### 2016

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

where available

## Special Locality Report 131

City of Chesapeake

Information in this report is included in Report

**64** 

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State Route

### Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

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

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

							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AA		4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	ECL S 2.94 <b>74</b> 0	Suffolk 000 A	92%	0%	1%	1%	6%	0%	С	0.094	0.564	77000	А
13 (58) (460) Military Highway	City of Offesapeake (Maint. 04)			92 /0	0 /6	1 /0	1 /0	0 /0	0 /6	C	0.034	0.304	77000	^
12) (50) (400)	City of Chesapeake (Maint: 64)		664 000 G	92%	0%	1%	1%	6%	0%	F	0.13	0.506	12000	G
13) (58) (460)	To:	Bus		0L /0	070		1 70	070	0 /0	•	0.10	0.000	12000	
~~~	From:		SR 191											
13 (460) (191)	City of Chesapeake	0.18 <b>71</b>	00 G	91%	1%	2%	2%	4%	0%	F	0.137	0.723	7500	(
	To: From:		Military Hwy											
13) (460) Military Highway	City of Chesapeake		600 G	91%	1%	2%	2%	4%	0%	F	0.151	0.726	5900	(
Combined T	raffic Estimates for 2 Parallel Roadways on	this Route: 56	600 G								NA		NA	
~ ~~	To: From:	Ramp from I-6	64; Shaefer A											
13) (460) Military Highway	City of Chesapeake	2.44 <b>85</b>	600 G	91%	1%	2%	2%	4%	0%	С	0.150	0.523	9000	(
<del></del>	To: From:	I-	64											
13) (460) Military Highway	City of Chesapeake	1.37 <b>17</b> 0	000 G	97%	0%	1%	1%	1%	0%	F	0.105	0.527	18000	(
~ <u> </u>	To:	US 17 George V	Washington F	łwy		$\neg$ $\vdash$								
13 (460 Military Highway	City of Chesapeake	1.01 <b>20</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.105	0.53	22000	(
<i></i>	To:	SR 196	Canal Dr			$\neg$ $\vdash$								
13 (460) Military Highway	City of Chesapeake		000 A	97%	0%	1%	1%	1%	0%	С	0.116	0.536	37000	
	To	SR 166 Bair	nbridge Blvd			—								
13 Military Highway	City of Chesapeake		000 G	97%	0%	1%	1%	1%	0%	F	0.102	0.514	38000	(
10)	To		164											
13 Military Highway	City of Chesapeake		000 G	97%	1%	1%	0%	1%	0%	F	0.102	0.514	25000	(
13)	To				. , ,		0,0	. , 0	0,0	•	002	0.01.		
13 Military Highway	City of Chesapeake		stella Rd 000 G	97%	1%	1%	0%	1%	0%	F	0.103	0.591	27000	
13) Military Highway	City of Chesapeake			91 /0	1 /0	1 /0	0 /6	1 /0	0 /6	1	0.103	0.591	27000	
13 Military Highway	City of Chesapeake		tlefield Blvd	070/	10/	10/	00/	10/	00/	F	0.000	0.550	07000	
13 Military Highway	City of Chesapeake	0.72 <b>26</b> 0	000 G	97%	1%	1%	0%	1%	0%	Г	0.098	0.556	27000	,
~	To: From:		on Dr			<u></u>								
Military Highway	City of Chesapeake	0.41 <b>28</b> 6	000 G	97%	1%	1%	0%	1%	0%	С	0.096	0.603	30000	(
~	To: From:		ier Pkwy											
13) Military Highway	City of Chesapeake		000 G	97%	1%	1%	0%	1%	0%	F	0.094	0.501	34000	
<del>~</del>	To:	SCL Virg	inia Beach											
~	From:		I-64 WEST											
Ramp	City of Chesapeake (Maint: 64)		00 G		**						0.136		4400	
~	10. I-64-	W FROM RT 1300-		HIGHWA	.Υ									
~ Dame	City of Change also (Mainty C4)		I-64 EAST								0.1		10000	
Ramp	City of Chesapeake (Maint: 64)		000 G	HICHWAY	v						0.1		13000	•
-	I-64	-E FROM RT 1300-			ĭ									
Pomp	City of Change and (Maint C4)	US 13 TO AND		464							0.104		6000	
<sub>13</sub> Ramp	City of Chesapeake (Maint: 64)	0.29 62	200 G								0.124		6200	(

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

		= :, 0: 0::004												
Route	Jurisdiction	Length AADT	QA ·	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
(13) Ramp	City of Chesapeake (Maint: 64)	US 13 I-464-N002A TO AN 0.23 <b>3400</b>	G	A RT							0.099		3400	G
<u> </u>	Tα	I-464-N FROM R	T 13											
	From:	North Carolina State	e Line											
George Washington Hwy	City of Chesapeake	3.58 <b>13000</b>	Α	94%	0%	1%	0%	5%	0%	С	0.1	0.671	13000	Α
~~~	To: From:	131-8796 Ballahac												
George Washington Hwy	City of Chesapeake	6.71 <b>13000</b>		94%	0%	1%	0%	5%	0%	F	0.093	0.723	14000	G
~~ - · · · - · ·	To: From:	Bus US 17 George Wash		_		<u> </u>								
Dominion Blvd	City of Chesapeake	3.86 <b>12000</b>		95%	0%	1%	1%	3%	0%	F	0.079	0.606	13000	G
~~ 5 5	From:	SR 165 Cedar R								_				
17 Dominion Blvd	City of Chesapeake	0.94 <b>27000</b>	G	95%	0%	1%	1%	3%	0%	С	0.085	0.581	29000	G
<u> </u>		SR 166 Bainbridge	Blvd			$\neg$ $\vdash$								
17 Dominion Blvd	City of Chesapeake	1.60 <b>29000</b>		95%	0%	1%	1%	3%	0%	F	0.066	0.696	30000	G
<u>~</u>	To: From:	SR 190 Great Bridge	e Blvd											
17 Dominion Blvd	City of Chesapeake	0.28 <b>42000</b>	G	95%	0%	1%	1%	3%	0%	F	0.074	0.655	44000	G
	To:	SR 168 Oak Grove Co	onnector											
	From:	US 17 (Ramp)	)											
17 17 Ramp	City of Chesapeake (Maint: 64)	0.30		See	US 17	for dire	ectional	traffic v	olume e	stima	tes for th	s segment.		
$\bigcirc$	To:	I-464 (Ramp)												
~~~	From:	I-464												
{ 17 } <del>(64)</del>	City of Chesapeake (Maint: 64)	4.31		Se	e I-64	for direc	tional tr	affic vo	lume es	timat	es for this	segment.		
Combi	ined Traffic Estimates for 2 Parallel Roadways of	on this Route: 90000	G	93%	1%	1%	1%	5%	0%	F	0.084	F 0.506	93000	G
	Tα	I-64												
~~~		00064-E(B)/IS-00064-E296A(F	R)/TO RT											
17 (64) Ramp	City of Chesapeake (Maint: 64)	0.23		Se	e I-64	for direc	tional tr	affic vo	lume es	timat	es for this	segment.		
$\bigcirc$	To: 3US	-00017-P(U)/IS-00064-E296A	(R)/FRO	M RT 64	ŀΕ									
~~~	From:	I-64								_				
17 George Washington Hwy	City of Chesapeake	0.90 <b>26000</b>	G	97%	0%	1%	1%	1%	0%	F	0.073	0.561	27000	G
<u> </u>	To	US 13; US 460 Milita	ıry Hwy			$\neg$ $\vdash$								
17 George Washington Hwy	City of Chesapeake	1.00 <b>15000</b>	G	97%	0%	1%	1%	1%	0%	С	0.08	0.607	16000	G
(1)														
O a super Washington I have	From:	SR 196 Canal R		070/	00/		40/	40/	00/		0.000	0.000	00000	
17 George Washington Hwy	City of Chesapeake	0.63 <b>30000</b>		97%	0%	1%	1%	1%	0%	F	0.086	0.639	32000	G
<u> </u>	To:	SCL Portsmout												
(17) Western Branch Blvd	City of Chesapeake	WCL Portsmou 0.69 <b>18000</b>		99%	0%	1%	0%	0%	0%	F	0.086	0.517	19000	G
17 Western Branch Blvd	City of Criesapeake	0.09 10000	G	99%	0%	1 70	0%	076	0%	Г	0.000	0.517	19000	G
	To: From:	131-8524 Churchlan	d Blvd											
17	City of Chesapeake	0.56 <b>23000</b>	В	99%	0%	1%	0%	0%	0%	С	0.098	0.518	24000	В
$\smile$	To:	ECL Suffolk												
North	From	US 17 TO I-64 W	EST				•		•			•	•	
17 Ramp	City of Chesapeake (Maint: 64)	0.17 <b>6300</b>	G								0.148		6300	G
(17)	To:	I-64-W FROM US 17				<del></del> 1					0.170		5500	J
		1-04-W TROW US 17	HUKIH											

Route	Jurisdiction	Length AADT		4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
North (17) Ramp	City of Chesapeake (Maint: 64)	US 17 I-64-E296B FROI 0.17 <b>6000</b> I-64-E FROM US 1'	G								0.123		6000	G
North 17 Ramp	City of Chesapeake (Maint: 64)	US 17 TO RT 168 0.16 <b>NA</b> I-64-W291B FROM RT									NA		NA	
North (17) Ramp	City of Chesapeake (Maint: 64)	US 17 TO RT 464 0.26 <b>5800</b> R 168-N015B FROM RT 17 N	G		OR						0.139		6200	G
North (17) Ramp	City of Chesapeake (Maint: 64)										NA		NA	
North (17) Ramp	City of Chesapeake (Maint: 64)	SR 168-N015A TO R 0.54 <b>27000</b> I-64-W I-64-W29	G	ST							0.092		27000	G
North 17 Ramp	City of Chesapeake (Maint: 64)	US 17 Dominion 0.30 <b>20000</b> I-464 Nortl	G	95%	0%	1%	1%	3%	0%	F	0.125		21000	G
South 17 Ramp	City of Chesapeake (Maint: 64)	US 17 TO I-64 V 0.19 <b>4600</b> I-64-W FROM US 1	G	Н							0.1		4600	G
South 17 Ramp	City of Chesapeake (Maint: 64)	US 17 0.29 <b>1100</b> I-64 East	G	95%	0%	1%	1%	3%	0%	F	0.088		1200	G
Bus 17 George Washington Hwy	City of Chesapeake	US 17 Dominion 4.07 <b>4500</b>	G	94%	0%	1%	0%	5%	0%	F	0.109	0.75	4600	G
Bus 17 George Washington Hwy	City of Chesapeake	SR 165 Cedar 1.19 <b>25000</b> I-64	G	94%	0%	1%	0%	5%	0%	F	0.073	0.556	26000	G
58 13 460 Military Highway	City of Chesapeake (Maint: 64)		k A	92%	0%	1%	1%	6%	0%	С	0.094	0.564	77000	Α
58 (13) (460)	City of Chesapeake (Maint: 64)		G	92%	0%	1%	1%	6%	0%	F	0.13	0.506	12000	G
ALT Airline Blvd	City of Chesapeake	SR 191 Jolliff Rd; US 13 M 1.72 <b>7300</b> WCL Portsmo	G	Highway 97%	2%	1%	0%	1%	0%	С	0.088	0.52	7800	G
East 58 Ramp	City of Chesapeake (Maint: 64)	TO ROUTE 664 EAS 0.77 <b>26000</b> I-664-E FROM ROUTE 58	G								0.115		26000	G

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

		Oit,	UI CITESA	pound								1.4				
Route	Jurisdiction	n Lengtl	n <b>AADT</b>	QA	4Tire	Bus		Tru	_		QC	_ K	QK	Dir	AAWDT	QW
	FI	*** ** ***					2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
East 58 (Ramp	City of Chesapeake	US 58 TO R (Maint: 64) 0.17	11000	WESTNO G	DRTH							0.078			11000	G
[58] Ramp	Oity of Onesapeake	I-664-W FRO			0 FAST							0.076			11000	ч
West	From:	US 58 TO I														
58 Ramp	L City of Chesapeake		490	G	VO I H							0.097			490	G
(36)	To:	I-664-E FROM			) WEST							0.00.			.00	О.
West	From:	US 58 TO R					i									
58 Ramp	City of Chesapeake		3100	G								0.097			3100	G
	Τα	I-664-W FROM	A ROUTE 5	8,13&46	0 WEST											
East	From:	W	CL Virginia I	Beach												
East 64	City of Chesapeake	(Maint: 64) 0.98	67000	G	97%	0%	1%	1%	2%	0%	F	0.081			73000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 132000	G	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	142000	G
-	To Econo	Gı	eenbrier Parl	kway												
East 64	City of Chesapeake	(Maint: 64) 2.13	46000	G	97%	0%	1%	1%	2%	0%	F	0.08			49000	G
64	Combined Traffic Estimates for 2 Parallel I	,		G	97%	0%	1%	1%	2%	0%	F	0.074	F	0.521	101000	G
	- F				31 /6	0 70	1 70	1 /0	270	0 70		0.074		0.521	101000	ч
East	From:		68 Battlefie	ld Blvd												
East 64	City of Chesapeake	,	57000	G	97%	0%	1%	1%	2%	0%	F	0.078			62000	G
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 114000	G	97%	0%	1%	1%	2%	0%	F	0.081	F	0.55	123000	G
Foot	To From:		I-464													
East (64) (17)	City of Chesapeake	(Maint: 64) 4.31	44000	G	92%	1%	1%	1%	5%	0%	F	0.085			44000	G
64) (17)	Combined Traffic Estimates for 2 Parallel I	,		G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.506	93000	G
	тоГ	<u> </u>				.,.		.,.	• , •		•		-			-
East 64	From:		eorge Washi								_					_
64)	City of Chesapeake	,	39000	G	92%	1%	1%	1%	5%	0%	F	0.095			40000	G
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	77000	G	93%	1%	1%	1%	5%	0%	F	0.086	F	0.53	78000	G
Fast	Tor From:	US 13, U	S 460 Milita	ıry Highv	/ay											
East 64	City of Chesapeake	(Maint: 64) 2.31	44000	Α	92%	1%	1%	1%	5%	0%	С	0.087			46000	Α
<b>0</b> 4)	Combined Traffic Estimates for 2 Parallel I	,	: 86000	Α	93%	1%	1%	1%	5%	0%	С	0.085	Α	0.503	90000	Α
	To:	,	I-264, I-66	4												
East	From:	I-64-E289X TO	GREENBR	RIER PA	RKWAY											
64) Ramp	City of Chesapeake	(Maint: 64) 0.26	6800	G	95%	1%	1%	1%	2%	0%	С	0.124			6800	G
$\overline{}$	Tα:	131-866	5 FROM RT	Γ 64 EAS	Т											
East	From:	I-64-E289X TO			RKWAY											
(64) Ramp	City of Chesapeake		15000	G								0.099			15000	G
$\overline{}$	Τα	131-866	5 FROM RT	Γ 64 EAS	Т											
East	Fron:	I-64-E BEG. COL			NBRIER P	Ά										_
64 Ramp	City of Chesapeake	,	25000	G								0.101			25000	G
$\overline{}$	To:	I-64-E289A TO	) GREENBR	RIER PA	RKWAY											

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

Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Rue	Truck Axle 3+Axle 1		$\cap$	K Factor	Oir Factor	AAWDT	QW
East Ramp	City of Chesapeake (Maint: 64)	I-64-E289A TO GREENBRIE ) 0.13 <b>19000</b>	ER PARKWAY <b>G</b>		]			0.092	. 4010.	19000	G
64 Ramp		-8665-W001A FROM GREENB		v w	<b></b>			0.092		19000	
East (64) Ramp	City of Chesapeake (Maint: 64'		G	1 11				0.082		29000	G
$\overline{}$	To	I-64-E289B TO GREENBRIE	R PARKWAY		1						
East (64) Ramp	City of Chesapeake (Maint: 64)		G		_			0.087		13000	G
East	Toc Front 131-	-8665-E001A FROM GREENBR	RIER PARKWAY	' EA	]						
(64) Ramp	City of Chesapeake (Maint: 64)	) 0.22 <b>NA</b>						NA		NA	
East	To: From:	SLIP RAMP TO EXIT 290	) COLL RD		]———						
64 Ramp	City of Chesapeake (Maint: 64)	,	DEEMBRED DA	D	7			NA		NA	
- Fact	I	.64-E END COLL RD FROM GI	REENBRIER PA	K							
East (64) Ramp	City of Chesapeake (Maint: 64)	I-64 East 0.27 4000	<b>G</b> 94%	0% 1	<b>.</b> % 2%	3% 0%	С	0.097		4000	G
	Τα	SR 168									
East	City of Chesapeake (Maint: 64)	<u>I-64-E TO RT 168 SOUTH-BAT</u> ) 0.23 <b>11000</b>	TTLEFIELD PAR  G 98%		] )% 0%	1% 0%	С	0.102		11000	G
64 Ramp	Tra	SR 168 FROM I-64		0% 0	7% 0%	176 076	C	0.102		11000	G
East	From:	I-64 East									
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	) 0.60 <b>19000</b>	G					0.099		19000	G
East	To From:	I-64 E Exit 290	A								
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	) 0.10 <b>15000</b>	G		_			0.100		15000	G
East	To: From:	Ramp From Bus SR 168 Batt	lefield Blvd N								
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	) 0.20 <b>25000</b>	G		_			0.096		25000	G
East	To: From:	I-64 E Exit 290	В								
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	) 0.12 <b>14000</b>	G		_			0.097		14000	G
East	To: From:	Ramp From Bus SR 168 Batt	tlefield Blvd S								
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)				7			NA		NA	
- Ford	From:	I-64 E									
East (64) Ramp	City of Chesapeake (Maint: 64)	I-64 East 0.25 11000	G		_			0.084		11000	G
$\overline{}$	Тос	I-464 North			1						
