

**2015**  
**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.

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

**QK:** Quality of the K Factor estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- North  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Chesapeake

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: ECL Suffolk															
13 58 460 Military Highway	City of Chesapeake (Maint: 64)	2.94	71000	A	92%	0%	1%	1%	6%	0%	C	0.096	0.570	74000	A	
	To: I-664															
13 58 460	City of Chesapeake (Maint: 64)	0.11	11000	F	92%	0%	1%	1%	6%	0%	F	0.13	0.506	11000	F	
	To: Bus US 13															
	From: US 58; SR 191															
13 460 191	City of Chesapeake	0.18	6800	G	91%	1%	2%	2%	4%	0%	F	0.137	0.723	7300	G	
	To: SR 191, S Military Hwy															
13 460 Military Highway	City of Chesapeake	0.45	5400	G	91%	1%	2%	2%	4%	0%	F	0.151	0.726	5700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5400	G								0.123	F 0.583	NA		
	To: Ramp from I-664; Shaefer Ave															
13 460 Military Highway	City of Chesapeake	2.44	8200	G	91%	1%	2%	2%	4%	0%	C	0.150	0.523	8700	G	
	To: I-64															
13 460 Military Highway	City of Chesapeake	1.37	17000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.527	18000	G	
	To: US 17 George Washington Hwy															
13 460 Military Highway	City of Chesapeake	1.01	19000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.53	20000	G	
	To: SR 196 Canal Dr															
13 460 Military Highway	City of Chesapeake	2.20	31000	A	97%	0%	1%	1%	1%	0%	C	0.123	0.529	34000	A	
	To: SR 166 Bainbridge Blvd															
13 Military Highway	City of Chesapeake	0.31	32000	G	97%	0%	1%	1%	1%	0%	F	0.102	0.514	35000	G	
	To: I-464															
13 Military Highway	City of Chesapeake	0.78	23000	G	97%	1%	1%	0%	1%	0%	F	0.102	0.514	25000	G	
	To: Campostella Rd															
13 Military Highway	City of Chesapeake	0.65	24000	G	97%	1%	1%	0%	1%	0%	F	0.103	0.591	26000	G	
	To: SR 168 Battlefield Blvd															
13 Military Highway	City of Chesapeake	0.72	25000	G	97%	1%	1%	0%	1%	0%	F	0.098	0.556	26000	G	
	To: Allison Dr															
13 Military Highway	City of Chesapeake	0.41	27000	G	97%	1%	1%	0%	1%	0%	C	0.096	0.603	29000	G	
	To: Greenbrier Pkwy															
13 Military Highway	City of Chesapeake	1.67	31000	G	97%	1%	1%	0%	1%	0%	F	0.094	0.501	33000	G	
	To: SCL Virginia Beach															
	From: US 13 TO I-64 WEST															
13 Ramp	City of Chesapeake (Maint: 64)	0.35	4400	F								0.136		4400	F	
	To: I-64-W FROM RT 1300- MILITARY HIGHWAY															
	From: US 13 TO I-64 EAST															
13 Ramp	City of Chesapeake (Maint: 64)	0.41	13000	G								0.1		13000	G	
	To: I-64-E FROM RT 1300- MILITARY HIGHWAY															
	From: US 13 TO AND FROM RT 464															
13 Ramp	City of Chesapeake (Maint: 64)	0.29	6200	G								0.124		6200	G	
	To: I-464-S FROM RT 13															

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2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Chesapeake

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
13 Ramp	From: US 13 I-464-N002A TO AND FROM RT															
	City of Chesapeake (Maint: 64)	0.23	3400	G							0.099			3400	G	
	To: I-464-N FROM RT 13															
17 George Washington Hwy	From: North Carolina State Line															
	City of Chesapeake	3.58	12000	A	93%	0%	1%	1%	5%	0%	C	0.098	0.667	13000	A	
