	G	98%	0%	1% SR 190 K	0% Cempsville F	0% Rd	0%	С	0.093	F	0.654	27000	G	2012
						51 170 K	empovine r									

						City of	Chesape	eake								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
8665) Butts Station Rd	2.08	13000	G	98%	0%		Kempsvill 0%	e Rd 0%	0%	F	0.107	F	0.661	14000	G	2012
8665 Build Station Nu	2.00	To-	Ü	30 /0	0 70		Centerville		076	'	0.107	'	0.001	14000	J	2012
East		From:					TO RT 64				1					
(8665) Ramp	0.35	6900	F			131 0003	TORTO	L/ N/			0.096	F		6900	F	2012
		To:		I-64-1	E289X	FROM GR	REENBRIE	ER PARKV	VAY EAS							
East		From:				131-8665	TO RT 64	WEST								
(8665) Ramp	0.19	4800	F								0.116	F		4800	F	2012
<u> </u>		To:		I-6	4-W289	X FROM	GREENBI	RIER PAR	KWAY							
West		From:				131-8665	TO RT 64	EAST								
(8665) Ramp	0.20	10000 To:	F	1.64.1	E200V 1	EDOM CD	EEMBDIE	D DADIZU	VAN WEG		0.08	F		10000	F	2012
				1-64-1	E289X I		EENBRIE		VAY WES							
West	0.38	15000	F			131-8665	TO RT 64	WEST			0.091	F		15000	F	2012
(8665) Ramp	0.30	To:		I-64-V	W289X	FROM GE	REENBRIE	ER PARKV	VAY WES	1	0.091	Г		13000		2012
		From:					L Va Beac									
(8667) Blackwater Rd	2.62	2100	G	94%	1%	1%	2%	2%	0%	С	0.099	F	0.717	2300	G	2012
(0007)		To:				Fentre	ess Airfield									
O =		From:				Bla	ckwater Ro	i								
(8667) Fentress Airfield Rd	0.15	4200 To:	G			CD 167	M. DI	· D 1			NA			4600	G	2012
-		From:					Mt Pleasar									
(8668) Hickory Rd East	0.81	3200	G	98%	0%	Bus SR 16	58 Battlefie 1%	o%	0%	С	0.089	F	0.531	3400	G	2012
8668 HICKORY Rd East	0.01	3200		90 /0	0 /0				076		0.009	Г	0.551	3400	G	2012
(8668) Head Of River Rd	4.90	1800	G	96%	0%	Cen	terville Tpk 1%	ке 1%	0%	С	0.106	F	0.527	1000	G	2012
8668 Head Of River Rd	4.89	To:		90%	0%		1% Virginia Be		0%	C	0.106	Г	0.527	1900	G	2012
		From:					68 Battlefie				\pm					
(8674) Ashley Rd	0.42	3400	G	99%	0%	0%	0%	0%	0%	С	0.108	F	0.599	3600	G	2012
8674) 7 157 115	0	To:	Ť	0070	0,0		Mt Pleasar		0,0			•	0.000	0000		
		From:				Can	npostella R	d								
(8695) Lindale Dr	0.67	3500	G	98%	1%	1%	0%	0%	0%	С	0.144	F	0.816	3700	G	2012
\bigcup		To:					eBaun Ave									
8695 DeBaun Ave	0.40	4100	G	98%	1%	1%	indale Dr 0%	1%	0%	С	0.132	F	0.742	4200	G	2012
(8695) DeBaun Ave	0.49	4100 To:		90%	170		Battlefield		0%		0.132	Г	0.743	4300	G	2012
		From:					alwood Cir									
(8717) Volvo Pkwy	0.30	730	G	99%	0%		0%	0%	0%	F	0.101	F	0.506	780	G	2012
()		To:					Byron St									
(8717) Volvo Pkwy	0.26	9000 From:	G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.793	9600	G	2012
8717) VOIVO I IIII)	0.20	Tor		0070	070				070			•	0.700	0000	Ū	2012
(8717) Volvo Pkwy	0.25	15000	G	99%	0%		endence Pk 0%	wy 0%	0%	F	0.096	F	0.704	16000	G	2012