East	From City of Changes also (Mainte CA)	I-64-E TO RT 104 VIA						0.000		01000	
64 Ramp	City of Chesapeake (Maint: 64)	) 0.23 <b>21000</b> I-464-S FROM I-64	<b>G</b> EAST		1			0.088		21000	G
East	From:	I-64 East									
64) (17) Ramp	City of Chesapeake (Maint: 64)		G		- -			0.074		6200	G
<u> </u>	То	US 17 N, George Washin	ngton Hwy								

Route	Jurisdictio		AADT	ΟΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW/
	Junsuicilo				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
East (64) Ramp	City of Chesapeake		TO RT 17 SO 5000	OUTH <b>G</b>								0.100			5000	G
64) Hamp	To:	US 17 US 17-			EAST							0.100			3000	u
East	From:		I-64 East													
(64) Ramp	City of Chesapeake		4600	G								0.142			4600	G
<u> </u>	To:		-8599 FROM		AST											
West	City of Chesapeake		L Virginia Be 65000	ach A	100%	0%	0%	0%	0%	0%	С	0.093			69000	Α
64	Combined Traffic Estimates for 2 Parallel	•		G	99%	0%	0%	0%	1%	0%	F	0.093	В	0.551	142000	G
	To		eenbrier Parkv		0070	0 70		0 70	1 70	0 70		0.001		0.001	142000	<u> </u>
West	From:				070/	00/	10/	10/	10/	00/	_	0.000			F0000	_
64	City of Chesapeake Combined Traffic Estimates for 2 Parallel	•	49000	G G	97% 97%	0% 0%	1% 1%	1% 1%	1% 2%	0% 0%	F	0.083 0.074	F	0.521	52000 101000	G G
	Combined Trainic Estimates for 2 Faraner				9770	0%	1 70	1 70	270	076	Г	0.074	Г	0.521	101000	G
West	Too From:		68 Battlefield													
64 168	City of Chesapeake	'	57000	N	97%	0%	1%	1%	1%	0%	N	0.089			61000	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	US 17	N	97%	0%	1%	1%	2%	0%	N	NA			123000	N
West	From:	SR 1	68 Battlefield	Blvd												
<del>64</del> )	City of Chesapeake	,	57000	G	97%	0%	1%	1%	1%	0%	F	0.089			61000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	G	97%	0%	1%	1%	2%	0%	F	0.081	F	0.55	123000	G
West	To: From:		I-464													
(64) (17)	City of Chesapeake	(Maint: 64) 0.41	45000	G	93%	0%	1%	1%	5%	0%	F	0.089			46000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	G	93%	1%	1%	1%	5%	0%	F	NA			90000	G
West	To: From:	SR 19	0 Great Bridg	e Blvd												
64) (17)	City of Chesapeake	(Maint: 64) 3.86	47000	G	93%	0%	1%	1%	5%	0%	F	0.182			49000	G
	Combined Traffic Estimates for 2 Parallel		90000	G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.506	93000	G
NA/		US 17 Ge	eorge Washing	gton H	wy											
West 64	City of Chesapeake	(Maint: 64) 1.86	38000	G	93%	0%	1%	1%	5%	0%	F	0.092			38000	G
04)	Combined Traffic Estimates for 2 Parallel	,		G	93%	1%	1%	1%	5%	0%	F	0.09	F	0.506	78000	G
	Tax	US 13.	US 460 Milita	ırv Hw	v											
West 64	City of Chesapeake	•	42000	A	93%	0%	1%	1%	5%	0%	С	0.086			44000	Α
64	Combined Traffic Estimates for 2 Parallel	,		A	93%	1%	1%	1%	5%	0%	С	0.085	Α	0.503	90000	A
	То:		I-264, I-664		0070	. , 0		. , 0	0,0	0,0		0.000		0.000		
West	From:	I-64-W289X TO GF	REENBRIER	PARK	WAY WE	ST										
64 Ramp	City of Chesapeake	• •	6500	G	95%	1%	1%	1%	2%	0%	С	0.116			6500	G
$\overline{}$	Te:		FROM RT 6													
West	From:	I-64-W289X TO GI			WAY EA	ST				·		0.005			11000	G
64 Ramp	City of Chesapeake $_{_{\mathrm{T}\alpha}}$		11000 FROM RT 6	G 4 WES	ST		_					0.085			11000	G
		131-0002	, i itom iti (	, , , , , , , , , , , , , , , , , , ,	,,											

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

Vest   164 W Exit 290   City of Chesapeake (Maint: 64)   0.10   NA   NA   NA   NA   NA   NA   NA   N				Oity of	Опсзар	canc										
City of Chesapeake (Maint: 64)	Route	Jurisdiction	n	Length	AADT	QA	4Tire E	2110				QC		ΩK	AAWD	ΓQW
March   City of Chesapeake (Maint: 64)   0.10   NA		City of Chesapeake				GREENI	BRIER PAR						NA		NA	
View   City of Chesapeake (Maint: 64)   0.23   NA		City of Chesapeake				PARKV	VAY EAST						NA		NA	
Visit   City of Chesapeake (Maint: 64)   0.16   NA		City of Chesapeake				BRIER	PARKWAY		]——				NA		NA	
View   City of Chesapeake (Maint: 64)   0.14   19000   G		City of Chesapeake				PARKV	VAY WEST		]				NA		NA	
Vest   City of Chesapeake (Maint: 64)   0.18   2900   C   0.078   2900   C		City of Chesapeake	(Maint: 64)	0.14	19000	G		V					0.098		19000	G
Bus SR 168 N	West (64) (168) Ramp	From: City of Chesapeake			I-64 W			1%	1% 2%	9%	1%	С	0.078		2900	G
Bus SR 168 Buttefield Bivd S   1.64 W   1.64 W	West	To: From: City of Chesapeake	(Maint: 64)	I	I-64 West		97%	)%	] ] 1% 0%	1%	0%	С	0.105		9400	G
NA   NA   NA   NA   NA   NA   NA   NA	West 169 I-64 W Fxit 290	From: City of Chesapeake	(Maint: 64)		I-64 W				<u>]</u> ]				0.079		15000	G
NA   NA   NA   NA   NA   NA   NA   NA	West	To- From:		I-64	W Exit 290											
Vest   From   I-64 W Exit 290 S   NA	West	To: From:	R	amp From Bus	SR 168 Ba	ttlefield	Blvd S									
NA   NA   NA   NA   NA   NA   NA   NA	West	To: From:		I-64	W Exit 290	0 S			<b>]</b>							
West   From   Ramp to I-64 E Exit 289    -64   I-64   W Exit 290   City of Chesapeake (Maint: 64)   0.51   NA	West	To: From:	R	amp From Bus	SR 168 Ba	ttlefield	Blvd N		]							
Vest   From   SR 168 Oak Grove Connector   O.26   3300   G   95%   0%   1%   1%   3%   0%   F   0.131   3400   O.26   O.26	West	To: From:				it 289			]				NA		NA ————————————————————————————————————	
64         Ramp Between SR 168 and I-464         City of Chesapeake (Maint: 64)         0.26         3300         G         95%         0%         1%         3%         0%         F         0.131         3400         0%           West         I-64 West		City of Chesapeake	(Maint: 64)		I-64 W	lamas -t			1				NA		NA	
		City of Chesapeake	(Maint: 64)	0.26	3300	G		)%	1% 1% ]	3%	0%	F	0.131		3400	G
Try SR 168	West 64 Ramp	City of Chesapeake	(Maint: 64)	0.49	8900	G			] 7				0.102		8900	G

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truc 3+Axle			QC	K Factor QI	Dir Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (Maint: 64	US 17-N017A FROM RT 17 No ) 0.05 <b>NA</b> 1SR 168-P FROM RT 64 WEST & 1								NA		NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W BEGIN COLL ROAD TO	RT 464							NA		NA	
West 64 Ramp	Front City of Chesapeake (Maint: 64)	I-64 West  0.20 <b>2600 G</b> SR 190 Great Bridge Blvd								0.087		2600	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64 West ) 0.24 <b>5500 G</b> US 17	95%	0%	1%	1%	3%	0%	F	0.092		5800	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W TO RT 1300- MILITARY H 0.23 4700 G US 13 FROM I-64 WEST	IGHWAY							0.088		4700	G
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Washington 2.70 <b>14000 G</b>	Hwy 98%	1%	1%	0%	0%	0%	С	0.091	0.53	15000	G
165 Cedar Rd	City of Chesapeake	US 17 Dominion Blvd 0.28 <b>25000 G</b>	98%	1%	1%	0%	0%	0%	F	0.082	0.55	27000	G
165 Cedar Rd	City of Chesapeake	Bells Mill Rd West 2.01 <b>32000 G</b>	98%	1%	1%	0%	0%	0%	F	0.095	0.603	34000	G
165 Cedar Rd	City of Chesapeake	131-8798 Bells Mill Rd Ea 1.73 <b>28000 G</b>	98%	1%	1%	0%	0%	0%	F	0.08	0.546	29000	G
Bus 165 168 Battlefield Blvd	City of Chesapeake	Bus SR 168 Battlefield Blv 0.26 <b>32000 G</b>	99%	0%	1%	0%	0%	0%	С	0.083	0.505	34000	G
165 Mt Pleasant Rd	City of Chesapeake	BUS SR 168 Battlefield Blv 0.75 <b>21000 G</b>	97%	1%	1%	1%	1%	0%	F	0.120	0.551	22000	G
165 Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge Bypa: 2.57 <b>20000 G</b>	97%	1%	1%	1%	1%	0%	С	0.1	0.511	22000	G
165 Mt Pleasant Rd	City of Chesapeake	131-866 Centerville Tpke 4.53 <b>11000 G</b>	97%	1%	1%	1%	0%	0%	С	0.116	0.547	12000	G
165 Mt Pleasant Rd	City of Chesapeake	131-8667 Fentress Airfield I 0.91 11000 G WCL Virginia Beach	97%	1%	1%	1%	0%	0%	F	0.117	0.634	12000	G
166 Bainbridge Blvd	City of Chesapeake	US 17 Dominion Blvd 2.05 <b>4200 G</b>	89%	1%	2%	4%	4%	0%	F	0.123	0.785	4800	G
166 Bainbridge Blvd	City of Chesapeake	SR 190 Great Bridge Blvc 0.69 <b>9400 G</b> US 13 Military Hwy	89%	1%	2%	4%	4%	0%	С	0.100	0.541	11000	G

		ty or on	Сопроинс				Tru	ck			K	Dir		
Jurisdicti	ion Lenç	gth <b>AA</b>	DT QA	4Tire	Bus					QC		OK	r AAWDT	QW
Fre	m:	US 13 Mi	litary Hwy				017.0.0				. 4010.		•	
City of Chesa	apeake 0.7	'4 <b>11</b> (	000 N	96%	1%	1%	0%	2%	0%	Ν	0.097	0.596	12000	Ν
	For	Freem	an Ave											
City of Ches	apeake 1.2			96%	1%	1%	0%	2%	0%	F	0.090	0.509	12000	G
	for	Chassan	aalsa Du											
City of Ches:	aneake 0.8			96%	1%	1%	0%	2%	0%	С	0.088	0.575	9800	G
only or onlock	` <u> </u>			0070	170		0 70		0 70	Ü	0.000	0.07	0000	ŭ
Fro	m:													
City of Chesa	apeake 0.5	6 <b>73</b>	00 G	98%	0%	1%	0%	0%	0%	С	0.098	0.558	7800	G
	Fac	Libe	rtv St			<b>—</b> —								
City of Ches	apeake 0.3			98%	0%	1%	0%	0%	0%	F	0.121	0.584	6200	G
	Fo:	SCL N	Vorfolk											
Fre	m: No	orth Caroli	na State Line	:										
City of Chesa	apeake 1.7	'9 <b>25</b> 0	000 A	97%	0%	1%	1%	1%	0%	С	0.156	0.513	24000	Α
	Euc SR 169	8 Battlefie	ld Blyd: Gall	huch Rd										
v City of Chesapeak€	ui.				0%	1%	1%	1%	0%	F	0.086	0.744	9200	G
ony or onedapound	,						. , 0	. , 0	0,0	•	0.000	0	0200	<b>.</b>
City of Chosanasks	ui.					10/	10/	10/	<b>n</b> º/	Е	0.096	0.747	0200	G
Oity of Offesapeake	(Maint. 10L) 2.9			31 /6	0 76	1 /6	1 /0	1 /0	0 76	'	0.000	0.744	3200	u
Other of Ohean area has	(Maint TOL)			070/	00/	10/	40/	40/	00/		0.000	0.74	00000	
City of Chesapeake	(Maint: TOL) 0.2	:5 <b>36</b> (	000 G	97%	0%	1%	1%	1%	0%	г	0.086	0.744	33000	G
Frc	For m:													
City of Chesa	apeake 1.7	6 <b>36</b> 0	000 G	97%	0%	1%	1%	1%	0%	F	0.09	0.673	33000	G
		SR 168 B	attlefield Blv	ď										
City of Chesa	apeake 0.2	0 310	000 G	97%	0%	1%	1%	1%	0%	F	0.085	0.588	29000	G
	To:	Hanbı	ırv Rd											
City of Ches	apeake 1.5	0 470	000 G	97%	0%	1%	1%	1%	0%	F	0.088	0.644	44000	G
	[c: C1	D 165 Mt	Dlaggant Dd											
City of Ches:				97%	0%	1%	1%	1%	0%	F	0.096	0.707	71000	G
only or onlock	-				0,0		. , 0	. , 0	0,0	•	0.000	0.7.07	, , , , ,	<b>.</b>
City of Choo	III.				Λο/	10/	10/	10/	00/		0.001	0.650	70000	G
City of Chesa	apeake 1.0			9770	076	1 70	1 70	1 70	0%	Г	0.091	0.636	70000	G
Fre	To:		64			!_		***						
•	,											s segment.		
Combined Traffic Estimates for 2 Paralle	el Hoadways on this Rou			97%	0%	1%	1%	2%	0%	N	NA		123000	N
		I-64;	CD Rd			_								
Fro	un.													
City of Chesapeak	e (Maint: 64) 0.1		CD Ru	S	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s seament.		
City of Chesapeak		0		S	ee I-64	for direc	ctional tra	affic vo	lume es	timate	es for this	s segment.		
City of Chesapeak  City of Chesapeak  City of Chesapeak	R	0 amp to Bu	us SR 168 S									s segment.		
y	City of Chesic City O	Jurisdiction Length From City of Chesapeake 0.7  City of Chesapeake 1.2  City of Chesapeake 1.2  City of Chesapeake 0.8  City of Chesapeake 0.5  City of Chesapeake 0.5  City of Chesapeake 0.5  City of Chesapeake 0.5  City of Chesapeake 0.3  City of Chesapeake 1.7  From Bus SR 16  Gity of Chesapeake (Maint: TOL) 2.9  City of Chesapeake (Maint: TOL) 2.9  City of Chesapeake (Maint: TOL) 0.2  City of Chesapeake 1.7  City of Chesapeake 1.5  City of Chesapeake 1.5  City of Chesapeake 1.6  City of Chesapeake 1.8  City of Chesapeake 1.8	Jurisdiction Length AA  City of Chesapeake 0.74 11th  City of Chesapeake 1.25 11th  City of Chesapeake 1.25 11th  City of Chesapeake 0.81 92  To SR 337 Po Bainbric  City of Chesapeake 0.56 73  City of Chesapeake 0.39 58  To SCL N  From North Caroli  City of Chesapeake 1.79 25th  City of Chesapeake (Maint: TOL) 2.92 10th  City of Chesapeake (Maint: TOL) 2.94 10th  City of Chesapeake (Maint: TOL) 0.25 36th  City of Chesapeake (Maint: TOL) 0.25 36th  City of Chesapeake (Maint: TOL) 0.25 36th  City of Chesapeake 1.76 36th  City of Chesapeake 1.76 36th  City of Chesapeake 1.50 47th  City of Chesapeake 1.50 47th  City of Chesapeake 1.50 47th  City of Chesapeake 1.82 75th  City of Chesapeake 1.82 75th  City of Chesapeake 1.82 75th  City of Chesapeake (Maint: 64) 0.50	City of Chesapeake 0.74 11000 N  Trans.	Durisdiction   Length   AADT   QA   4Tire	Jurisdiction	Jurisdiction	Jurisdiction	Jurisdiction	Durisdiction	Durisdiction	Length   AADT   QA   4Tire   Bus   Carte   C	Section   Length   AADT   QA   4Tire   Bus   2Axid   3-Axid   1Trail   2Trail   QC   Factor   CK   Factor   CK   Factor   CK   Factor   CK   Factor   CK   Factor   CK   CK   CK   Factor   CK   CK   CK   CK   CK   CK   CK   C	Length AADT   QA   4Tire   Bus   Truck   Tru

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

		Oity of Officsapeane								.,	5:		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor Q	Dir K Factor	AAWDT	QW
	From:	Ramp From SR 168 S			ZAXIE	3+Axie	IIIaii	ZIIali		i actor	i actor		
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20	S	See I-64	for dire	ctional tr	affic vo	lume es	stimate	es for this se	eament.		
100 (04)	To:	Ramp to SR 168, Bus SR 1									3		
	From:	Ramp to Bus SR 168											
168 64 Ramp	City of Chesapeake (Maint: 64)	0.18	S	See I-64	for dire	ctional tr	affic vo	lume es	stimate	es for this se	egment.		
	Tec	D CD 160											
Bus	From:	Bus SR 168											
168 Battlefield Blvd	City of Chesapeake	0.35 <b>70000 N</b>	99%	0%	1%	0%	0%	0%	Ν	80.0	0.509	74000	Ν
$\bigcirc$	То:	End Bus SR 168											
	From:	I-64; US 17											
(168)Battlefield Blvd	City of Chesapeake	0.54 <b>37000 G</b>	96%	1%	1%	1%	2%	0%	F	0.108	0.578	39000	G
$\bigcirc$	Tec	US 13 Military Hwy											
168 Battlefield Blvd	City of Chesapeake	0.47 <b>21000 G</b>	96%	1%	1%	1%	2%	0%	F	0.080	0.505	23000	G
(108) =	-			.,.		.,.	_,,		-				-
	From:	Campostella Rd							_				
168 Atlantic Ave	City of Chesapeake	0.42 <b>14000 G</b>	96%	1%	1%	1%	2%	0%	F	0.095	0.583	15000	G