17 George Washington Hwy	From: 131-8796 Ballahack Rd															
	City of Chesapeake	6.71	13000	G	93%	0%	1%	1%	5%	0%	F	0.093	0.723	13000	G	
17 Dominion Blvd	From: Bus US 17 George Washington Hwy															
	City of Chesapeake	3.86	12000	G	95%	0%	1%	1%	3%	0%	F	0.079	0.606	12000	G	
17 Dominion Blvd	From: SR 165 Cedar Rd															
	City of Chesapeake	0.94	25000	G	95%	0%	1%	1%	3%	0%	C	0.085	0.581	27000	G	
17 Dominion Blvd	From: SR 166 Bainbridge Blvd															
	City of Chesapeake	1.60	28000	G	95%	0%	1%	1%	3%	0%	F	0.066	0.696	30000	G	
17 Dominion Blvd	From: SR 190 Great Bridge Blvd															
	City of Chesapeake	0.28	41000	G	95%	0%	1%	1%	3%	0%	F	0.074	0.655	43000	G	
17 17 Ramp	From: SR 168 Oak Grove Connector															
	City of Chesapeake (Maint: 64)	0.30														
	To: US 17 (Ramp)															
17 64	From: I-464 (Ramp)															
	City of Chesapeake (Maint: 64)	4.31														
	To: I-64															
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			89000	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.506	91000	F
17 64 Ramp	From: I-64															
	City of Chesapeake (Maint: 64)	0.23														
	To: IS-00064-E(B)/IS-00064-E296A(R)/TO RT 17 NORT															
17 George Washington Hwy	From: 3US-00017-P(U)/IS-00064-E296A(R)/FROM RT 64 E															
	City of Chesapeake	0.90	25000	G	97%	0%	1%	1%	1%	0%	F	0.073	0.561	26000	G	
17 George Washington Hwy	From: US 13; US 460 Military Hwy															
	City of Chesapeake	1.00	15000	G	97%	0%	1%	1%	1%	0%	C	0.08	0.607	15000	G	
17 George Washington Hwy	From: SR 196 Canal Rd															
	City of Chesapeake	0.63	29000	G	97%	0%	1%	1%	1%	0%	F	0.086	0.639	30000	G	
17 Western Branch Blvd	From: SCL Portsmouth															
	City of Chesapeake	0.69	17000	G	99%	0%	1%	0%	0%	0%	F	0.086	0.517	18000	G	
17	From: WCL Portsmouth															
	City of Chesapeake	0.56	22000	A	99%	0%	1%	0%	0%	0%	C	0.099	0.535	24000	A	
North 17 Ramp	From: 131-8524 Churchland Blvd															
	City of Chesapeake	0.56	22000	A	99%	0%	1%	0%	0%	0%	C	0.099	0.535	24000	A	
North 17 Ramp	From: ECL Suffolk															
	City of Chesapeake (Maint: 64)	0.17	6300	F								0.148		6300	F	
	To: US 17 TO I-64 WEST															
	To: I-64-W FROM US 17 NORTH															



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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 17 Ramp	City of Chesapeake (Maint: 64)	0.17	6000	F										6000	F	
North 17 Ramp	City of Chesapeake (Maint: 64)	0.16	NA											NA		
North 17 Ramp	City of Chesapeake (Maint: 64)	0.26	5800	G										6200	G	
North 17 Ramp	City of Chesapeake (Maint: 64)	0.10	NA											NA		
North 17 Ramp	City of Chesapeake (Maint: 64)	0.54	27000	G										27000	G	
North 17 Ramp	City of Chesapeake (Maint: 64)	0.30	20000	F	95%	0%	1%	1%	3%	0%	F	0.125		21000	F	
South 17 Ramp	City of Chesapeake (Maint: 64)	0.19	4600	F										4600	F	
South 17 Ramp	City of Chesapeake (Maint: 64)	0.29	1100	F	95%	0%	1%	1%	3%	0%	F	0.088		1200	F	
Bus 17 George Washington Hwy	City of Chesapeake	4.07	4400	G	93%	0%	1%	1%	5%	0%	F	0.109	0.75	4400	G	
Bus 17 George Washington Hwy	City of Chesapeake	1.19	24000	G	93%	0%	1%	1%	5%	0%	F	0.073	0.556	25000	G	
58 13 460 Military Highway	City of Chesapeake (Maint: 64)	2.94	71000	A	92%	0%	1%	1%	6%	0%	C	0.096	0.570	74000	A	
58 13 460	City of Chesapeake (Maint: 64)	0.11	11000	F	92%	0%	1%	1%	6%	0%	F	0.13	0.506	11000	F	