(8717) VOIVO PKWY	0.20	13000	<u> </u>	3370					070	'	0.000	'	0.704	10000	J	2012
(8717) Volvo Pkwy	1.38	23000	G	98%	0%	Bus SR 16	68 Battlefie 0%	ld Blvd 1%	0%	С	0.087	F	0.504	25000	G	2012
(8717) VOIVO PKWY	1.30	23000		90 /0	0 /6				0 /6		0.007	Г	0.304	23000	G	2012
(8717) Volvo Pkwy	0.45	23000	G	98%	00/	Gree 1%	enbrier Pkw 0%	7 <u>y</u> 1%	0%	F	0.098	F	0.653	24000	G	2012
(8717) VOIVO PKWY	0.45	23000 To-		90%	0%		Eden Way	170	0%	Г	0.098	Г	0.000	24000	G	2012
		From:			131-8		Way; 8717	-Volvo Pk	wy							
(8717) Volvo Pkwy	1.49	26000	G	98%	0%	1%	0%	1%	0%	F	0.099	F	0.641	27000	G	2012
$\overline{}$		To				I	Dead End									
\sim		From:					klanding R									
(8757) Coffman Blvd	0.70	1600	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.524	1700	G	2012
<u> </u>		To:				SR 337	Portsmouth	Blvd								
		From:			•		Great Bridge		•							
(8763) Campostella Rd	1.34	5200	G	97%	1%	2%	0%	0%	0%	С	0.125	F	0.695	5600	G	2012
<u> </u>		To- From:					Military H				\Box					
(8763) Campostella Rd	1.06	14000	G	97%	1%	2%	0%	0%	0%	F	0.089	F	0.617	15000	G	2012
\sim		To:				SR 168	Battlefield	Blvd								

						City of Chesap	eake								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
(8771) Virginia Ave	0.50	1200 _{To}	G	99%	0%	US 460 Bainbridge 0% 1%	0%	0%	С	0.094	F	0.544	1300	G	2012
		From				Chesapeake Av Virginia Ave	ve								
8771 Chesapeake Ave	1.12	2700 _{To}	G	97%	2%	1% 0% Park Ave	0%	0%	С	0.108	F	0.642	2800	G	2012
(8771) Chesapeake Ave	0.41	1800 From	G	97%	2%	1% 0% SR 246 Poindexto	0%	0%	F	0.099	F	0.566	1900	G	2012
		From				US 460 Bainbridge				1					
8776 Park Ave	0.37	1300	G	97%	1%	1% 1%	0%	0%	С	0.097	F	0.5	1400	G	2012
(8776) Park Ave	0.35	3400 From	G	97%	1%	Chesapeake Av	0%	0%	F	0.099	F	0.696	3600	G	2012
		To				Old Atlantic A	ve								
(8778) Barnes Rd	0.45	From 1000	G	66%	1%	Dead End 3% 3%	28%	0%	С	0.112	F	0.646	1100	G	2012
		To				US 460 Bainbridge	Blvd								
(8796) Ballahack Rd	11.72	From 850	G	98%	1%	1% 0%	gton Hwy 1%	0%	С	0.11	F	0.775	910	G	2012
<u> </u>		To From				Old Battlefield E				\Box					
8796 Ballahack Rd	0.10	5100	G	98%	1%	1% 0% SR 168 Battlefield	1% Blvd	0%	F	0.11	N	0.775	5600	G	2012
		From				JS 17 Western Bran									
Poplar Hill Rd	0.23	10000 To	G	99%	0%	0% 0% Churchland Bly	0% vd	0%	С	0.094	F	0.523	11000	G	2012
		From				SR 165 W, Cedar									
8798) Bells Mill Rd	2.38	1500 To	G	98%	0%	1% 0% SR 165 E, Cedar	0% Rd	0%	С	0.109	F	0.687	1600	G	2012
		From				Washington D	r								
(8799) Waters Rd	0.36	8200 To	G	98%	1%	1% 0% SR 165 Cedar I	0% Rd	0%	С	0.089	F	0.616	8700	G	2012
(8800) Millville Rd	0.69	1800	G	98%	1%	Cedar Rd	0%	0%	С	0.1	F	0.665	1900	G	2012
		To			S	SR 165 Moses Grand	lv Trail								