<u> </u>	To	Providence Rd			<u> </u>								
168 Atlantic Ave	City of Chesapeake	1.16 <b>17000 F</b>	96%	1%	1%	1%	2%	0%	С	0.116	0.535	19000	F
100													
Attachia Acca	From:	Old Atlantic Avenue	000/	40/	10/	40/	00/	00/		0.400	0.000	0000	_
168 Atlantic Ave	City of Chesapeake	0.39 <b>8700 G</b>	96%	1%	1%	1%	2%	0%	F	0.102	0.630	9300	G
<u>~</u>	To: From:	SR 246 Liberty Rd			$\Box$ $\vdash$								
(168)Campostella Rd	City of Chesapeake	0.35 <b>15000 G</b>	96%	1%	1%	1%	2%	0%	F	0.093	0.594	16000	G
	To:	SCL Norfolk											
North	From:	SR 168; 1SR 168-P SR 168-N	015B										
(168)Ramp	City of Chesapeake (Maint: 64)	0.21 <b>NA</b>								NA		NA	
100)	To:	US 17-N017C TO RT 64 WI	EST										
N. d	From												
North	City of Changes (Maint: 64)	SR 168; 1SR 168-P SR 168-N 0.28 <b>NA</b>	015A							NIA		NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.28 <b>NA</b>								NA		NA	
North	To: From:	SR 168-N015C TO RT 17 SOUT	H & 190										
	City of Chesapeake (Maint: 64)	0.05 <b>6700 G</b>								0.142		7300	G
168)Ramp										0.142		7300	ч
North	To US	17-N017B FROM RT 17 NORTH	TO 464 NO	OR									
(168)Ramp	City of Chesapeake (Maint: 64)	0.07 <b>5600 G</b>								0.127		5900	G
(100). mb	To:	I-64-W291A US 17-N017	7							0.127		0000	ŭ
	Francis												
North	O'the of Ohno are also (Mailes of)	SR 168-N015B TO RT 17 SOUT	H & 190							NIA		NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.38 <b>NA</b>								NA		NA	
<u> </u>	To:	SR 168-S015A TO RT 17 SOUT	Н & 190		L								
South	From:	1SR 168-P TO RT 190											
(168)Ramp	City of Chesapeake (Maint: 64)	0.13 <b>15000 G</b>								0.084		16000	G
$\overline{}$	To	SR 168-N015C TO RT 17 SOUT	TH & 190										
South	From		11 00 170									_	
(168)Ramp	City of Chesapeake (Maint: 64)	0.29 <b>NA</b>								NA		NA	
$\smile$	Το·	US 17 SR 190 FROM & TO RT 4	464,64 &										

		·					Tru	ıok			K	Dir Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QV
Bus Dawlefield Blod		SR 168 Chesapeake Expres			d 0%	10/	10/	10/	00/	_	0.00	0.000	17000	
168 Battlefield Blvd	City of Chesapeake	2.70 16000		97%	0%	1%	1%	1%	0%	F	0.09	0.666	17000	G
Bus	To: From:	Indian Cree												
168 Battlefield Blvd	City of Chesapeake	1.55 <b>2000</b>	) G	97%	0%	1%	1%	1%	0%	F	0.09	0.631	21000	G
Bus	To: From:	Centerville	Tpke											
Battlefield Blvd	City of Chesapeake	3.78 <b>2000</b> 0	) G	97%	0%	1%	1%	1%	0%	F	0.084	0.646	21000	(
Bus	To: From:	SR 168 Great Bri	dge Bypas	SS										
168)Battlefield Blvd	City of Chesapeake	0.28 <b>7400</b>	G	99%	0%	1%	0%	0%	0%	F	0.086	0.557	7900	(
<u> </u>	Tæ	131-8802 Han	bury Rd											
8us 68)Battlefield Blvd	City of Chesapeake	1.70 <b>1300</b> 0		99%	0%	1%	0%	0%	0%	F	0.087	0.531	14000	(
68 Battlefield Biva	To	SR 165 S, Mount Pleasan			070		0 70	0 70	070		0.007	0.501	14000	
Bus Dewletiald Divid	From:	,		99%	00/	10/	0%	00/	00/		0.083	0.505	0.4000	(
68 165 Battlefield Blvd	City of Chesapeake	0.26 <b>3200</b> 0			0%	1%	0%	0%	0%	С	0.083	0.505	34000	
Bus	To: From:	SR 165 North; C												_
68)Battlefield Blvd	City of Chesapeake	1.24 38000	) G	99%	0%	1%	0%	0%	0%	F	0.085	0.560	40000	•
Bus	To: From:	SR 190 Great B	ridge Blvd	l										
68 Battlefield Blvd	City of Chesapeake	0.17 39000	) G	99%	0%	1%	0%	0%	0%	F	0.085	0.611	41000	(
Bus	To: From:	SR 168 Great Bri	dge Bypas	SS										
Battlefield Blvd	City of Chesapeake	1.39 41000	) G	99%	0%	1%	0%	0%	0%	F	0.082	0.657	43000	(
<i></i>	To: From:	Hollywood Rd; Oa	ık Grove I	Rd										
Bus 68)Battlefield Blvd	City of Chesapeake	0.68 <b>5200</b>	) G	99%	0%	1%	0%	0%	0%	F	0.090	0.622	55000	
	To	Volvo Pk	wv											
Bus 68)Battlefield Blvd	City of Chesapeake	0.58 <b>7000</b>		99%	0%	1%	0%	0%	0%	F	0.08	0.509	74000	
68 Battlefield Bivd	Oity of Offesapeake		, a	33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.00	0.503	74000	
Bus	From:	I-64		222/									=	
68 168 Battlefield Blvd	City of Chesapeake	0.35 <b>7000</b> SR 168 Battlef		99%	0%	1%	0%	0%	0%	N	0.08	0.509	74000	
dus	From:	Bus SR 16												_
68)Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 <b>1100</b>		99%	0%	0%	0%	0%	0%	С	0.081		11000	(
	Τα:	I-64- W	В											
Bus	From:	Bus SR 16		0==/	0-1		051	4.51	0.51	_			0.500	
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	0.18 <b>9500</b> I-64- E		97%	0%	1%	0%	1%	0%	С	0.08		9500	(
Bus	From:	SR 168 Battlefie												_
168)Ramp	City of Chesapeake (Maint: 64)	0.17 <b>3600</b>		94%	0%	2%	1%	3%	0%	С	0.076		3600	(
	To	I-64 W	7											

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	. QI
Bus	From:	Bus SR 168 Battl	efield Blvd	S										
68)Ramp	City of Chesapeake (Maint: 64)	0.35 3300	G	86%	1%	1%	2%	9%	1%	С	0.094		3300	(
<i></i>	Tα	I-64 l	2											
	From:	SR 166 Bainbr	idge Blvd											
(190) Great Bridge Blvd	City of Chesapeake	0.83 4000	G	93%	0%	1%	3%	2%	0%	С	0.096	0.511	4200	(
<u> </u>	To	131-8763 Cam	ostella Rd			$ \vdash$								
190 Great Bridge Blvd	City of Chesapeake	0.30 <b>840</b> 0		93%	0%	1%	3%	2%	0%	F	0.096	0.605	8900	
	Τω	I-64												
190)Great Bridge Blvd	City of Chesapeake	0.26 <b>1300</b>	0 G	98%	0%	1%	1%	0%	0%	F	0.085	0.655	14000	
190)	T.						.,,	• , •		-				
190 Great Bridge Blvd	City of Chesapeake	US 17 Domir 2.34 <b>1200</b>		98%	0%	1%	1%	0%	0%	С	0.101	0.615	13000	(
190 Great Bridge Bivd	Oity of Offesapeake	2.34 1200	<u> </u>	90 /6	0 /6	1 /0	1 /0	0 /0	0 /6	C	0.101	0.013	13000	
	To: From:	Bus SR 168 Bat												
Kempsville Rd	City of Chesapeake	0.48 <b>2900</b>	0 G	97%	0%	0%	2%	1%	0%	F	0.093	0.588	31000	
<u> </u>	To: From:	Clearfield												
190)Kempsville Rd	City of Chesapeake	0.81 3000	0 G	97%	0%	0%	2%	1%	0%	С	0.093	0.539	32000	
<u> </u>	To	Greenbrier	Pkwy											
(190) Kempsville Rd	City of Chesapeake	1.81 <b>2100</b>		99%	0%	0%	1%	0%	0%	F	0.103	0.526	22000	
	τα	Volvo P	73171											
(190) Kempsville Rd	City of Chesapeake	0.49 <b>2400</b>		99%	0%	0%	1%	0%	0%	F	0.103	0.526	25000	
190)	To:	WCL Virgin		0070	0,0		. , ,	0 70	0,0	•	01.00	0.020		
	From:	SR 191, S Mil	tary Hwy											
191) (13) (460)	City of Chesapeake	0.18 <b>710</b>		91%	1%	2%	2%	4%	0%	F	0.137	0.723	7500	
101) (10) (400)	Tα	AIRLINE												
	From:	US 58 Airli												
Jolliff Rd	City of Chesapeake	2.22 3000	G	98%	0%	1%	1%	0%	0%	С	0.132	0.649	3200	
<u> </u>	To: From:	Dock Land	ing Rd			$ \vdash$								
191 Jolliff Rd	City of Chesapeake	0.91 3800	G	99%	0%	0%	0%	0%	0%	С	0.121	0.502	4000	
	Тα	SR 337 Portsn	outh Blvd											
	From:	US 13 Milita	ry Hwy											
196)Canal Dr	City of Chesapeake	0.96 <b>1600</b>	0 G	98%	0%	0%	1%	1%	0%	С	0.106	0.582	17000	
	Tα	US 17 George Wa	shington Hv	vy										
	From:	US 460 Poin	lexter St											
246)Liberty St	City of Chesapeake	0.39 <b>720</b> 0	) G	97%	0%	1%	0%	1%	0%	С	0.092	0.604	7700	
	To	Latham S	treet											
Liberty St	City of Chesapeake	0.37 <b>450</b>		97%	0%	1%	0%	1%	0%	F	0.091	0.568	4800	
.40)	Τα	SR 168 Camp												
ast	From:	I-64; I-6												
264)	City of Chesapeake (Maint: 64)	1.10 2900		96%	0%	1%	1%	2%	0%	F	0.129		31000	
-5-7	Combined Traffic Estimates for 2 Parallel Roadways on			96%	0%	1%	1%	2%	0%	F	0.092	F 0.682	59000	(
	To:	WCL Ports		0070	0 /0		1 /0	2 /0	0 /0	•	3.002	. 0.002	00000	•

			0.1, 0.	Criesape	Ju. 10				Tru	ıok			ν		Dir		
Route	Jurisdiction	on L	Length I	AADT	QA	4Tire	Bus		1 ru 3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
West	From	:	I-64 V	VB I-664 F	₹R			ZAXIE	3+Axie	THAII	ZIIali		i actor		i actor		
Ramp	City of Chesapeake	(Maint: 64)		5800	G								0.102			5900	G
204)	To		I-264 V	VB; I-664	WB												
West	From			64; I-664								_					
264	City of Chesapeake	,		27000	G	96%	0%	1%	1%	2%	0%	F	0.122	_		29000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this I		56000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	59000	G
	10			Portsmou													
West	City of Changes les	(Maintr C4)		TO I-664 V									0.100			01000	_
264 Ramp	City of Chesapeake		0.42 1 I-664-W FR	18000	G	,							0.129			21000	G
	E				WES1												
337)Portsmouth Blvd	City of Chesa	neake		L Suffolk 13000	G	96%	0%	1%	1%	2%	0%	С	0.095		0.537	14000	G
337) i orisinodin biva	Oity of Offesa	peake				30 /6	0 /6	1 /6	1 /0	2/0	0 /6	O	0.033		0.557	14000	ч
Double was a state Discol	To From			91 Joliff R		000/	00/		40/	00/	00/	F	0.000		0.500	00000	_
Portsmouth Blvd	City of Chesa	реаке	0.68	21000	G	96%	0%	1%	1%	2%	0%	г	0.093		0.563	22000	G
	To From			I-664				<u> </u>									
337 Portsmouth Blvd	City of Chesa	peake	0.60	31000	G	98%	0%	0%	0%	0%	0%	F	0.09		0.512	33000	G
$\stackrel{\smile}{=}$			Capri	Circle We	est												
(337) Portsmouth Blvd	City of Chesa	peake	0.67	24000	G	98%	0%	0%	0%	0%	0%	С	0.092		0.503	26000	G
$\overline{}$	To From		T	aylor Rd				<u> </u>									
(337) Portsmouth Blvd	City of Chesa	peake	0.24	27000	G	98%	0%	0%	0%	0%	0%	F	0.091		0.509	29000	G
$\overline{}$	To To		Dock	Landing R	Rd			<u> </u>									
(337) Portsmouth Blvd	City of Chesa	peake		28000	G	98%	0%	0%	0%	0%	0%	F	0.089		0.500	30000	G
	To			Portsmou													
	From	(14 :		Portsmout		000/	40/		00/	40/	00/		0.407		0.755	0.400	
337 Jordan Bridge	City of Chesapeake	(Maint: TOL)	0.39	7900	N	93%	1%	1%	2%	4%	0%	N	0.137		0.755	8400	N
	To From			hority Bou				<u> </u>									
337 Poindexter St	City of Chesa	peake	0.11	7900	F	93%	1%	1%	2%	4%	0%	С	0.137		0.755	8400	F
$\stackrel{\smile}{=}$				I-464													
(337) Poindexter St	City of Chesa	peake		12000	G	96%	1%	1%	1%	1%	0%	F	0.089		0.634	13000	G
$\overline{}$	To			Bainbridge													
(337)Bainbridge Blvd	City of Chesa	neake		; Poindexte 2100	G	96%	1%	1%	1%	1%	0%	F	0.093		0.588	2200	G
337 Bairibridge Biva	To	E		L Norfolk	<u> </u>	30 /0	1 /0		1 /0	1 /0	0 70	'	0.000		0.500	2200	ч
East	From	E		37 TO I-66	5/1												
(337)Ramp	City of Chesapeake	(Maint: 64)		3500	G G								0.118			3500	G
007)	To	, , ,		FROM RT													="
East	From	SR 337	7 I-664-W0	)11A TO I-	-664 A1	ND FR		j									
(337)Ramp	City of Chesapeake			2400	G								0.081			2400	G
· .	To			FROM R													
East	From	SR 337 TR	RUXTON S	TREET TO	O ROU	TE 464 S0	)										
(337)Ramp	City of Chesapeake		0.15	800	G								0.17			800	G
$\smile$	To	I-464-S0042	X FROM R	T 337 EA	ST00- I	POINDEX	Т										

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

Route	Jurisdiction	Length AADT C	A 4Tir	e Bus		Tru			QC	K Factor	QK Dir Factor	AAWDT	QV
East 337 Ramp	City of Chesapeake (Maint: 64)		G							0.142		610	G
	10.	I-464-N FROM RT 3											
Nest 337 Ramp	City of Chesapeake (Maint: 64)		G		<u> </u>					0.086		6800	G
		I-664-E FROM RT 3.	37										
Vest 337 Ramp	City of Chesapeake (Maint: 64)		<b>G</b>							0.078		5600	C
	10.	I-664-W FROM RT 3											
Vest	City of Chesapeake (Maint: 64)	SR 337 TO RT 464 SO 0.18 <b>1800</b>	JTH G							0.112		1800	(
Ramp		0.18 <b>1800</b> V		JIND	<u>_</u>					0.112		1800	,
	From			JIND	I								
<u>Vest</u> 337)Ramp	City of Chesapeake (Maint: 64)	SR 337 TO ROUTE 464 N 0.12 <b>3100</b>	G							0.082		3100	(
337) Hamp		64-N FROM ROUTE 337 WEST		EXTE						0.002		0100	`
	From:		oo TONADA	EXTE									
<sub>107</sub> )Indian River Rd	City of Chesapeake	ECL Norfolk 0.71 <b>20000</b>	G 98%	6 0%	1%	1%	0%	0%	F	0.096	0.569	22000	
07)	The state of the s		<b>G</b> 007	0 070		170	0 70	0 70	•	0.000	0.000	22000	
07) Indian River Rd	City of Chesapeake	Oaklette Ave 0.90 <b>27000</b>	G 98%	6 0%	1%	1%	0%	0%	С	0.092	0.611	29000	(
07)IIIdiaii hivei hu	To:	WCL Virginia Beac		0 070	170	170	0%	0%	C	0.092	0.011	29000	
	From	•	1										
60 \ 58 \ 13 \ Military Highway	City of Chesapeake (Maint: 64)	ECL Suffolk 2.94 <b>74000</b>	<b>A</b> 92%	6 0%	1%	1%	6%	0%	С	0.094	0.564	77000	
.60 (58) (13) Military Highway	Oity of Chesapeake (Maint. 64)		<b>H</b> 32 /	0 0/0	1 /0	1 /0	0 /0	0 /6	C	0.034	0.304	77000	,
~~~	From:	I-664					221		_				
(60) (58) (13)	City of Chesapeake (Maint: 64)	0.11 <b>11000</b>	<b>G</b> 92%	6 0%	1%	1%	6%	0%	F	0.13	0.506	12000	(
~ ~ ~	To: From:	US 58; SR 191											
60 \ (13 \ (191)	City of Chesapeake	0.18 <b>7100</b>	<b>G</b> 91%	6 1%	2%	2%	4%	0%	F	0.137	0.723	7500	(
$\rightarrow \bigcirc \bigcirc$	To: From:	SR 191, S Military Hy	vy										
60 (13) Military Highway	City of Chesapeake		G 91%	6 1%	2%	2%	4%	0%	F	0.151	0.726	5900	(
	raffic Estimates for 2 Parallel Roadways	on this Route: 5600	G							NA		NA	
	To	S Military Hwy											
160 (13) Military Highway	City of Chesapeake		G 91%	6 1%	2%	2%	4%	0%	С	0.150	0.523	9000	(
(13)	-		- 0.7	. , , ,		_,,	.,0	0 / 0	Ū	000	0.020	0000	
160 (13) Military Highway	City of Chesapeake	I-64 1.37 <b>17000</b>	<b>G</b> 97%	6 0%	1%	1%	1%	0%	F	0.105	0.527	18000	(
60 (13) Military Highway	Oity of Offesapeake	1.37 17000	<b>J</b> 97 /	0 070	1 /0	1 /0	1 /0	0 /6	'	0.105	0.527	10000	,
~ ~	To: From:	US 17 George Washingto											
60 (13) Military Highway	City of Chesapeake	1.01 <b>20000</b>	<b>G</b> 97%	6 0%	1%	1%	1%	0%	F	0.105	0.53	22000	(
<b>~ ~</b>	To: From:	SR 196 Canal Dr											
160 (13) Military Highway	City of Chesapeake	2.20 <b>33000</b>	<b>A</b> 97%	6 0%	1%	1%	1%	0%	С	0.116	0.536	37000	1
~~	Tα	Military Hwy											
160 (166) Bainbridge Blvd	From:	US 13 Military Hwy	<u> </u>	6 1%		001	001	001		0.007	0.500	10000	
460 \\ 166 \Bainbridge Blvd	City of Chesapeake	0.74 <b>11000</b>	<b>N</b> 96%	1%	1%	0%	2%	0%	Ν	0.097	0.596	12000	١