58 ALT 460 Airline Blvd	City of Chesapeake	1.72	7000	G	97%	2%	1%	0%	1%	0%	C	0.088	0.52	7500	G	
East 58 Ramp	City of Chesapeake (Maint: 64)	0.77	26000	F										26000	F	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 58 Ramp	From: US 58 TO ROUTE 664 WESTNORTH City of Chesapeake (Maint: 64)	0.17	11000	F										0.078	11000	F
	To: I-664-W FROM ROUTE 58,13&460 EAST															
West 58 Ramp	From: US 58 TO ROUTE 664 EASTSOUTH City of Chesapeake (Maint: 64)	0.29	490	F										0.097	490	F
	To: I-664-E FROM ROUTE 58,13&460 WEST															
West 58 Ramp	From: US 58 TO ROUTE 664 WESTNORTH City of Chesapeake (Maint: 64)	0.22	3100	F										0.097	3100	F
	To: I-664-W FROM ROUTE 58,13&460 WEST															
East 64	From: WCL Virginia Beach City of Chesapeake (Maint: 64)	0.98	66000	F	97%	0%	1%	1%	2%	0%	F	0.081		71000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		130000	F	98%	0%	0%	0%	1%	0%	F	0.093	A	0.52	139000	F
	To: Greenbrier Parkway															
East 64	From: City of Chesapeake (Maint: 64)	2.13	44000	F	97%	0%	1%	1%	2%	0%	F	0.08		48000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		92000	F	97%	0%	1%	0%	2%	0%	F	0.077	F	0.517	98000	F
	To: SR 168 Battlefield Blvd															
East 64	From: City of Chesapeake (Maint: 64)	0.58	56000	F	97%	0%	1%	1%	2%	0%	F	0.078		60000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		111000	G	97%	0%	1%	0%	2%	0%	F	0.073	F	0.508	119000	G
	To: I-464															
East 64 17	From: City of Chesapeake (Maint: 64)	4.31	42000	F	92%	1%	1%	1%	5%	0%	F	0.085		43000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		89000	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.506	91000	F
	To: US 17 George Washington Hwy															
East 64	From: City of Chesapeake (Maint: 64)	1.46	38000	F	92%	1%	1%	1%	5%	0%	F	0.095		39000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		76000	F	93%	0%	1%	1%	5%	0%	F	0.086	F	0.53	76000	F
	To: US 13, US 460 Military Highway															
East 64	From: City of Chesapeake (Maint: 64)	2.31	42000	A	92%	1%	1%	1%	5%	0%	C	0.088		45000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		84000	A	93%	0%	1%	1%	5%	0%	C	0.086	A	0.517	88000	A
	To: I-264, I-664															
East 64 Ramp	From: I-64-E289X TO GREENBRIER PARKWAY City of Chesapeake (Maint: 64)	0.26	6800	F	95%	1%	1%	1%	2%	0%	C	0.124		6800	F	
	To: 131-8665 FROM RT 64 EAST															
East 64 Ramp	From: I-64-E289X TO GREENBRIER PARKWAY City of Chesapeake (Maint: 64)	0.25	15000	G										0.099	15000	G
	To: 131-8665 FROM RT 64 EAST															
East 64 Ramp	From: I-64-E BEG. COLL ROAD TO GREENBRIER PA City of Chesapeake (Maint: 64)	0.14	25000	G										0.101	25000	G
	To: I-64-E289A TO GREENBRIER PARKWAY															

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							2Axle	3+Axle	1Trail	2Trail						
East 64 Ramp	From: I-64-E289A TO GREENBRIER PARKWAY City of Chesapeake (Maint: 64)	0.13	19000	G										19000	G	
East 64 Ramp	To: 131-8665-W001A FROM GREENBRIER PARKWAY W From: City of Chesapeake (Maint: 64)	0.23	29000	G										29000	G	
East 64 Ramp	To: I-64-E289B TO GREENBRIER PARKWAY From: City of Chesapeake (Maint: 64)	0.13	13000	G										13000	G	
East 64 Ramp	To: 131-8665-E001A FROM GREENBRIER PARKWAY EA From: City of Chesapeake (Maint: 64)	0.22	NA											NA		
East 64 Ramp	To: SLIP RAMP TO EXIT 290 COLL RD From: City of Chesapeake (Maint: 64)	0.40	NA											NA		