8800 Millville Rd	0.42	NA								NA			NA		
(8800) Millville Rd	0.65	870	G	98%	1%	Burson Dr 0% 0%	0%	0%	F	0.093	F	0.540	920	G	2012
(8800) Milliville Rd	0.05	To		30 /6	1 70	Shipyard Rd	070	070	'	0.093	'	0.540	920		2012
\bigcirc		From				SR 165 Cedar I									
8801 Shipyard Rd	0.99	1100	G	97%	1%	1% 0%	0%	0%	С	0.091	F	0.632	1100	G	2012
(8801) Shipyard Rd	1.28	300 From	G	97%	1%	Burson Dr 1% 0%	0%	0%	F	0.148	F	0.558	320	G	2012
		То				Millville Rd									
O		From				Johnstown Ro								_	
(8802) Hanbury Rd	1.00	8300	G	99%	0%	0% 0%	0%	0%	С	0.101	F	0.581	8800	G	2012
(8802) Hanbury Rd	0.51	15000	G	99%	0%	Bus SR 168 Battlefi 0% 0%	eld Rd 0%	0%	С	0.094	F	0.52	16000	G	2012
(8802) Hanbury Rd	0.01	To	Č	2070	3,0	Hillwell Rd	0 /0	3,0		3.554	•	3.02	.0000		_0.2
		From	L			Bus SR 168 Battlefie									
8803 Hillwell Rd	2.36	3400 _{To}	G	97%	2%	1% 0%	0%	0%	С	0.103	F	0.550	3600	G	2012
		From				SR 165 Mt Pleasa				<u> </u>					
(8804) Fentress Rd	1.80	3000	G	98%	1%	SR 165 Mt Pleasar 1% 0%	0%	0%	С	0.112	F	0.552	3200	G	2012
$\overline{}$		To				Centerville Tpl	ke								
Clhow Dd	0.07	From		1000/	00/	Butts Station R		00/	г	0.404	г	0.600	4700		2042
8805) Elbow Rd	0.87	4400 To	G	100%	0%	0% 0% Centerville Tpl	0% ke	0%	F	0.121	F	0.663	4700	G	2012
						Control vinic 1 pi									

						City of C	hesapea	ке								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Elbow Rd	3.05	From 8100	G	100%	0%	Center 0%	ville Tpke 0%	0%	0%	С	0.112	F	0.504	8600	G	2012
5805) Z.DOW 11G	0.00	To	Ē	10070	070		rginia Beac		070		<u> </u>	•	0.001	0000	Ū	2012
		From					o Pkwy				i					
Ban Way N	0.49	10000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.585	11000	G	2012
,		To				White	olr Cuoncia	~			_					
3806) Eden Way N	0.68	11000	G	99%	0%	0%	ak Crossin 0%	g 0%	0%	С	0.096	F	0.61	12000	G	2012
Eden Way N	0.00	11000		99 /0	0 /0			0 /6	0 /6		0.090		0.01	12000	G	2012
<u> </u>		From					orier Pkwy					_				
Eden Way N	0.85	12000 To	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.522	13000	G	2012
<u> </u>						Crossy	ways Blvd									
		From				US 460 Ba	inbridge B	lvd								
Anne Ave		450	G								NA NA			450	G	2012
		То				Aı	lie St									
		From				Ca	nal Dr									
Baywood Trail		370	G								NA_			370	G	2012
		То				Mei	iggs Rd									
		From				Centervill	e Tpke Sou	ıth								
Beaver Dam Rd		500	G								NA			500	G	2012
		To				Long	Ridge Rd									
		From				Willo	w Oak Dr									
Beckley Lane		190	G			.,0					0.116	F	0.647	210	G	2012
		To	Ē			Grantl	nam Lane				Ť					
		From														
Birchleaf Rd		200	G			впег	Cliff Crest				0.126	F	0.737	220	G	2012
Diffileal Nu		200 To	_			Mill	Pond Dr				0.120		0.737	220	G	2012
		From	<u> </u>			Ship	yard Rd				ᆜ			000	_	004