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

Route	Jurisdictio	in I	enath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. OM
	From:			Freeman Ave				2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
460 (166) Bainbridge Blvd	City of Chesap	peake	1.25	11000	G	96%	1%	1%	0%	2%	0%	F	0.090		0.509	12000	G
~~	Too		C	hesapeake A	ve			_									
460 166 Bainbridge Blvd	City of Chesar	oeake	0.81	9200	G	96%	1%	1%	0%	2%	0%	С	0.088		0.575	9800	G
$\sim$	To:			337 Poindext													
460 (166) Poindexter St	City of Chesap	oeake	о.56	ainbridge Bly 7300	G G	98%	0%	1%	0%	0%	0%	С	0.098		0.558	7800	G
400)(100)	Too			Liberty St													
460 (166) 22nd St	From: City of Chesap	peake	0.39	5800	G	98%	0%	1%	0%	0%	0%	F	0.121		0.584	6200	G
	To:			SCL Norfolk	(												
ALT ~~~	From:			Joliff Rd													
460) (58) Airline Blvd	City of Chesap	peake	1.72	7300	G	97%	2%	1%	0%	1%	0%	С	0.088		0.52	7800	G
~ ~	To:		W	CL Portsmou	ıth												
Vorth	City of Chesapeake	(Mainte C4)	0.70	I-64		OE0/	00/	10/	10/	00/	00/	_	0.100			22000	G
464	Combined Traffic Estimates for 2 Parallel	,	0.79	28000	G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.122 0.089	F	0.642	32000 65000	G
	Combined Trainic Estimates for 2 Parallel	Hoadways on this r			G	95%	0%	176	170	270	0%	Г	0.089	Г	0.642	65000	G
orth	To: From:		US	13 Military I	Hwy												
164)	City of Chesapeake	,	1.06	26000	G	95%	0%	1%	1%	2%	0%	F	0.126			30000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	53000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	60000	G
lorth	To: From:		]	Freeman Ave	9												
464)	City of Chesapeake	(Maint: 64)	1.89	25000	Α	95%	0%	1%	1%	2%	0%	С	0.157			29000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	49000	В	95%	0%	1%	1%	2%	0%	С	0.113	Α	0.692	56000	В
141-	To: From:		SR 3	337 Poindext	er St												
North 464)	City of Chesapeake	(Maint: 64)	0.76	26000	G	95%	0%	1%	1%	2%	0%	F	0.111			30000	G
404)	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	60000	G
	To:	•		SCL Norfolk	(												
Vorth	From:			I-464 North													
Ramp	City of Chesapeake	(Maint: 64)	0.18	7100	G								0.09			7100	G
<u> </u>	To:		US 13	Military Hig	ghway												
North D	From:	(Maileste Q.4)	0.40	I-464 North									0.000			4000	_
Ramp	City of Chesapeake	(Maint: 64)	0.10	4300 Freeman Ave	G								0.082			4300	G
lorth	From:			I-464 North													
North 464)Ramp	City of Chesapeake	(Maint: 64)	0.23	2100	G								0.111			2100	G
'	To:	,		337 Poindext													
North	From:			I-464 North										-			
Ramp	City of Chesapeake	(Maint: 64)	0.10	720	G								0.184			720	G
$\smile$	To:		SR 3	37 Poindext	er St												

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

		Oity 0	of Chesap	Jeane				т	-1.			1/		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Countle	From		I-64				2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
South (464)	City of Chesapeake (M	laint: 64) 1.32	29000	G	95%	0%	1%	1%	2%	0%	F	0.118			33000	G
464	Combined Traffic Estimates for 2 Parallel Ro	•		G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	65000	G
	Table 1 Table 25th Access 101 2 Table 1100				0070	0 70	- 70	1 /0	270	0 70	•	0.000	•	0.042	00000	ď
South	From:		3 Military													
464	City of Chesapeake (Ma		26000	G	95%	0%	1%	1%	2%	0%	F	0.129			31000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	53000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	60000	G
South	To- From:	Fre	eeman Aver	nue												
464)	City of Chesapeake (Ma	laint: 64) 2.01	24000	В	95%	0%	1%	1%	2%	0%	С	0.157			28000	В
404)	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	49000	В	95%	0%	1%	1%	2%	0%	С	0.113	Α	0.692	56000	В
	To		ollector Roa													
South 464	Front				050/	001	401	46′	00′	00′		0.407			00000	
464	City of Chesapeake (M	,	25000	G	95%	0%	1%	1%	2%	0%	F	0.127	_	0.000	29000	G
	Combined Traffic Estimates for 2 Parallel Ro	•	52000 SCL Norfoll	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	60000	G
	T-mail = =						_									
South (464) Ramp	City of Chesapeake (M		4 TO I-64 V <b>8200</b>	WEST G								0.095			8200	G
464) Паттр	Tic To	I-64-W291X			UTH							0.000			0200	G
South	From:		S TO I-64				i									
A64 Ramp	City of Chesapeake (M		4300	G								0.177			4300	G
	To:	I-64-E FR	OM RT 46	4 SOUT	Н											
South	From:	]	I-464 South	1												
(464) Ramp	City of Chesapeake (Ma	laint: 64) 0.14	5400	G								0.113			5400	G
$\overline{}$	Τα	US 13	Military Hi	ghway												
South	From:		ΓO FREEM		•											
(464) Ramp	City of Chesapeake (Management	·	3000	G								0.117			3000	G
	10:	131-8598; 131-8														
South	From:	I-464-S004X TO RT		[00- PO]	NDEXTE	R						NIA			NIA	
464 Ramp	City of Chesapeake (M	laint: 64) 0.11 SR 337 FRO	NA M DOUTE	161 00	TITTI							NA			NA	
	From				UIH											
South (464) Ramp	City of Chesapeake (M		I-464 South 4900	G								0.088			4900	G
464) 1 141115	only of officsapeane (Mi	-										0.000			4300	G
South	To: From:	SR 337-W023A FROM		337 WE	ST00- POI	IND										
Ramp	City of Chesapeake (Ma	laint: 64) 0.14	NA									NA			NA	
Courth	Tro- From:	I-464-S004A TO RT	Т 337 EAST	Г00- PO	INDEXTE	R										
South (464) Ramp	City of Chesapeake (M	laint: 64) 0.09	NA									NA			NA	
404)	and a subscription of the			1.0000	DOD IN	x /m						, .			. */ `	
South	From:	SR 337-E023A FROM		£AS Γ00-	POINDE	XT										
464 Ramp	City of Chesapeake (M	•	NA									NA			NA	
$\sim$	To:	I-464-S END COLL	ECTOR RE	000- RT	337 POIN	ID										

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Ler	gth <b>AA</b>	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	044 - 20	WCL S		2.12/						_					
664 Hampton Roads Beltway		,			94%	0%	1%	1%	4%	0%	F _	0.095	_		41000	G
	Combined Traffic Estimates for 2 Parallel	•			94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
		East I-66	4 is sign	ed as Sout	th I-664											
Foot			64-659 Pug	ghsville Rd												
East 664)Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.	02 <b>430</b>	000 G	94%	0%	1%	1%	4%	0%	F	0.107			42000	G
664) Hampion Hodde Boillay	Combined Traffic Estimates for 2 Parallel	,			94%	0%	1%	1%	4%	0%	F	0.085	F	0.542	90000	G
	Combined Traine Estimates for 21 drailer	•		ed as Sout		0 /0	1 /0	1 /0	7/0	0 70	'	0.000	•	0.542	30000	G
					111-004											
East	To: From:	S	R 337 Ports	smouth Blvd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.	10 <b>480</b>	000 G	94%	0%	1%	1%	4%	0%	F	0.103			49000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>980</b>	000 G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	99000	G
		East I-66	4 is sign	ed as Sout	th I-664											
	To:			Landing Road												
ast	From:															
664 Hampton Roads Beltway		,			94%	0%	1%	1%	4%	0%	F	0.088			45000	G
	Combined Traffic Estimates for 2 Parallel	,			94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	95000	G
		East I-66	4 is sign	ed as Sout	th I-664											
	To:	US 13, U	S 58, US 4	60 Miliatry H	ighway											
East 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.	13 <b>580</b>	000 G	94%	0%	1%	1%	4%	0%	F	0.09			63000	G
	Combined Traffic Estimates for 2 Parallel	'			94%	0%	1%	1%	4%	0%	E	0.078	F	0.551	126000	G
	Combined Trainic Estimates for 21 araner	•		ed as Sout		0 /6	1 /0	1 /0	4 /0	0 78	'	0.076	•	0.551	120000	ч
East	To: From:	US 13, U	S 460 Mili	tary Highway	South											
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.3	27 <b>590</b>	000 G	94%	0%	1%	1%	4%	0%	F	0.099			62000	G
,	Combined Traffic Estimates for 2 Parallel	Roadways on this Roadways	ute: 118	000 G	94%	0%	1%	1%	4%	0%	F	NA			125000	G
		East I-66	4 is sign	ed as Sout	th I-664											
	To:			I-264												
East	From:			np to I-264 El	В											_
Ramp	City of Chesapeake	(Maint: 64) 0.4										0.088			32000	G
<u> </u>	10:		I-64	WB												
East	From:		I-664		· · · · ·			· · · · · · · · · · · · · · · · · · ·		· · · · · ·				· · · · · · · · · · · · · · · · · · ·		
Ramp	City of Chesapeake	(Maint: 64) 0.3										0.282			6200	G
<u> </u>	To:	1.664 E010D	Pughsv		D NORTH	T.T.										
East 664) Ramp	City of Chesapeake	I-664-E010B (Maint: 64) 0.0			NORTI	H						NA			NA	
004/1141119	To:			TE 664 EAS	HTHOST							1477			INA	
	F					•	<u> </u>									
East	City of Chesapeake	I-664-E010A (Maint: 64) 0.			AD NORT	H						NA			NA	
Ramp	Oity of Griesapeake				TT							INA			INA	
	10:	131	-8529 TO 8	& FROM RO	U											