East 64 Ramp	To: I-64-E END COLL RD FROM GREENBRIER PAR From: City of Chesapeake (Maint: 64)	0.27	4000	F	94%	0%	1%	2%	3%	0%	C	0.097		4000	F	
East 64 Ramp	To: SR 168 From: City of Chesapeake (Maint: 64)	0.23	11000	G	98%	0%	0%	0%	1%	0%	C	0.102		11000	G	
East 64 I-64 E Exit 290	To: SR 168 FROM I-64 EAST From: City of Chesapeake (Maint: 64)	0.60	19000	F										19000	F	
East 64 I-64 E Exit 290	To: I-64 E Exit 290 A From: City of Chesapeake (Maint: 64)	0.10	15000	F										15000	F	
East 64 I-64 E Exit 290	To: Ramp From Bus SR 168 Battlefield Blvd N From: City of Chesapeake (Maint: 64)	0.20	25000	G										25000	G	
East 64 I-64 E Exit 290	To: I-64 E Exit 290 B From: City of Chesapeake (Maint: 64)	0.12	14000	G										14000	G	
East 64 I-64 E Exit 290	To: Ramp From Bus SR 168 Battlefield Blvd S From: City of Chesapeake (Maint: 64)	0.20	NA											NA		
East 64 Ramp	To: I-64 E From: City of Chesapeake (Maint: 64)	0.25	11000	F										11000	F	
East 64 Ramp	To: I-464 North From: City of Chesapeake (Maint: 64)	0.23	21000	G										21000	G	
East 64 Ramp	To: I-64-E TO RT 104 VIA RT 464 From: City of Chesapeake (Maint: 64)	0.23	21000	G										21000	G	
East 64 17 Ramp	To: I-464-S FROM I-64 EAST From: City of Chesapeake (Maint: 64)	0.23	6200	G										6200	G	
East 64 17 Ramp	To: US 17 N, George Washington Hwy From: City of Chesapeake (Maint: 64)															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 64 Ramp	From: I-64-E TO RT 17 SOUTH City of Chesapeake (Maint: 64)	0.21	5000	G										5000	G	
	To: US 17 US 17-N014B FROM I-64 EAST															
East 64 Ramp	From: I-64 East City of Chesapeake (Maint: 64)	0.31	4600	G										4600	G	
	To: US 13; 131-8599 FROM I-64 EAST															
West 64	From: WCL Virginia Beach City of Chesapeake (Maint: 64)	0.89	64000	B	100%	0%	0%	0%	0%	C	0.092			68000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		130000	F	98%	0%	0%	0%	1%	F	0.093	A	0.52	139000	F	
West 64	From: Greenbrier Parkway City of Chesapeake (Maint: 64)	2.10	48000	F	97%	0%	1%	0%	1%	F	0.083			51000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		92000	F	97%	0%	1%	0%	2%	F	0.074	F	0.521	98000	F	
West 64 168	From: SR 168 Battlefield Blvd City of Chesapeake (Maint: 64)	0.50	55000	N	97%	0%	1%	0%	1%	N	0.089			59000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		111000	N	97%	0%	1%	0%	2%	N	NA			119000	N	
West 64	From: SR 168 Battlefield Blvd City of Chesapeake (Maint: 64)	0.49	55000	G	97%	0%	1%	0%	1%	F	0.089			59000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		111000	G	97%	0%	1%	0%	2%	F	0.081	F	0.55	119000	G	
West 64 17	From: I-464 City of Chesapeake (Maint: 64)	0.41	44000	F	93%	0%	1%	1%	5%	F	0.089			46000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		87000	F	93%	0%	1%	1%	5%	F	NA			89000	F	
West 64 17	From: SR 190 Great Bridge Blvd City of Chesapeake (Maint: 64)	3.86	47000	F	93%	0%	1%	1%	5%	F	0.084			48000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		89000	F	93%	0%	1%	1%	5%	F	0.084	F	0.506	91000	F	
West 64	From: US 17 George Washington Hwy City of Chesapeake (Maint: 64)	1.86	38000	F	93%	0%	1%	1%	5%	F	0.092			38000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		76000	F	93%	0%	1%	1%	5%	F	0.086	F	0.53	76000	F	
West 64	From: US 13; US 460 Military Hwy City of Chesapeake (Maint: 64)	1.65	42000	A	93%	0%	1%	1%	5%	C	0.088			43000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		84000	A	93%	0%	1%	1%	5%	C	0.086	A	0.517	88000	A	