Burson Dr		800	G								NA			800	G	2012
		To				Orange	ewood Rd									
		From				Den	ver Ave									
Chattanooga St		400	G								0.111	F	0.73	420	G	2012
		То				Wa	ters Rd									
		From			F	Bus SR 168	Battlefield	Blvd								
Coastal Way		1100	G								0.093	F	0.718	1200	G	2012
		To				Sa	ms Dr									
		From				SR 165	Cedar Rd							-		
Conquest Dr		1500	G			_11 100	,				0.115	F	0.617	1600	G	2012
1		To	Ē			Sh	ea Dr					•			-	
		From			ŢĭC	S 17 George		n Hyrz			<u> </u>					
Conrad Ave		1400	G		US	J 17 George	rr asiningto	11 11WY			0.093	F	0.546	1500	G	2012
Comac Ave		1400 To				D.,	tler St				0.083	Г	0.540	1300	9	2012
Cottoning		From	<u> </u>			Gib	son Dr					_	0.05	400	^	004
Cottonwood Lane		170 To	G			•	T 1				0.106	F	0.65	180	G	2012
							ore Trail				<u> </u>					
_		From				Wil	son Rd						_			
Cypress St		840	G								NA NA			840	G	2012
		To				Isa	aac St									
		From				Ve	llen St									
Debbs Lane		210	G								0.11	F	0.608	220	G	2012
		To				Re	llen St									
		From	1			War	rick Rd									
Dove Dr		250	G			11 21					0.118	F	0.765	270	G	2012
		То	Ť			Butt	erfly Dr				<u> </u>	•	00	•	-	
		From														
Essex Dr		640	G			Kal	mar Dr				0.111	F	0.583	680	G	2012
F99CY DI		640				V:	Wox D.				0.111	۲	0.565	UOU	G	2012
		10	1			Kings	Way Dr									

Route	Length AADT	QA	4Tire	Bus			Truck-			QC ,	K	QK	Dir	AAWDT	QW	Year
tv of Chesapeake					2AXI	ie 3+/	Axle 1T	rali 2	ıralı	ı	actor		Factor			
	From					Jule I	Or				2,006	г	0.500	14000		2012
Etheridge Manor Blvd	13000 _{те}	G			S	hifford l	Lane				0.096	F	0.592	14000	G	2012
	From	:				denbrid					ì					
Etheridge Rd	2500	G									NA			2500	G	2012
	Te	:			I	Fentress	s Rd									
Eve Dlad	From					Saul I	Dr					_	0.67	620	_	2012
Eva Blvd	590	G				Marge	Dr				0.086	F	0.67	620	G	2012
	Fron	:				eenbrier										
Fairway Dr	2000	G									NA			2000	G	2012
	To	:			(Cranstor	n Dr									
	From	:				Shell I	Rd									
Firman St	650	G				Tuttle	C4			-	0.103	F	0.623	690	G	2012
	From										<u> </u>					
Fleming Circle	350	G			Ce	ecilia Te	errace				NA			350	G	2012
Training Circle	To				SR	165 Ce	dar Rd				1					
	From				Bra	amblew	ood Ct									
Forest Cove Rd	320	G								-	0.106	F	0.536	320	G	2012
	Tr					Vinslow										
Fronk Dr	4000	G			Jo	ohnstow	n Rd				0.098	F	0.52	1100	G	2012
Frank Dr	1000 To			F	Bus SR 1	168 Batt	tlefield Bl	vd			J.098	Г	0.52	1100	G	2012
	From	1				Country										
Franklin St	2400	G				country	110				NA			2400	G	2012
	Tr				US 460) Bainb	ridge Blvd									
	From					Albert A	Ave									
Gilmerton Rd	4500 _{To}	G				~	A				0.09	F	0.563	4800	G	2012
	From	<u>] </u>				Geneva					+					