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

-			J., J	. сссар	04.10												
Route	Jurisdictio	n Le	ngth	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
East	From:	<u> </u>	1	I-664 East				ZAXI	e 3+Axle	TITAL	ZITAII		Factor		Factor		
Ramp	City of Chesapeake	(Maint: 64) 0	.36	2700	G								0.093			2700	G
004)	To:			Portsmouth													-
East	From:		I-664	4-E TO RT	337												
664)Ramp	City of Chesapeake	(Maint: 64) 0	.22	5400	G			•					0.101			5400	G
	To:	SR 337 SF	R 337-W	V014A TO	AND FI	ROM I-6											
East	From:		]	I-664 East													
Ramp	City of Chesapeake	(Maint: 64) 0	.06	NA									NA			NA	
$\smile$	To:	I	-664 Ea	ast Exit 12E	Ramp												
East	From:	I-664-E012A T			NG ROA	AD00- NC	ORT										
Ramp	City of Chesapeake		.08	NA									NA			NA	
<u> </u>	To:	13	1-8527	TO & FRO	M ROU	J											
East	From:	(14 : 1 : 24)		I-664 East												0000	_
664 Ramp	City of Chesapeake		.47	9900	G								0.096			9900	G
				Military Hi													
East	City of Chesapeake		.25	OUTE 58,1: 1900	3 <u>&amp;460 1</u> <b>G</b>	EAST							0.110			1900	G
Ramp	City of Chesapeake	· · · · · · · · · · · · · · · · · · ·		OUTE 664		OUTH							0.110			1900	G
F	From:	03 36 11			LASIS	500111											
East 664)Ramp	City of Chesapeake	(Maint: 64) 0	.12	I-664 East <b>2600</b>	G	92%	0%	 1%	1%	6%	0%	F	0.122			2700	G
664 Tamp	To:	(Mant. 04) 0		; 1US 13-P		JZ /0	0 70	$\overline{}$	1 /0	0 70	0 70	į	0.122			2700	ч
East	From:	T <sub>-</sub> (		; Ramp to I		1											
Ramp	City of Chesapeake		.56	19000	G								0.077			24000	G
1	To:			I-264-EB													
West	From:		W	VCL Suffolk	ζ												
664) Hampton Roads Beltw	ay City of Chesapeake	(Maint: 64) 0	.62	39000	G	94%	0%	1%	1%	4%	0%	F	0.083			42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	77000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	83000	G
		West I-6	664 is	signed a	s Nort	h I-664											
	To:		64-659	Pughsville	Road												
West 664)Hampton Roads Beltw	ray City of Chesapeake		.10	47000	G	94%	0%	1%	1%	4%	0%	F	0.089			47000	G
664 Triampion Hoads Bellw	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%		4% 4%	0%	F	0.085	F	0.542	90000	G
	Combined Traine Estimates for 2 Faraner	•		signed a			0 /6	1 /0	1 /0	7 /0	0 /6	'	0.000	'	0.542	30000	u
	_					11 1-004											
West	To: From:		SR 337	Portsmouth	h Blvd												
664 Hampton Roads Beltw		,	.03	50000	G	94%	0%	1%	1%	4%	0%	F	0.083			50000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	98000	G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	99000	G
		West I-6	664 is	signed a	s Nort	h I-664											
	Tor		Dock	Landing R	load												

Route	Jurisdictio	un Longt	h AADT	04	4Tire	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
Houle	Junsaictio	on Lengi	h <b>AADT</b>	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
West	From:		ock Landing		94%	0%	1%	10/	40/	00/	_	0.000			E1000	0
664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Parallel			G	94% 94%	0%	1%	1%	4% 4%	0% 0%		0.083	F	0.505	51000	G
	Combined Traffic Estimates for 2 Parallel			G aa Nart		0%	1%	1%	4%	0%	Г	0.083	Г	0.505	95000	G
		West I-664	-													
West	To: From:	US 13, US 5	8, US 460 M	lilitary Hi	ghway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.21	59000	G	94%	0%	1%	1%	4%	0%	F	0.088			63000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 117000	G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	126000	G
		West I-664	is signed	as Nort	h I-664											
	To:		I-64; I-264	1												
West	From:		I-664 Wes	t												
(664)Ramp	City of Chesapeake	(Maint: 64) 0.19	8200	G								0.097			8200	G
$\overline{}$	To:	I-664	West Exit 10	)B Ramp												
West	From:	I-664-W010A		SVILLE S	SOUTH											
664 Ramp	City of Chesapeake		NA									NA			NA	
<u> </u>	То	131-8529 FRO			INORTH											
West	From:		64-W TO R													
Ramp	City of Chesapeake			G								0.096			3600	G
<u> </u>	To:	SR 337 SR 3	37-E014B T0	) I-664 A	ND FR											
West	From:		I-664 Wes													_
664 Ramp	City of Chesapeake			G								0.094			6600	G
	10:	SR	37 Portsmou													
West	From:	(14.1.2.2)	I-664 Wes													_
664 Ramp	City of Chesapeake			G								0.108			3000	G
	100		West Exit 12													
West	City of Channelso	I-664-W012A TO (Maint: 64) 0.07		DING RO	DAD-SOU	TH						NA			NA	
664 Ramp	City of Chesapeake		<b>NA</b> 27 TO & FR	OM DO	7							IVA			INA	
	Francis	131-6			_											
West	City of Chesapeake	(Maint: 64) 0.06	I-664 Wes 25000	G G								0.100			25000	G
664 Ramp	City of Chesapeake	<u> </u>										0.100			23000	G
West	To: From:	I-664-W0	3B TO 58,1	3&460 E	AST											
(664)Ramp	City of Chesapeake	(Maint: 64) 0.53	23000	G								0.108			23000	G
$\overline{}$	To:	US 5	TO ROUTE	E 664 EA												
West	From:		I-664 Wes	t												
(664)Ramp	City of Chesapeake	(Maint: 64) 0.10	2200	G								0.174			2200	G
$\smile$	To	US	8 Military H	lighway												

						, -	Oncouper								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Facto	r AAWDT	QW	Year
City of Chesapeake		From	1			Du	o CD 160								
(F144)	0.10	2000	R			DU	ıs SR 168				NA		NA		04/16/2015
		To				D	ead End								
		From				T	intern St								
(F145) Bulldog Rd	0.06	890 To	R				v 4 T., 4				0.148	0.598	NA		04/16/2015
		From	1				Dead End				_				
(F148) Tennyson St	0.10	46	R			D	ead End				0.161	0.5	NA		04/14/2015
(1140)		То				SR 190 G	reat Bridge	Blvd							
		From				M	Iullen Rd								
(F150) Libertyville Rd	0.34	1200	R								0.112	0.608	NA		04/16/2015
<u> </u>		То	1			SR 166 I	Bainbridge I	Blvd							
Eirmon Ct	0.17	From	Щ.			So	uthway St				0.222	0.511	NΙΛ		04/14/2015
(F151) Firman St	0.17	49 To	R			D	ead End				0.233	0.511	NA		04/14/2015
		From					lilitary High	way							
(F153) Rotunda Ave	1.67	600	G	92%	2%	2%	0%	4%	0%	С	0.106	0.548	650	G	2016
		To				WCI	Portsmouth	1							
(F153) Rotunda Ave	0.69	600 From	N	92%	2%	2%	0%	4%	0%	N	0.106	0.548	650	Ν	2016
		То				124-8540	) Greenwood	d Dr							
		From				D	orcas Rd								
(F156) Burns St	0.12	70	R								0.246	0.516	NA		04/14/2015
<u> </u>		То	1				ead End								
C Jalliff Dd	0.10	Prom	<u> </u>			SR 1	91 Jolliff Rd	l				0.500	NIA		04/14/0015
F336 Jolliff Rd	0.19	30 To	R			D	ead End				0.222	0.583	NA		04/14/2015
		From					ead End								
(F337) Branchview Way	0.47	70	R				cau Enu				0.128	0.5	NA		04/14/2015
		То				SR 1	91 Jolliff Rd	l							
		From				SR 190 G	reat Bridge	Blvd							
(F683) Blake St	0.32	950	R								0.092	0.614	NA		04/14/2014
		То	1				ead End								
C Final Lana	0.12	From	Щ.			SR 190 G	reat Bridge	Blvd			0.252	0.563	NΙΛ		04/14/2015
Finck Lane	0.13	710	R			D	ead End				0.253	0.563	NA		04/14/2015
		From					ead End								
(F808) W Military Hwy	0.06	420	R				cad End				0.247	0.524	NA		04/22/2015
		То				US:	58; FR-923								
		From				D	ead End								
(F809)	0.65	930	R								0.168	0.571	NA		04/22/2015
<u> </u>		То	1				Military Hw								
(F812) Ridgeway Ave	0.46	From 80	L			US 13	Military Hw	vy			0.179	0.510	NA		04/00/004
(F812) Ridgeway Ave	0.46	To	-			D	ead End				0.179	0.519	INA		04/22/2015
		From					Military Hw	UV.							
(F923) Snowden St	0.58	600	R			0550	Ivinitary 11v	' '			0.381	0.625	NA		04/22/2015
		То				D	ead End								
		From					chland Blvd								
1 Towne Point Rd	0.07	22000	G	97%	1%	1%	1%	0%	0%	F	0.092	0.508	23000	G	2016
		To	1				131 NCL Ch		e						
2 Backwoods Rd	0.73	1700	<u> </u>	000/			rolina State		00/		0.123	0.705	1800	G	2016
2 Backwoods Rd	0.73	1700 To	G	99%	0%	0% 131-879	0% 6 Ballahack	0% Rd	0%	С	0.123	0.785	1000	G	2010
		From	-		IIC		ge Washingt								
3 Douglas Rd	2.95	420	G	97%	1%	1%	1%	0%	0%	С	0.111	0.568	440	G	2016
		To					enefit Rd	-	-				-	-	-

						City of C	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	.1		р	IIC 169	Dottlofiel	d Dlvd			1					
Indian Creek Rd	5.92	2700	G	96%	1%	3us US 168 1%	1%	1%	0%	С	0.109		0.532	2900	G	2016
•		To				WCL V	irginia Bea	ach								
		From				Vol	vo Pkwy									
5 Crossways Blvd	0.32	13000	G	99%	0%	0%	0%	0%	0%	С	0.094		0.615	14000	G	2016
$\overline{}$		To	c			Eden	Way North	n								
O		From					briar Pkwy									
(6) Woodlake Dr	0.23	22000	G	97%	1%	1%	0%	1%	0%	С	0.08		0.765	23000	G	2016
		10					enbriar Pk	wy								
Old Croonbrian Dd	0.40	From	<u> </u>	000/	10/		dlake Dr	00/	00/		0.007		0.500	10000	_	0016
7 Old Greenbriar Rd	0.43	12000	<u> </u>	98%	1%	1%	1% Military Hv	0%	0%	С	0.087		0.538	13000	G	2016
		From	13				tary Hwy	wy								
7 Old Greenbriar	0.46	4700	G	98%	1%	1%	0%	0%	0%	F	0.093		0.561	5000	G	2016
$\bigcirc$		To	c			Prov	dence Rd									
		From				Ball	ahack Rd									
8 Bunch Walnuts Rd	3.01	1500	G	99%	0%	0%	0%	0%	0%	С	0.097		0.537	1600	G	2016
$\overline{}$		То				Be	nefit Rd									
<u> </u>		From	i:			WCL	Va Beach	l								
(9) Paramont Ave	1.11	4000	G	98%	1%	1%	0%	0%	0%	С	0.103		0.517	4200	G	2016
<u> </u>		То	c			US 13 N	Ailitary Hy	wy								
		From	:				nefit Rd									
(10) Sign Pine Rd	2.43	3400	G	98%	1%	1%	0%	0%	0%	С	0.094		0.658	3600	G	2016
<u> </u>		To	1		Е	Bus SR 168	Battlefield	d Blvd								
<u> </u>		From				8 Battlefie										
(11) Campostella Rd	0.44	12000	G	96%	0%	1%	1%	2%	0%	F	0.088		0.533	13000	G	2016
<u> </u>		From				131-8640	Providence	e Rd								
(11) Campostella Rd	1.34	12000	G	96%	0%	1%	1%	2%	0%	F	0.092		0.558	13000	G	2016
<u> </u>		To	1		SI	R 246 Libe	rty St; Bor	rder Rd								
O 0 1 D1		From		2221		SR 165 M					<u> </u>				_	
(12) Cedar Rd	3.05	6600	G	99%	1%	0%	0%	0%	0%	С	0.09		0.562	7000	G	2016
		10	1		i	SR 165 M		iy Rd								
	0.04	From				De	ad End						0.5	NIA		08/10/2014
(13)	0.34	140 To	R			Du	s US 17				0.117		0.5	NA		00/10/2012
		From														
(8524) Churchland Blvd	0.57	6300	L	99%	0%	0%	Branch B	0%	0%	С	0.084		0.543	6700	G	2016
(8524) Churchland Blvd	0.57	0300		33 /6	0 /6				0 76		0.004		0.545	0700	u	2010
Churchland Dha	0.00	From	┺	000/	00/		e Point Rd		00/				0.505	10000		0010
(8524) Churchland Blvd	0.09	12000	G	99%	0%	0%	0% Portsmoutl	0%	0%	F	0.089		0.535	13000	G	2016
			1													
Dook Landing Pd	0.27	From		009/	Λ0/		1 Jolliff Ro		09/		0.005		0.500	E900	G	2016
8527 Dock Landing Rd	0.27	5400	G	99%	0%	0%	0%	0%	0%	F	0.085		0.509	5800	G	2016
<u> </u>		From					I-664									
8527 Dock Landing Rd	0.89	6000	G	99%	0%	0%	0%	0%	0%	С	0.101		0.583	6400	G	2016
<u> </u>		To From				Eagl	e Hill Dr									
(8527) Dock Landing Rd	0.24	5400	G	99%	0%	0%	0%	0%	0%	F	0.098		0.567	5800	G	2016
$\overline{}$		To From	:			De	von Dr				<b>—</b>					
(8527) Dock Landing Rd	2.23	5900	G	98%	2%	1%	0%	0%	0%	С	0.110		0.508	6300	G	2016
$\overline{}$		To				SR 337 Pc	ortsmouth l	Blvd								
		From			13	31-8527-S0	000A FRO	M DO								
(8527) Ramp	0.27	3200	G								0.141			3200	G	2016
$\overline{}$		To	c		I-664-E	FROM DO	CK LAN	DING RO	DAD							
		From			13	31-8527-N	000B FRO	M DO								
(8527) Ramp	0.28	2800	G								0.143			2800	G	2016
$\overline{}$		To			I-664-W	FROM DO	OCK LAN	DING R	OAD							