West 64 Ramp	From: I-64-W289X TO GREENBRIER PARKWAY WEST City of Chesapeake (Maint: 64)	0.28	6500	G	95%	1%	1%	1%	2%	C	0.116			6500	G	
	To: 131-8665 FROM RT 64 WEST															
West 64 Ramp	From: I-64-W289X TO GREENBRIER PARKWAY EAST City of Chesapeake (Maint: 64)	0.25	11000	G							0.085			11000	G	
	To: 131-8665 FROM RT 64 WEST															


























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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
West (64) Ramp	From: I-64-W END COLL ROAD TO GREENBRIER PAR City of Chesapeake (Maint: 64)	0.66	NA											NA	NA	
West (64) Ramp	To: I-64-W289B TO GREENBRIER PARKWAY EAST From: City of Chesapeake (Maint: 64)	0.10	NA											NA	NA	
West (64) Ramp	To: 131-8665-E001B FROM GREENBRIER PARKWAY From: City of Chesapeake (Maint: 64)	0.23	NA											NA	NA	
West (64) Ramp	To: I-64-W289A TO GREENBRIER PARKWAY WEST From: City of Chesapeake (Maint: 64)	0.16	NA											NA	NA	
West (64) Ramp	To: 131-8665-W001B FROM GREENBRIER PARKWAY W From: City of Chesapeake (Maint: 64)	0.14	19000	G							0.098			19000	G	
West (64) (168) Ramp	To: I-64 W END COLL ROAD FROM GREENBRIER P From: City of Chesapeake (Maint: 64)	0.18	2900	G	86%	1%	1%	2%	9%	1%	C	0.078		2900	G	
West (64) Ramp From I-64 W to SR 168 S	To: Bus SR 168 N From: City of Chesapeake (Maint: 64)	0.30	9400	F	97%	0%	1%	0%	1%	0%	C	0.105		9400	F	
West (64) (168) I-64 W Exit 290	To: I-64 West From: City of Chesapeake (Maint: 64)	0.10	15000	G								0.079		15000	G	
West (64) (168) I-64 W Exit 290	To: I-64 W Exit 290 B From: City of Chesapeake (Maint: 64)	0.10	NA										NA	NA		
West (64) (168) I-64 W Exit 290	To: Ramp From Bus SR 168 Battlefield Blvd S From: City of Chesapeake (Maint: 64)	0.20	NA										NA	NA		
West (64) I-64 W Exit 290	To: I-64 W Exit 290 S From: City of Chesapeake (Maint: 64)	0.12	NA										NA	NA		
West (64) I-64 W Exit 290	To: Ramp From Bus SR 168 Battlefield Blvd N From: City of Chesapeake (Maint: 64)	0.35	NA										NA	NA		
West (64) I-64 W Exit 290	To: Ramp to I-64 E Exit 289 From: City of Chesapeake (Maint: 64)	0.51	NA										NA	NA		
West (64) Ramp Between SR 168 and I-464	To: I-64 W From: City of Chesapeake (Maint: 64)	0.26	3200	G	95%	0%	1%	1%	3%	0%	F	0.131		3400	G	
West (64) Ramp	To: I-464; US 17 From: City of Chesapeake (Maint: 64)	0.49	8900	F								0.102		8900	F	
	To: SR 168 From: City of Chesapeake (Maint: 64)															

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							2Axle	3+Axle	1Trail	2Trail						
West 64 Ramp	From: US 17-N017A FROM RT 17 NORTH City of Chesapeake (Maint: 64) To: ISR 168-P FROM RT 64 WEST & 17 NORTH	0.05	NA									NA		NA		
West 64 Ramp	From: I-64-W BEGIN COLL ROAD TO RT 464 City of Chesapeake (Maint: 64) To: I-64-W US 17-N017C Gap	0.40	NA									NA		NA		
West 64 Ramp	From: I-64 West City of Chesapeake (Maint: 64) To: SR 190 Great Bridge Blvd	0.20	2600	F							0.087			2600	F	
West 64 Ramp	From: I-64 West City of Chesapeake (Maint: 64) To: US 17	0.24	5500	G	95%	0%	1%	1%	3%	0%	F	0.092		5700	G	
West 64 Ramp	From: I-64-W TO RT 1300- MILITARY HIGHWAY City of Chesapeake (Maint: 64) To: US 13 FROM I-64 WEST	0.23	4700	G								0.088		4700	G	
165 Moses Grandy Trail	From: Bus US 17 George Washington Hwy City of Chesapeake To: US 17 Dominion Blvd	2.70	14000	G	98%	1%	1%	0%	0%	0%	C	0.091	0.53	15000	G	