Greendell Rd	300	G				Collins I	BIVO				 0.090	F	0.54	320	G	2012
	To	Ė				Ashland	l Dr						0.0 .	020		
	From	:				Galahad	l Dr									
Guenevere Dr	1400	G								(0.097	F	0.613	1500	G	2012
	To	l .				Sean I										
Howkolov Dr	From	G			В	Barksdal	e Rd					F	0.540	250	0	2011
Hawksley Dr	330					Glenviev	w Rd				0.136	Г	0.542	350	G	2012
	From	:I				Pineclif					1					
Holly Gate Lane	370	G								-	 0.118	F	0.531	390	G	2012
-	To	:			В	riarwoo	od Dr									
	From					Placid V	Way									
Hunningdon Woods Blvd	J 980	G			CD 10	0.17	'11 D.1			(0.107	F	0.622	1000	G	2012
	From] .i					osville Rd									
Iowa St	700	G				Canal 1	Rd				 0.136	F	0.726	740	G	2012
	To				C	Oklahom	na Dr						J., 20			
	Fron					Gregg										
Joyner Rd	360	G									0.116	F	0.575	380	G	2012
	Tr					Grant										
Kasling Dr	From					Parker	Rd				LIA.					0040
Keeling Dr	550	G				Lobdell	1 Ct				NA			550	G	2012
	From	:					n River Rd									
Kemp Lane	320	G			DIC TO	, maidi					 0.105	F	0.6	340	G	2012
·	To				K	emp La	ane E				l					

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tra	OC.	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake	From:				Cobb Ave		1					
Laurel Ave	620	G			CODOTIVO		0.101	F	0.638	660	G	2012
	To:				Rokeby Ave							
	From:				Cornick Ave							
Lilac Ave	1300	G					0.099	F	0.546	1400	G	2012
	To:				Davis Ave							
Lincoln Rd	From: 170	G			Dunn St		NA			170	G	201
LINCOITING	To:	-			Outlaw St					170	J	201
	From:				Lindale Dr							
Lindsey Ave	240	G			Imale Bi		NA			240	G	201
<u>, </u>	To:				Waterfield Ave							
	From:				Baugher Ave							
Lofurno Rd	210	G					0.159	F	0.541	220	G	201
	To:				Bounds Ave							
	From:			В	Bus SR 168 Battlefield Blvd							
Marion Dr	1200 _{To:}	G			Johnstown Rd		NA			1200	G	201
	From											
Marlboro St	140	G			Culpeper Ave		0.127	F	0.625	150	G	201
Manboro St	To:				Winslow Ave		0.127	'	0.025	130	J	201
	From:				Baff Loop Ct		i					
Masters Row Ct	600	G			Buil Edop Ct		0.094	F	0.542	640	G	201
	To:				Brassie Ct							
	From:				Haledon Rd							
McCosh Dr	950	G					0.092	F	0.632	1000	G	201
	To				Duffield Pl							
	From:				Broadmoor Ave							
Michael Dr	50	G			m a.		0.12	F	0.643	60	G	201
					Texas St		<u> </u>					
Millwood Ave	From: 1200	G			Clover Dr		0.096	F	0.620	1300	G	201
Williwood Ave	To:				E Royce Dr		0.030	'	0.020	1300	J	201
	From:				Parker Rd							
Natchez Terrace	540	G			Turci Ita		NA			540	G	201
	To:				Foxgate Quarter							
	From:				Johnstown Rd							
Newberry Dr	710	G					0.104	F	0.515	750	G	201
	To:				Horse Run Dr							
	From:				Woodcroft Lane							
Oak Dr	320 _{To:}	G			T		0.119	F	0.535	340	G	201
					Tyre Neck Rd							
Old Dr	1600	G			Victoria Dr		0.127	F	0.672	1700	G	201