						City of Chesape	Jano								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From			121 952	7 TO ROUTE 664 I	EASTSOI	TU							
orth 527) Ramp	0.06	NA			131-8327	10 ROUTE 664 I	EAS I SUC	П		NA			NA		
527) 1141119	0.00	To			13	1-8527-S000A FRO	OM DO			<b>—</b>			107		
orth		From:	_			-8527 TO & FROM				1					
527) Ramp	0.03	NA			131	-0321 TO & TROM	проск			NA			NA		
321)		To			131-8527	-S000B; 131-8527-	- B FROM	DO							
outh		From			131	-8527 TO & FROM	M ROUT								
Ramp	0.05	NA								NA			NA		
		To:			131-8527-	-N000A; 131-8527-	- A FROM	I DO							
outh		From:			131-8527	TO ROUTE 664 V	WESTNO	RTH							
Ramp	0.05	NA								NA			NA		
		To:			13	1-8527-N000B FR	OM DO								
		From:	-		133-65	59 Pughsville Rd; E	CL Suffol	k							
529) Pughsville Rd	0.85	10000	G	92%	0%	0% 2%	5%	0%	С	0.094		0.606	11000	G	201
		To				I-664				$\neg$ —					
529) Pughsville Rd	0.16	24000	G	98%	1%	1% 0%	1%	0%	С	0.095		0.575	26000	G	201
3 2	<del>-</del>	To:	ŕ			131-8530; Taylor		- /-	-						
		From:				Pughsville Rd									
<sub>529</sub> Taylor Rd	1.65	15000	G	98%	1%	1% 0%	1%	0%	F	0.088		0.559	16000	G	201
<u> </u>		To:			US	S 17 Western Brand	ch Blvd	-							
		From:			13	1-8529-S000A TO	ROUT								
Ramp	0.09	7000	G							0.11			7000	G	201
<u> </u>		To			I-664-E	FROM PUGHSVI	ILLE ROA	D							
orth		From:			131-8529	TO ROUTE 664 I	EASTSOU	TH							
<sub>529</sub> Ramp	0.07	NA								NA			NA		
<u> </u>		To:			13	1-8529-S000A TO	ROUT								
lorth		From			131-8529	TO ROUTE 664 V	WESTNO	RTH							
3529) Ramp	0.19	1100	G							0.155			1100	G	201
		To			I-664-W	FROM PUGHSV	ILLE RO	AD							
outh		From:		-	131	-8529 TO & FROM	M ROUT								
Ramp	0.05	NA								NA			NA		
		To:			131-8529	-N000A; 131-8529	- A TO R	OUT							
South		From:				Pughsville Rd									
Ramp	0.29	NA								NA			NA		
		To:				I-664 W									
_		From:			;	SR 337 Portsmouth	Blvd								
Taylor Rd	1.70	21000	G	99%	0%	0% 0%	0%	0%	С	0.091		0.516	23000	G	201
$\mathcal{L}$		To	_			Bruce Rd									
Taylor Rd	0.29	23000 From:	G	99%	0%	0% 0%	0%	0%	F	0.094		0.585	25000	G	201
· · · · · · · · · · · · · · · · · · ·		To:				131-8529 Pughsvill									
		From:				Taylor Rd	_	_	•					_	_
Dunedin Dr	0.99	1700	G	99%	0%	0% 0%	0%	0%	С	0.095		0.659	1800	G	201
		To:				S 17 Western Brand									
		From:				Taylor Rd	_	_	•	ī				_	_
Bruce Rd	1.54	11000	G	99%	0%	0% 0%	0%	0%	С	0.096		0.539	12000	G	201
	-	To				Tyre Neck Rd									
<u> </u>		From				Bruce St									
Tyre Neck Rd	1.26	9400	G	100%	0%	0% 0%	0%	0%	С	0.094		0.595	10000	G	201
<u> </u>		To				WCL Portsmou	th								
		From:				Gust Lane									
Deep Creek Blvd	0.60	4500	G	98%	0%	1% 0%	0%	0%	С	0.099		0.631	4800	G	201
$\mathcal{L}$		To:				SCL Portsmout	th								
		From:				US 460 22nd S	3t								
Liberty St	0.40	4900	G	89%	1%	1% 3%	6%	0%	F	0.093		0.564	5200	G	2016

						City of C	nesape	ane							
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK Di		QW	Year
ity of Chesapeake		From	1			FOI	N. C 11				-				
Berkley Ave	0.39	1800	G	98%	0%	1%	Norfolk 1%	0%	0%	С	0.093	0.60	06 1900	G	2016
Berkley Ave	0.00	To	<u> </u>	30 /0	0 70		field Ave		0 70		0.000	0.00	1500	a	2010
		From					ık Street				i				
Rosemont Ave	0.13	790	G	85%	1%	2%	1%	11%	0%	F	0.127	0.87	77 840	G	2016
		To					ll Street								
Pagament Ava	0.27	From	<u> </u>	050/	10/		Hill St	110/	00/		0.105	0.01	10 1500	C	2016
Rosemont Ave	0.37	1400 <sub>To</sub>	G	85%	1%	2% US 460 B	1%	11% Blvd	0%	С	0.105	0.81	12 1500	G	2016
		From	! :			US 460 B					_				
Chesapeake Dr	0.45	2300	G	97%	1%	1%	0%	0%	0%	С	0.098	0.54	14 2400	G	2016
3397)		To					peake Av							-	
		From	1			В	uell St								
Freeman Ave	0.65	4500	G	61%	1%	3%	8%	28%	0%	С	0.083	0.65	55 4800	G	2016
<u> </u>		To				]	[-464								
Freeman Ave	0.25	9800	G	61%	1%	3%	8%	28%	0%	F	0.080	0.60	10000	G	2016
<u> </u>		To				US 460 B	ainbridge	Blvd							
		From			131-8598	3 I-464-S00	03A TO A	ND FRO	M I-						
Ramp	0.13	4300	G								0.101		4300	G	2016
		То	1		I-46	64-S FRON	A FREEN	IAN Ave							
$\bigcirc$ -		From		1	131-8598	I-464-N00	3A FROI	M AND T	ORT		<u>ا</u>				
Ramp	0.13	3700 <sub>To</sub>	G		T 4/	(4 N/ ED 0)	( EDEE)	7 4 N 7 4			0.12		3700	G	2016
		From				64-N FROM									
Cavalier Blvd	1.24	11000	G	89%	ι 1%	JS 13 & 46 1%	3%	y Hwy 6%	0%	С	0.099	0.51	13 12000	G	2016
Cavalier Blvd	1.24	To		03 /6	1 /0		Portsmout		0 /6		0.033	0.5	15 12000	ч	2010
		From	1		ĭ	JS 13 & 46									
Deep Creek Blvd	0.94	3000	G	98%	1%	0%	0%	0%	0%	С	0.09	0.77	76 3200	G	2016
		To	1			Gu	st Lane								
Cust Long	0.44	From	<u> </u>	000/	00/		Creek Blv		00/			0.50	24 5000	_	2016
Gust Lane	0.44	5500 To	G	99%	0%	1%	0% Portsmout	0%	0%	С	0.086	0.52	21 5900	G	2016
		From													
Camelot Blvd	0.59	7200	G	99%	0%	1%	alahad Di 0%	0%	0%	С	0.088	0.55	59 7700	G	2016
Camelot Blvd	0.00	7200		0070	0 70				070			0.00	7700	ď	2010
Gamelot Blvd	0.32	4400	G	89%	1%	1%	Creek Blv 3%	6%	0%	F	0.085	0.59	96 4600	G	2016
Camelot Blvd	0.52	<b>4400</b> To		03 /6		17 George			0 /6	'	0.003	0.50	90 4000	u	2010
		From				13, US 460									
Galberry Rd	2.41	2000	G	98%	1%	1%	1%	0%	0%	С	0.168	0.69	2200	G	2016
,		To	_			JS 17 Geor									
Shell Rd	0.87	5300 From	G	99%	0%	0%	0%	0%	0%	F	0.091	0.5	3 5600	G	2016
8604)		To			- 7.			• / •		•	_	-		-	
Shell Rd	0.81	4200 From	G	99%	1%	1%	man St 0%	0%	0%	С	0.106	0.61	13 4500	G	2016
5004) 511511 110	0.01	00		JU /0	1 /0			J /0	J /0			0.0	.5 7000	J	2010
Shell Rd	1.12	2500 From	G	99%	0%	<u>Са</u> 0%	nal Dr 0%	0%	0%	F	0.115	0.65	59 2700	G	2016
Snell Rd	1.12	<b>2300</b>	<u> </u>	JJ /0		IS 13, US4			U /0	- '	0.113	0.00	200	u	2010
		From	-				nell Rd	j			_				
Ganal Dr Ext	0.51	4600	G	99%	0%	0%	0%	0%	0%	С	0.092	0.63	39 4800	G	2016
		To				JS 13 & 46									
		From	1			460, SR 16				-					
Portlock Rd	0.89	6800	G	97%	0%	2%	0%	0%	0%	С	0.104	0.65	7200	G	2016
$\mathcal{L}$		To				Camp	ostella Ro	i							
		From					dence Rd								
8635) Dunbarton Rd	0.06	3700	G	99%	0%	Provi 1%	dence Rd	0%	0%	F	0.142	0.51	14 3900	G	2016

						,		ano							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Yea
City of Chesapeake											T				
	0.40	From	<u> </u>	000/	00/		le Crescer		201			0.040	4500	_	004
<sub>8635</sub> Dunbarton Rd	0.18	1400	G	99%	0%	1%	0%	0%	0%	С	0.087	0.646	1500	G	201
<u> </u>		From				Crow	n Crescent								
8635 Dunbarton Rd	0.16	650	G	99%	0%	1%	0%	0%	0%	F	0.093	0.64	690	G	201
$\overline{}$		To	c .			Longda	ıle Crescer	ıt							
		From	·			Camp	ostella Rd								
8640) Providence Rd	1.55	14000	G	99%	0%	0%	0%	0%	0%	F	0.100	0.544	15000	G	201
		To					ъ								
8640 Providence Rd	0.99	15000	G	99%	0%	0%	gora Dr 0%	0%	0%	С	0.101	0.560	16000	G	201
Providence Rd	0.99	10000 To		99 /0	0 /6				0 /6	U	0.101	0.500	10000	G	2011
			<u> </u>			WCL VI	irginia Bea	CII							
<u> </u>		From					tary Hwy				<u>.</u>			_	
8645) Sparrow Rd	0.23	5100	G	98%	0%	1%	0%	0%	0%	F	0.091	0.580	5500	G	201
$\smile$		To From				Provi	dence Rd								
Sparrow Rd	0.84	9200	G	98%	1%	0%	1%	1%	0%	F	0.087	0.535	9700	G	201
		т-				~					_				
Charren Dd	0.57	From		000/	00/		River Rd	00/	00/		0.100	0.000	2700	$\overline{}$	201
Sparrow Rd	0.57	3500	G	98%	0%	1%	0%	0%	0%	F	0.108	0.606	3700	G	201
~		To From				Little	Beaver Rd								
8645) Sparrow Rd	0.28	1600	G	98%	0%	1%	0%	0%	0%	F	0.108	0.575	1700	G	201
		To				Gold	dcrest Dr								
		From	d			SR 168 C	ampostella	Rd							
8647 Border Rd	0.47	4400	G	98%	1%	1%	0%	0%	0%	С	0.086	0.542	4700	G	201
Border Ha	0.47	<b>T-100</b>		30 /6	1 /0			0 /6	0 /6		0.000	0.542	4700	ч	201
		From					field Ave rder Rd								
8647) Wingfield Ave	0.08	2300	G	98%	1%	1%	0%	0%	0%	F	0.092	0.522	2400	G	201
Wingfield Ave	0.00	2000		00 /0	1 /0	1 /0	0 /0	0 / 0	0 70		0.002	0.022	2400	ď	201
$\overline{}$		From					Berkley A	Ave							
<sub>8647</sub> ) Wingfield Ave	0.48	2500	G	98%	0%	1%	0%	0%	0%	С	0.094	0.527	2700	G	201
<u> </u>		To	c				nstown Rd								
O =		From					field Ave							_	
(8647) Tatemstown Rd	0.34	3600	G	99%	0%	0%	0%	0%	0%	С	0.09	0.571	3900	G	201
$\overline{}$		To	i.			SR 407 In	dian River	Rd							
		From			I	Bus SR 168	Battlefield	l Blvd							
8648) Albemarle Dr	1.19	5100	G	99%	0%	0%	0%	0%	0%	С	0.131	0.905	5400	G	201
		To	c			Ce	dar Rd								
		From	ı			Mt	Pleasant								
8649) Woodford Dr	0.28	930	G	98%	1%	1%	0%	0%	0%	С	0.105	0.5	1000	G	201
8649) <b>****</b>	0.20	To		0070	1 /0			0 /0	0 70		-0.100	0.0	1000	ď	201
							ıl Oak Dr								
<u> </u>		From					lnut Ave				<u> </u>			_	
8650) Cornick Ave	0.14	710	G	99%	1%	0%	0%	0%	0%	С	0.115	0.627	760	G	201
$\overline{}$		To From				Olea	nder Ave								
8650) Cornick Ave	0.60	990	G	99%	1%	0%	0%	0%	0%	С	0.118	0.581	1100	G	201
		To	c				rrow Rd								
		From				D	1 D.1				i				
8653) West Rd	0.79	180	G	98%	1%	0%	iglas Rd 1%	1%	0%	F	0.122	0.609	190	G	201
West Rd	0.13	100	<u> </u>	JU /6	1 /0			1 /0	0 /0	'	0.122	0.009	130	J	201
		From					nefit Rd								
8653) West Rd	5.27	980	G	98%	1%	0%	1%	1%	0%	С	0.110	0.573	1000	G	201
. /		To	c			US 17 D	ominion B	lvd							
<u> </u>		From				Bei	nefit Rd								
					40/	1%	1%	1%	0%	С	0.11	0.582	790	G	201
Shillelagh Rd	6.96	740	G	97%	1%				J / J	_	J	0.002	, 50	-	_01
Shillelagh Rd	6.96	740	G	97%	1%										
8655) Shillelagh Rd	6.96	To	G	97%		US 17 D	ominion B	lvd							
O Decretti Del		From			F	US 17 D	ominion B Battlefield	lvd l Blvd	00/			0.50:	1400		007
Deve fit Del	1.96	To	G G	97%		US 17 D	ominion B	lvd	0%	С	0.111	0.524	1400	G	201
		From			F	US 17 D Bus US 168 2%	ominion B Battlefield	lvd l Blvd	0%	С	0.111	0.524	1400	G	201
O Decretti Del		From			F	US 17 D Bus US 168 2%	Battlefield	lvd l Blvd	0%	C	0.111	0.524	1400	G G	201