165 Cedar Rd	From: US 17 Dominion Blvd City of Chesapeake To: Bells Mill Rd West	0.28	23000	G	98%	1%	1%	0%	0%	0%	F	0.082	0.55	25000	G	
165 Cedar Rd	From: Bells Mill Rd West City of Chesapeake To: 131-8798 Bells Mill Rd East	2.01	31000	G	98%	1%	1%	0%	0%	0%	F	0.095	0.603	33000	G	
165 Cedar Rd	From: 131-8798 Bells Mill Rd East City of Chesapeake To: Bus SR 168 Battlefield Blvd	1.73	27000	G	98%	1%	1%	0%	0%	0%	F	0.08	0.546	28000	G	
Bus 165 168 Battlefield Blvd	From: Bus SR 168 Battlefield Blvd City of Chesapeake To: BUS SR 168 Battlefield Blvd	0.26	31000	G	99%	0%	1%	0%	0%	0%	C	0.083	0.505	33000	G	
165 Mt Pleasant Rd	From: BUS SR 168 Battlefield Blvd City of Chesapeake To: SR 168 Great Bridge Bypass	0.75	20000	G	97%	1%	1%	1%	1%	0%	F	0.120	0.551	21000	G	
165 Mt Pleasant Rd	From: SR 168 Great Bridge Bypass City of Chesapeake To: 131-866 Centerville Tpke	2.57	20000	G	97%	1%	1%	1%	1%	0%	C	0.1	0.511	21000	G	
165 Mt Pleasant Rd	From: 131-866 Centerville Tpke City of Chesapeake To: 131-8667 Fentress Airfield Rd	4.53	11000	G	97%	1%	1%	1%	0%	0%	C	0.116	0.547	11000	G	
165 Mt Pleasant Rd	From: 131-8667 Fentress Airfield Rd City of Chesapeake To: WCL Virginia Beach	0.91	11000	G	97%	1%	1%	1%	0%	0%	F	0.117	0.634	12000	G	
166 Bainbridge Blvd	From: WCL Virginia Beach City of Chesapeake To: US 17 Dominion Blvd	2.05	3900	G	89%	1%	2%	4%	4%	0%	F	0.123	0.785	4500	G	
166 Bainbridge Blvd	From: US 17 Dominion Blvd City of Chesapeake To: SR 190 Great Bridge Blvd	0.69	9000	G	89%	1%	2%	4%	4%	0%	C	0.100	0.541	10000	G	
	From: SR 190 Great Bridge Blvd City of Chesapeake To: US 13 Military Hwy															

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							2Axle	3+Axle	1Trail	2Trail						
From: US 13 Military Hwy																
  Bainbridge Blvd	City of Chesapeake	0.74	12000	G	96%	1%	1%	0%	2%	0%	F	0.097	0.596	12000	G	
To: Freeman Ave																
From: Freeman Ave																
  Bainbridge Blvd	City of Chesapeake	1.25	11000	G	96%	1%	1%	0%	2%	0%	F	0.090	0.509	12000	G	
To: Chesapeake Dr																
From: Chesapeake Dr																
  Bainbridge Blvd	City of Chesapeake	0.81	8800	G	96%	1%	1%	0%	2%	0%	C	0.088	0.575	9400	G	
To: SR 337 Poindexter St																
From: SR 337 Poindexter St																
  Poindexter St	City of Chesapeake	0.56	7100	G	98%	0%	1%	0%	0%	0%	C	0.098	0.558	7500	G	
To: Liberty St																
From: Liberty St																
  22nd St	City of Chesapeake	0.39	5600	G	98%	0%	1%	0%	0%	0%	F	0.121	0.584	6000	G	
To: SCL Norfolk																
From: SCL Norfolk																
From: North Carolina State Line																
 Battlefield Blvd	City of Chesapeake	1.79	24000	A	97%	0%	0%	1%	1%	0%	C	0.159	0.539	23000	A	
To: Bus SR 168 Battlefield Blvd; Gallbush Rd																
From: Bus SR 168 Battlefield Blvd; Gallbush Rd																
 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.92	9600	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	8900	G	
To: Bus SR 168 Battlefield Blvd; Near Indian Creek Rd																
From: Bus SR 168 Battlefield Blvd; Near Indian Creek Rd																
 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.94	9600	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	8900	G	
To: Hillcrest Pkwy																
From: Hillcrest Pkwy																
 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	0.25	34000	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	32000	G	
To: End Toll Road																