Old DI	To:	-			Barlett Dr		0.127	Г	0.672	1700	G	201
	From:				Campostella Rd							
Omar St	550	G			Campostena Ru		0.091	F	0.552	580	G	201
	To:				Faye St							
	From:				English Ave							
Philadelphia St	40	G					0.186	F	0.556	47	G	201
	To-				Miller Ave							
	From:				Etheridge Rd							
Poplar Ridge Dr	270	G					NA			270	G	201
	To:				Sandlewood Lane							
Priscilla Lane	From: 790	G			Erik Paul Dr		NA			790	G	201

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake	From				Greenway Dr		0.405	_	0.005	400		0040
Queenswood Terrace	170	G			Royal Grant Dr		0.125	F	0.625	180	G	2012
	From:				Campostella Rd		i i					
River Creek Rd	530	G			Campostena Ru		NA			530	G	2012
	To				Booker St							
	From:				SR 168 Battlefield Blvd							
Robert Hall Blvd	6600 _{To:}	G					0.084	F	0.645	7000	G	2012
	From				US 13 Military Hwy		<u> </u>					
Shepherds Gate	290	G			Shepherds Ct		0.096	F	0.561	300	G	2012
Onophoras Gate	To:	r –			Logans Mill Terrace			•	0.001	000	Ü	2012
	From				Sir Meliot Ct							
Sir Meliot Dr	270	G					0.138	F	0.518	280	G	2012
	To: From:				Drawbridge Dr							
Sir Meliot Dr	870	G			Saxon Ct		 NA			870	G	2012
Oil Wollot Di	To:				Parapet Rd		٦̈́			0.0	Ū	2011
	From				Cricket Ct							
Smokey Mountain Trail	1300	G					NA			1300	G	2012
	To:				Woodwind Way							
	From:				Woodberry Dr							
Southfield Dr	50	G					0.16	F	0.526	60	G	201
	To:	<u> </u>			Bartell Dr							
Stadium Dr	From:	G			Scarlett Dr		 0.127	F	0.543	1800	C	201
Stadium Di	1700				SR 165 Mt Pleasant Rd		0.127	г	0.545	1000	G	201
	From				Golden Hind Rd		_					
Strafford Dr	330	G			Golden Fillid Ku		0.115	F	0.607	350	G	201
	To				Harding Dr							
	From:				Goldcrest Dr							
Tanglewood Trail	350	G					0.103	F	0.623	370	G	201
	To				Trilby Ct							
Tatamataum Dd	From	<u> </u>			Fairview St		0.077	_	0.504	2000	0	004
Tatemstown Rd	2600 _{To:}	G			Peter Rd		0.077	F	0.564	2800	G	201
	From:				Bruin Rd							
Terry Dr	1100	G			Diulii Ku		0.084	F	0.589	1200	G	201
. ,	To				Brittany Way							
	From:				Bulldog Dr							
Tintern St	2700	G					0.077	F	0.532	2800	G	201
	To				Volvo Pkwy							
W-4- 5 /	From:	لِــَــ			Campostella Rd		٦.,			0.45		-
Wadena Rd	840	G			Gratton St		NA			840	G	201
	From				SR 165 Cedar Rd		1					
Warrick Rd	980	G			SK 103 Cedar Ku		0.088	F	0.643	1000	G	201
· 	То				Butterfly Dr							
	From				Waters Rd							
Washington Dr	760	G					NA			760	G	201
	To:				E St							
	From			_	Magnolia Ave]	_		_		
Winslow Ave	220	G			Modles C		0.103	F	0.58	230	G	201
	To				Marlboro St							
Yadkin Rd	4400	G		US	17 George Washington Hwy		0.094	F	0.59	4700	G	2012
LOUDILL INU	4400	•					U.U34	- 1	0.58	4100	G	2014