Second   Centerville Tpke   1.03   8800   G   98%   0%   1%   1%   0%   0%   0%   C   0.110   0.643   1300   G   2016							City of C	chesape	аке								
Second Field   Second Field   Second Field   Second Field Fie	Route	Length	AADT	QA	4Tire	Bus					QC		QK F		AAWDT	QW	Year
September   Sept	City of Chesapeake			T													
Content   Cont	Renefit Rd	3 16		L	98%	0%			0%	0%	C	0.110	(	643	1300	G	2016
Section   Centerville Tpke   1.03   8800   G   98%   0%   1%   1%   0%   0%   F   0.094   0.534   5000   G   2016	8656) Deficit rid	5.10	То		30 /6	0 /6			0 /6	0 /6		0.110		7.045	1300	u	2010
Centerville Tpke   1.03   8800   G   98%   0%   1%   1%   0%   0%   F   0.094   0.534   5000   G   2016			From						we			1					
Cascade Blvd	Old Atlantic Ave	0.07	8500	G	98%	0%	1%	1%		0%	F	0.104	C	0.632	9100	G	2016
Cantenville Tpke	(8657) Old Atlantic Ave	0.24	4700 From	G	98%	0%	1%	1%		0%	F	0.094	C	).534	5000	G	2016
SRI Info Raubhulge Block   SRI Info Raubhulge	(8657) Cascade Blvd	0.41	1300 From	R			SR 240	6 Liberty S	St			0.139	C	).575	NA		07/20/201
Booker St   0.58   750   G   59%   0%   1%   1%   0%   0%   0%   0%   0	<u> </u>		То				Spa	dina Ave									
SR 1906 Great Bridge Blod   Page SR 168 Bratefield Blod   Page S	O - 1 - 1												_				
The SER LOS Hauterield Third   The SER LOS Hauterield Red   The SER LOS	(8658) Booker St	0.58	750	G	99%					0%	С	0.153	C	).696	800	G	2016
Centerville Tpke   3.76   5800   G   98%   0%   1%   1%   0%   0%   C   0.996   0.54   6200   G   2016			10				SR 190 Gr	eat Bridge	Blvd								
Centerville Tpke	Comton illo Talco	0.70		<u> </u>	000/					00/				0.54	0000	_	0010
Centerville Tpke   1.03	Centerville Tpke	3.76	5800	G	98%	0%	1%	1%	0%	0%	C	0.096		0.54	6200	G	2016
Centerville Tpke	(8661) Centerville Tpke	1.03	8800 From	G	98%	0%				0%	F	0.099	C	).651	9300	G	2016
SR 165 Mt Pleasant Rd   SR 1			To From				Fen	tress Rd				$\Box$					
Centerville Tpke   1.25   17000   G   98%   0%   1%   1%   0%   0%   F   0.102   0.683   18000   G   2016	8661) Centerville Tpke	1.14	9100	G	98%	1%	1%	1%	0%	0%	С	0.104	C	).566	9900	G	2016
131-8665 Burs Sation Rd	$\bigcirc$		To				SR 165 N	It Pleasan	t Rd								
13	(8661) Centerville Tpke	1.25	17000	G	98%	0%				0%	F	0.102	C	0.683	18000	G	2016
Sect   Centerville Tpke			To				131-8665 I	Butts Stati	on Rd								
Secondary   Seco	O 0			<u> </u>								<u></u>	_			_	
See   Centerville Tyke   1.76   7400   G   98%   0%   1%   1%   0%   0%   F   0.096   0.677   8000   G   2016	(8661) Centerville Tpke	0.46	11000	G	98%	0%				0%	С	0.101	C	).669	11000	G	2016
Centerville Tpke   1.76			From						Rd								
SR 190 Kempsville Rd	Centerville Toke	1.76	7400	G	98%	0%			0%	0%	F	0.096	C	.677	8000	G	2016
Secondary   Seco	0001)	_	To											-			
Georgia   Geor			From				SR 190 F	Cempsville	e Rd								
Color   Colo	Green Tree Rd	0.73	7400	G	98%	0%				0%	F	0.103	C	).611	7900	G	2016
Beach   Color   Colo			To				Oak	Grove Rd									
Final		0.00		Ļ	000/					00/			_		0700	_	0010
Bee   Briarfield Dr   Bus   Sr   16   Briarfield Dr   Bus   Sr   16   Briarfield Dr   Briarf	(8662) Oak Grove Rd	0.86		G	99%	0%				0%	C	0.091	C	0.606	9700	G	2016
See   Sec   Sec																	
Bus US 168 Bartlefield BIV4   Johnstown Rd   John	Achaetawa Dd	E 0.4		<u> </u>	000/	00/			00/	00/			,	) E70	2700	_	2016
Refer	(8663) JOHNSTOWN Rd	5.94	3500 To		96%					0%	U	0.101	·	).576	3700	G	2016
See   Woodbridge Dr   Woodbr			E			ь											
Briarfield Dr	Woodbridge Dr	0.10			00%	Nº/-				O°/-		0 114		651	990	G	2016
Secondary   Seco	Woodbridge Di	0.13	<b>330</b> To	_	33 76	0 70			0 70	0 70	0			7.001	330	u	2010
Sr 165 Cedar Rd   Providence			From				Wood	lbridge Di	r								
Providence Rd	8664) Briarfield Dr	0.68	2800	G	99%	0%	0%	0%	0%	0%	С	0.127	C	0.503	3000	G	2016
Secondarian Rd   0.65   5400   G   98%   1%   1%   1%   0%   0%   0%   0%   C   0.134   0.528   5800   G   2016	$\bigcirc$		To				Sr 165	Cedar R	d								
Secondarie Pkwy   0.28   31000   G   98%   0%   0%   0%   0%   0%   0%   F   0.098   0.502   33000   G   2016			From				Prov	dence Rd									
8665 Greenbrier Pkwy 0.28 31000 G 98% 0% 0% 0% 0% 0% 0% F 0.098 0.502 33000 G 2016    Woodlake Dr	(8665) Dunbarton Rd	0.65	5400	G	98%	1%	1%	0%	0%	0%	С	0.134	C	).528	5800	G	2016
Secondarie Pkwy   0.22   56000   G   98%   0%   0%   0%   0%   0%   0%   F   0.082   0.572   60000   G   2016			To From				US 13 N	Military H	wy			$\Box$					
Re665         Greenbrier Pkwy         0.22         56000         G         98%         0%         0%         0%         0%         F         0.082         0.572         60000         G         2016           8665         Greenbrier Pkwy         0.94         83000         G         98%         0%         0%         0%         0%         F         0.085         0.518         88000         G         2016           8665         Greenbrier Pkwy         0.42         44000         G         98%         0%         0%         0%         0%         F         0.083         0.525         47000         G         2016           8665         Greenbrier Pkwy         1.78         28000         G         98%         0%         0%         0%         0%         0         0%         0         0         0         0.631         30000         G         2016	(8665) Greenbrier Pkwy	0.28	31000	G	98%	0%	0%	0%	0%	0%	F	0.098	C	).502	33000	G	2016
Re665         Greenbrier Pkwy         0.22         56000         G         98%         0%         0%         0%         0%         F         0.082         0.572         60000         G         2016           8665         Greenbrier Pkwy         0.94         83000         G         98%         0%         0%         0%         0%         F         0.085         0.518         88000         G         2016           8665         Greenbrier Pkwy         0.42         44000         G         98%         0%         0%         0%         0%         F         0.083         0.525         47000         G         2016           8665         Greenbrier Pkwy         1.78         28000         G         98%         0%         0%         0%         0%         0         0%         0         0         0         0.631         30000         G         2016	$\bigcirc$		To				Woo	dlake Dr									
See   Streen   Street   Stre	(8665) Greenbrier Pkwy	0.22	56000	G	98%	0%			0%	0%	F	0.082	C	).572	60000	G	2016
See   Greenbrier Pkwy   0.94   83000   G   98%   0%   0%   0%   0%   0%   0%   F   0.085   0.518   88000   G   2016			To					I-64									
Secondarier Pkwy   0.42   44000   G   98%   0%   0%   0%   0%   0%   F   0.083   0.525   47000   G   2016	(8665) Greenbrier Pkwv	0.94	83000	G	98%	0%			0%	0%	F	0.085	(	).518	88000	G	2016
Referential Results     0.42     44000     G     98%     0%     0%     0%     0%     0%     F     0.083     0.525     47000     G     2016       Referential Referential Reference     1.78     28000     G     98%     0%     0%     0%     0%     0%     0     0.095     0.631     30000     G     2016	,		To														
Volvo Pkwy 1.78 <b>28000 G</b> 98% 0% 0% 0% 0% C 0.095 0.631 30000 G 2016	Greenbrier Pkwy	0.42	44000		QQ0/_	Nº/-			Nº/-	Nº/-	F	U 083		525	47000	G	2016
(8665) Greenbrier Pkwy 1.78 <b>28000</b> G 98% 0% 0% 0% 0% 0 00 0 00 0 0.631 30000 G 2016	(8005) CICEIDIIEI FRWY	0.42	77000		JU /0	U /0			U /0	U /0	'	0.000	·	,.u <u>c</u> u	77000	G	2010
	Groonbrier Di	1 70		<u> </u>	000/	00/			00/	00/		0.005	_	0.604	20000	^	0010
	(8665) Greenbrier Pkwy	1./8	<b>∠8000</b>	G	98%	υ%				υ%	Ü	0.095	C	1 SO.u	30000	G	2016

						Oity Oi	Oncoape	anc								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			SR 190	Kempsville	e Rd								
8665 Butts Station Rd	2.08	15000	G	98%	0%	0%	0%	0%	0%	F	0.107		0.661	16000	G	2016
$\bigcirc$		To	1			131-8661	Centerville	Tpke								
East	0.05	From	_			131-8665	TO RT 64	EAST			0.000			0000		0010
8665) Ramp	0.35	6900 <sub>To:</sub>	G	I-64-1	F280X F	ROM GR	EENBRIE	R DARKY	NAV FAS		0.096			6900	G	2016
East		From	1	1-04-1			TO RT 64		WAILAS							
(8665) Ramp	0.19	4800	G			131-6003	IO KI 04	WEST			0.116			4800	G	2016
		To		I-6	4-W2892	X FROM	GREENBR	IER PAR	RKWAY							
West		From				131-8665	TO RT 64	EAST								
(8665) Ramp	0.20	10000	G								0.08			10000	G	2016
		10	1	I-64-I			EENBRIEI		VAY WES							
West 8665 Ramp	0.38	15000	G		]	131-8665	TO RT 64	WEST			0.091			15000	G	2016
(8665) Ramp	0.50	To		I-64-V	V289X F	ROM GR	EENBRIE	R PARK	WAY WES	S	0.031			13000	u	2010
		From					L Va Beach									
(8667) Blackwater Rd	2.62	2700	G	94%	0%	1%	3%	2%	0%	С	0.095		0.756	2900	G	2016
$\bigcup$		То					ss Airfield									
(8667) Fentress Airfield Rd	0.15	4100	L	94%	1%	1%	kwater Rd 2%	1%	0%	С	0.103		0.708	4500	G	2016
(8667) Fentress Airfield Rd	0.15	7100 To:	r <u> </u>	J+ /0	1 /0		Mt Pleasan		0 70		0.100		0.700	4300	a	2010
		From			I		8 Battlefiel									
(8668) Hickory Rd East	0.81	3400	G	98%	1%	1%	0%	0%	0%	С	0.091		0.558	3600	G	2016
$\bigcup$		To	-			Cent	erville Tpk	e								
(8668) Head Of River Rd	4.89	2100	G	97%	0%	0%	2%	0%	0%	С	0.114		0.686	2200	G	2016
		To				WCL V	/irginia Be	ach								
		From					8 Battlefiel	d Blvd								
(8674) Ashley Rd	0.42	3600	G	99%	0%	0%	0%	0%	0%	F	0.108		0.599	3800	G	2016
<u> </u>		To	1				Mt Pleasan								<del></del>	
(8695) Lindale Dr	0.67	3500	L	99%	0%	Cam 0%	postella Ro 0%	1 0%	0%	F	0.158		0.812	3800	G	2016
(8695) Lindale Dr	0.07	3300 To:		33 /6	0 /6		Baun Ave	0 /6	0 76	- '	0.130		0.012	3000	u	2010
		From					indale Dr									
(8695) DeBaun Ave	0.49	4100	G	99%	0%	0%	0%	0%	0%	С	0.134		0.718	4400	G	2016
		10	1				Battlefield !									
(8717) Volvo Pkwy	0.30	From:	<u> </u>			Crysta	lwood Circ	:le			0.09		0.580	NA		07/08/2014
8717) VOIVO F KWY	0.30	780	R								0.09		0.560	INA		07/00/2012
(8717) Volvo Pkwy	0.26	From	<u> </u>	99%	Λ9/		Byron St	09/	Λº/	С	0 114		0.924	10000	G	2016
(8717) Volvo Pkwy	0.26	9600		99%	0%	0%	0%	0%	0%	C	0.114		0.924	10000	G	2010
(8717) Volvo Pkwy	0.25	Prom:	<u> </u>	99%	0%	Indepe 0%	ndence Pky 0%	wy 0%	0%	F	0.09		0.774	22000	G	2016
(8717) Volvo Pkwy	0.23	21000	G	99 /o					0 /6		0.09		0.774	22000	G	2010
(8717) Volvo Pkwy	1.38	26000	G	98%	0%	Bus SR 16 1%	8 Battlefiel 0%	ld Blvd 1%	0%	С	0.089		0.513	27000	G	2016
(8717) VOIVO PKWY	1.30	20000		90 /0	0 /0				0 /6	0	0.009		0.515	27000	G	2010
(8717) Volvo Pkwy	0.45	25000 From:	G	98%	0%	Gree 1%	nbrier Pkw 0%	y 1%	0%	F	0.103		0.633	26000	G	2016
(8717) VOIVO PKWY	0.43	23000 To		90 /0	0 /6		den Way	1 /0	0 /6		0.103		0.033	20000	G	2010
		From			131-88		Way; 8717-	Volvo Pk	wy							
(8717) Volvo Pkwy	1.49	27000	G	98%	0%	1%	0%	1%	0%	F	0.102		0.667	28000	G	2016
		To					ead End				<del></del>					
(8757) Coffman Blvd	0.70	1700	G	99%	1%	Docl 0%	danding Ro	d 0%	0%	С	0.1		0.529	1800	G	2016
(8757) Collman Bivo	0.70	1 / UU To:	<u> </u>	JJ 70	1 70		O% Portsmouth		U 70		J. 1		0.528	1000	G	2010
		From:	-				reat Bridge				+					
(8763) Campostella Rd	1.34	6200	G	98%	0%	1%	0%	0%	0%	С	0.111		0.697	6600	G	2016
		To					Military H						-			
		From:	1			0313	Translativ II	vv y				_	·	·	_	·
(8763) Campostella Rd	1.06	15000	G	98%	0%	1%	0%	0%	0%	F	0.098		0.621	16000	G	2016

						Oity of Office	dpound							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	4			US 460 Bainbi	ridge Plyd							
(8771) Virginia Ave	0.50	1200	G	99%	1%		% 0%	0%	С	0.108	0.570	1300	G	2016
$\bigcirc$		To				Chesapeak								
(8771) Chesapeake Ave	1.12	2400	G	98%	1%	Virginia 1% 0	% 0%	0%	С	0.111	0.632	2500	G	2016
(171)		To				Park A								
(8771) Chesapeake Ave	0.41	2000	G	98%	1%		% 0%	0%	F	0.111	0.612	2100	G	2016
$\bigcirc$		To				SR 246 Poine	dexter St							
Park Ave	0.07	From	Ļ	070/	10/	US 460 Bainb		00/		0.111	0.677	1200	_	2016
8776 Park Ave	0.37	1200	G	97%	1%		% 0%	0%	С	0.111	0.677	1300	G	2016
(8776) Park Ave	0.35	3700 From	G	97%	1%	Chesapeak	e Ave 0%	0%	F	0.109	0.672	4000	G	2016
(8776) Park Ave	0.00	To	Č	01 70	170	Old Atlant		0 70	•	0.100	0.072	1000	<u> </u>	20.0
		From				Dead E	ind							
(8778) Barnes Rd	0.45	1100	G	65%	0%	2% 1	% 31%	0%	С	0.140	0.699	1200	G	2016
		To				US 460 Bainb								
8796) Ballahack Rd	11.72	990	G	97%	1%	1% 17 George Wa	shington Hwy % 0%	0%	С	0.123	0.730	1100	G	2016
(8796) Ballanack Hd	11.72	330 To		31 /6	1 /0			0 /6	0	0.123	0.750	1100	u	2010
(8796) Ballahack Rd	0.10	5300 From	G	97%	1%	Old Battlefie	% 0%	0%	F	0.123	0.730	5800	G	2016
0/30)		To				SR 168 Battle								
		From			Ţ	JS 17 Western l	Branch Blvd							
(8797) Poplar Hill Rd	0.23	12000	G	99%	0%		% 0%	0%	С	0.095	0.550	12000	G	2016
		From				Churchland								
(8798) Bells Mill Rd	2.38	1700	G	98%	0%	SR 165 W, C	% 0%	0%	С	0.101	0.615	1800	G	2016
(8798) = 0.10		To				SR 165 E, C								
		From				Washingto								
(8799) Waters Rd	0.36	8800 To	G	99%	0%		% 0%	0%	С	0.091	0.531	9400	G	2016
		From	<u> </u>			SR 165 Ce								
(8800) Millville Rd	0.69	1800	G	99%	0%	Cedar 1	% 0%	0%	С	0.114	0.701	1900	G	2016
		То				SR 165 Moses C	Frandy Trail							
(8800) Millville Rd	0.42	3000 From	G	99%	0%		% 0%	0%	F	0.09	0.659	3200	G	2016
$\bigcirc$		To From				Burson	Dr			_				
(8800) Millville Rd	0.65	1200	G	99%	0%		% 0%	0%	F	0.098	0.668	1200	G	2016
		To				Shipyard								
(8801) Shipyard Rd	0.99	1100	G	96%	1%	SR 165 Ce	dar Rd % 1%	0%	С	0.163	0.717	1100	G	2016
(8801) Shipyard Rd	0.99	1100		30 /6	1 /0			0 76		0.103	0.717	1100	u	2010
(8801) Shipyard Rd	1.28	280 From	G	96%	1%	Burson 1% 1	% 1%	0%	F	0.121	0.606	300	G	2016
(000) - 17,000		To				Millville								
		From				Johnstow	n Rd							
(8802) Hanbury Rd	1.00	9400	G	99%	0%	0% 0	% 0%	0%	С	0.099	0.571	10000	G	2016
<u> </u>		From				Bus SR 168 Ba			_					
8802 Hanbury Rd	0.51	17000	G	99%	0%	0% 0 Hillwell	% 0%	0%	С	0.093	0.548	18000	G	2016
		From			1									
(8803) Hillwell Rd	2.36	3200	G	99%	0%	3us SR 168 Batt 1% 0	% 0%	0%	С	0.095	0.579	3400	G	2016
		To				SR 165 Mt Pl								
<u> </u>		From	Ļ			SR 165 Mt Pl							_	
(8804) Fentress Rd	1.80	3100 To	G	99%	0%		% 0%	0%	С	0.102	0.552	3300	G	2016
		From				Centerville				<u> </u>				
(8805) Elbow Rd	0.87	4900	G	100%	0%	Butts Stati	% 0%	0%	F	0.119	0.606	5300	G	2016
(0000)		To				Centerville								-

						-	Oncoup								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
itv of Chesapeake		From	J			Com	owville Tul								
805) Elbow Rd	3.05	8800	G	100%	0%	0%	erville Tpk 0%	e 0%	0%	С	0.113	0.506	9400	G	2016
1,005)	0.00	To	Ť	. 00 /0	0,0		Virginia Be		0,70			0.000	0.00	<b>.</b>	_0.0
		From				Vo	olvo Pkwy								
806) Eden Way N	0.49	11000	G	99%	0%	0%	0%	0%	0%	F	0.099	0.555	12000	G	2016
		To	_			White	Oak Cross	ing							
Eden Way N	0.68	13000	G	99%	0%	0%	0%	0%	0%	С	0.097	0.593	13000	G	2016
,		To	_												
Eden Way N	0.85	15000	G	99%	0%	0%	nbrier Pkw 0%	0%	0%	F	0.099	0.625	16000	G	2016
3806) = 40.1. 114, 11	0.00	To	<u> </u>	0070	0,0		ssways Blv		0,0	-		0.020	.0000	<u> </u>	
		From					Bainbridge								
Anne Ave		450	G			05 400	Bamoriage	Divu			0.089	0.61	450	G	2016
		To					Arlie St								
		From	c				Canal Dr								
Baywood Trail		370	G				ounar Di				0.114	0.523	370	G	2016
•		To				N	leiggs Rd								
		From				Centerv	ille Tpke S	outh							
Beaver Dam Rd		500	G	98%	0%	1%	0%	0%	0%	С	0.101	0.644	500	G	2016
		To					g Ridge Ro								
		From	c			Wil	low Oak D	-							
Beckley Lane		230	G			****	ion our D				0.114	0.623	240	G	2016
,		To	с			Gra	ntham Land	;							
		From				Brie	r Cliff Cres	f							
Birchleaf Rd		240	G			5110	· cim cre				0.121	0.864	260	G	2016
		To				Mi	ll Pond Dr								
		From				Sh	ipyard Rd								
Burson Dr		800	G			51.	apyara rea				0.105	0.714	800	G	2016
		To				Orai	ngewood R	d							
		From	13			De	enver Ave								
Chattanooga St		440	G				enver rive				0.106	0.552	460	G	2016
Ŭ		To	c			V	Vaters Rd								
		From			F	Rus SR 16	8 Battlefie	d Blvd							
Coastal Way		1500	G								0.087	0.753	1600	G	2016
•		To	c				Sams Dr								
		From				SR 1	65 Cedar R	d							
Conquest Dr		1200	G			510 1	oo oodan r				0.141	0.57	1300	G	2016
<u>.                                    </u>		To					Shea Dr								
		From	:		US	5 17 Geor	ge Washing	ton Hwv							
Conrad Ave		1500	G					,			0.107	0.776	1600	G	2016
		To				]	Butler St								
		From				(	ibson Dr								
Cottonwood Lane		150	G								0.138	0.535	160	G	2016
		To				Le	nore Trail								
	-	From					Vilson Rd								
Cypress St		840	G	97%	0%	2%	0%	0%	0%	С	0.132	0.513	840	G	2016
		To					Isaac St								
		From					Vellen St								
		210	G								0.104	0.617	230	G	2016
Debbs Lane		To				I	Rellen St								
Debbs Lane				-											
Debbs Lane		From	ı			W	arrick Rd								
		From	G			W	arrick Rd				0.124	0.742	260	G	2016
Debbs Lane  Dove Dr							arrick Rd				0.124	0.742	260	G	2016
		From <b>240</b>	0			Ві	utterfly Dr				0.124	0.742	260	G	2016
		240 To	0			Ві					0.124	0.742	710	G G	2016

					City of t	Chesape	ake								
	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Chesapeake	From					Jule Dr									
Etheridge Manor Blvd	14000	G								0.095		0.616	15000	G	2016
	To	1				fford Lane									
Etharidaa Dd	From	<u> </u>	000/	00/		nbridge Dr	00/	00/	С	0.007		0.600	0500	0	2016
Etheridge Rd	2500 <sub>To:</sub>	G	99%	0%	1% Fe	0% ntress Rd	0%	0%	C	0.097		0.633	2500	G	2016
	From					Saul Dr									
Eva Blvd	620	G			,	ouui Di				0.086		0.67	660	G	2016
	To				N.	Iarge Dr									
	From:					nbrier Pkw									
Fairway Dr	2000 <sub>To:</sub>	G	99%	0%	0%	0%	0%	0%	С	0.122		0.716	2000	G	2016
						anston Dr									
Firman St	760	G			S	hell Rd				0.111		0.619	800	G	201
i iiiilaii St	To:				Т	uttle St				0.111		0.013	000	u	2010
	From:					lia Terrace									
Fleming Circle	350	G								0.105		0.579	350	G	2016
	To				SR 16	55 Cedar R	d								
	From:				Bram	blewood C	t								
Forest Cove Rd	320	G								0.109		0.649	320	G	201
	To				Wit	islow Ave									
Frank Dr	From:	Ļ			Johi	nstown Rd						0.500	4400	_	004
Frank Dr	990	G		Г	Rue SD 16	8 Battlefiel	d Blvd			0.134		0.569	1100	G	201
	From			1			u bivu								
Franklin St	2400	G	99%	0%	1%	ountry Rd 0%	0%	0%	С	0.085		0.517	2400	G	201
	To	Ť	0070	0,0		Bainbridge		0,0				0.0		<u> </u>	_0.
	From				Al	bert Ave									
Gilmerton Rd	4900	G								0.107		0.582	5200	G	201
	To				Ge	neva Ave									
	From				Co	llins Blvd								_	
Greendell Rd	310	G				11 15				0.102		0.6	330	G	201
	From	1				hland Dr									
Guenevere Dr	2600	G			Ga	ılahad Dr				0.083		0.565	2700	G	201
additioned by	<b>2000</b>					Sean Dr				0.000		0.505	2700	ч	201
	From:					ksdale Rd									
Hawksley Dr	340	G			Dui	RSduic Ptd				0.134		0.564	360	G	201
	To				Gle	nview Rd									
	From				Piı	necliff Dr									
Holly Gate Lane	330	G								0.109		0.622	350	G	201
	To					rwood Dr									
House's sales Weeds Dho	From:	Ļ			Pla	acid Way						0.50	1000	_	004
Hunningdon Woods Blv	d <b>950</b>	G			SP 100	Kempsville	DA.			0.106		0.58	1000	G	201
	From	! !				anal Rd	IXU								
Iowa St	640	G				anai Ku				0.109		0.585	680	G	201
	To				Okl	ahoma Dr									
	From					Gregg St									
Joyner Rd	320	G								0.147		0.531	340	G	201
	To				(	Grant St									
	From:				Pa	arker Rd									
Keeling Dr	550	G								0.111		0.508	550	G	201
	To	i				obdell Ct									
Komp Long	320	᠆			SR 407 I	ndian Rive	r Rd			0 101		0.546	240	C	004
Kemp Lane	32U	G			Kar	np Lane E				0.101		0.546	340	G	201
					Kei	np Lane E									

					City of Chesape	ane								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK I	Dir Factor	AAWDT	QW	Year
tv of Chesapeake	From	1			Cobb Ave									
Laurel Ave	530	G			COOD TIVE				0.106		0.535	570	G	2016
	To				Rokeby Ave									
	From				Cornick Ave				<u> </u>				_	
Lilac Ave	1300 <sub>тс</sub>	G	99%	0%	1% 0%	0%	0%	С	0.114		0.573	1400	G	2016
	From				Davis Ave									
Lincoln Rd	170	G	92%	1%	Dunn St 2%	3%	0%	С	0.155		0.667	170	G	2016
	To			- , -	Outlaw St								-	
	From				Lindale Dr									
Lindsey Ave	240	G							0.120		0.627	240	G	2016
	To				Waterfield Ave									
Lafurna Dd	From	<u> </u>			Baugher Ave				0.100		0.005	050	0	2017
Lofurno Rd	<b>240</b>	G			Bounds Ave				0.133		0.625	250	G	2016
	From	d		F	Bus SR 168 Battlefield	d Blvd								
Marion Dr	1200	G			ous Six 100 Buttleffer	a Divu			0.101		0.759	1200	G	2016
	To				Johnstown Rd									
	From	i:			Culpeper Ave									
Marlboro St	140	G							0.111		0.657	150	G	201
	To	I			Winslow Ave									
Masters Row Ct	620	G			Baff Loop Ct				0.099		0.566	660	G	201
Masiers now or	<b>020</b>	<u> </u>			Brassie Ct				0.033		0.500	000	G	2011
	From				Haledon Rd									
McCosh Dr	1000	G			Turodon Tu				0.097		0.692	1100	G	201
	To				Duffield Pl									
	From				Broadmoor Ave									
Michael Dr	90	G			m 0:				0.129		0.522	100	G	201
	From	]			Texas St									
Millwood Ave	1100	L			Clover Dr				0.117		0.546	1200	G	201
	To				E Royce Dr						0.0.0	00		
	From	12			Parker Rd									
Natchez Terrace	540	G							0.114		0.643	540	G	201
	To	c			Foxgate Quarter									
	From				Johnstown Rd				_]				_	
Newberry Dr	690	G			H D D				0.112		0.588	740	G	201
	From	]			Horse Run Dr									
Oak Dr	300	G			Woodcroft Lane	!			0.134		0.5	320	G	201
Jan J.	To				Tyre Neck Rd						0.0	020		
	From	12			Victoria Dr									
Old Dr	1400	G							0.131		0.635	1500	G	201
	Te				Barlett Dr									
	From				Campostella Rd								_	
Omar St	<b>520</b>	G			F Ct				0.124		0.636	560	G	201
	From				Faye St									
Philadelphia St	60	G			English Ave				0.186		0.818	60	G	201
					Miller Ave									
	From				Etheridge Rd									
Poplar Ridge Dr	270	G							0.123		0.75	270	G	201
	To	c			Sandlewood Lan	e								
	From	:			Erik Paul Dr									
Priscilla Lane	790	G							0.094		0.599	790	G	2016
	To	<u>'</u>			Loretta Lane									

					City of Chesapeake								
Route	Length <b>AADT</b>	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC F	K actor	$\cap$ k	ir ctor	AAWDT	QW	Yea
v of Chesapeake	From	1			Greenway Dr								
Queenswood Terrace	120	G			Greenway Di			 ).142	0.7	714	130	G	2016
	To				Royal Grant Dr								
	From				Campostella Rd			_					
River Creek Rd	530	G						0.111	0.5	521	530	G	201
	То				Booker St								
D	From	<u> </u>			SR 168 Battlefield Blvd						0700	_	004
Robert Hall Blvd	6300 <sub>то</sub>	G			US 13 Military Hwy		-	0.161	3.0	318	6700	G	201
	From							+					
Shepherds Gate	270	G			Shepherds Ct			 0.132	0	62	280	G	201
onepheras date	To				Logans Mill Trail		'	7	0.	02	200	ч	201
	From				Sir Meliot Ct								
Sir Meliot Dr	260	G			Sii Weilot Ct			 0.135	0.6	343	280	G	201
	То				Drawbridge Dr								
0' 14 " + 5	From	<u> </u>			Saxon Ct					<del>-</del>	070	•	004
Sir Meliot Dr	870 <sub>то</sub>	G			Parapet Rd		•	0.099	0.5	517	870	G	201
	-	l			•			<u> </u>					
Smokey Mountain Tra	il 1300	G			Cricket Ct			_ <b>_</b> 0.086	0.5	537	1300	G	201
omoney wouldain Ha	1300 To				Woodwind Way			7.000	0.0	,01	1300	u	۷۱ ک
	From				Woodberry Dr			1					
Southfield Dr	90	G			woodberry Dr			<b>⊿</b> 0.171	0	.5	90	G	201
	To				Bartell Dr			7				-	
	From				Scarlett Dr								
Stadium Dr	1800	G						0.124	0.5	524	1900	G	201
	To				SR 165 Mt Pleasant Rd								
	From				Golden Hind Rd								
Strafford Dr	370	G					(	).125	0.5	60	400	G	201
	То	<u> </u>			Harding Dr								
	From				Goldcrest Dr			]					
Tanglewood Trail	370	G			T 11 0			0.137	0.5	35	400	G	201
	10				Trilby Ct								
Tatemstown Rd	From	<u> </u>			Fairview St			 0.086	0.6	317	2700	G	201
ratemstown nu	2600 <sub>то</sub>	G			Peter Rd		1	7.000	0.6	)   /	2700	G	201
	From							+					
Terry Dr	2200	G			Bruin Rd			 0.208	0.6	653	2400	G	201
, 5 .	To	Ĕ			Brittany Way			7	0.0			<u>~</u>	_01
	From				Bulldog Dr			Ì					
Tintern St	2800	G			_ and 0g D1		(	0.088	0.6	312	3000	G	201
	То				Volvo Pkwy								
	From				Campostella Rd								
Wadena Rd	840	G						0.106	0.5	586	840	G	201
	То				Gratton St								
	From				SR 165 Cedar Rd								
Warrick Rd	880	G					-	0.088	0.5	72	930	G	201
	То	<u> </u>			Butterfly Dr			<u> </u>					
Washington D	From	<u> </u>			Waters Rd				2.2	200	700	_	004
Washington Dr	760	G			E St		-	0.103	0.6	806	760	G	201
	To				E 2f								
	To												
Winslow Avo	From				Magnolia Ave			146	0.4	310	220	G	201
Winslow Ave		G			Magnolia Ave		(	] 0.146	0.6	619	230	G	201
Winslow Ave	From <b>210</b> To	G		110	Magnolia Ave  Marlboro St	VVV	ı	D.146	0.6	319	230	G	201
Winslow Ave Yadkin Rd	From <b>210</b>	G G		US	Magnolia Ave	wy		).146 ] ] ] ].103	0.6		230 3500	G G	201