From: End Toll Road																
 Great Bridge Bypass	City of Chesapeake	1.76	34000	G	97%	0%	0%	1%	1%	0%	F	0.09	0.673	32000	G	
To: Bus SR 168 Battlefield Blvd																
From: Bus SR 168 Battlefield Blvd																
 Great Bridge Bypass	City of Chesapeake	0.20	30000	G	97%	0%	0%	1%	1%	0%	F	0.085	0.588	28000	G	
To: Hanbury Rd																
From: Hanbury Rd																
 Great Bridge Bypass	City of Chesapeake	1.50	46000	G	97%	0%	0%	1%	1%	0%	F	0.088	0.644	43000	G	
To: SR 165 Mt Pleasant Rd																
From: SR 165 Mt Pleasant Rd																
 Great Bridge Bypass	City of Chesapeake	2.49	73000	G	97%	0%	0%	1%	1%	0%	F	0.096	0.707	68000	G	
To: Bus SR 168 Battlefield Blvd																
From: Bus SR 168 Battlefield Blvd																
 Oak Grove Connector	City of Chesapeake	1.82	72000	G	97%	0%	0%	1%	1%	0%	F	0.091	0.658	67000	G	
To: I-64																
From: I-64																
 	City of Chesapeake (Maint: 64)	0.50	See I-64 for directional traffic volume estimates for this segment.													
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			111000	N	97%	0%	1%	0%	2%	0%	N	NA		119000	N	
To: I-64; US 17																
From: SR 168 CD Rd																
  I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	See I-64 for directional traffic volume estimates for this segment.													
To: Ramp to Bus SR 168 S																
From: Ramp to Bus SR 168 S																
  I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	See I-64 for directional traffic volume estimates for this segment.													
To: Ramp From SR 168 S																
From: Ramp From SR 168 S																

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							2Axle	3+Axle	1Trail	2Trail						
	From: Ramp From SR 168 S															
168 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20														
	To: Ramp to SR 168, Bus SR 168															
	From: Ramp to Bus SR 168															
168 64 Ramp	City of Chesapeake (Maint: 64)	0.18														
	To: Bus SR 168															
168 168 Battlefield Blvd	City of Chesapeake	0.35	67000	N	99%	0%	1%	0%	0%	0%	N	0.08		0.509	72000	N
	To: End Bus SR 168															
	From: I-64; US 17															
168 Battlefield Blvd	City of Chesapeake	0.54	36000	G	96%	0%	1%	1%	2%	0%	F	0.108		0.578	38000	G
	To: US 13 Military Hwy															
	From: US 13 Military Hwy															
168 Battlefield Blvd	City of Chesapeake	0.47	22000	G	96%	0%	1%	1%	2%	0%	F	0.080		0.505	24000	G
	To: Campostella Rd															
	From: Campostella Rd															
168 Atlantic Ave	City of Chesapeake	0.42	15000	G	96%	0%	1%	1%	2%	0%	F	0.095		0.583	16000	G
	To: Providence Rd															
	From: Providence Rd															
168 Atlantic Ave	City of Chesapeake	1.16	17000	A	96%	0%	1%	1%	2%	0%	C	0.116		0.535	18000	A
	To: Old Atlantic Avenue															
	From: Old Atlantic Avenue															
168 Atlantic Ave	City of Chesapeake	0.39	9000	G	96%	0%	1%	1%	2%	0%	F	0.102		0.630	9600	G
	To: SR 246 Liberty Rd															
	From: SR 246 Liberty Rd															
168 Campostella Rd	City of Chesapeake	0.35	15000	G	96%	0%	1%	1%	2%	0%	F	0.093		0.594	16000	G
	To: SCL Norfolk															
	From: SCL Norfolk															
North 168 Ramp	City of Chesapeake (Maint: 64)	0.21	NA									NA			NA	
	To: US 17-N017C TO RT 64 WEST															
	From: US 17-N017C TO RT 64 WEST															
North 168 Ramp	City of Chesapeake (Maint: 64)	0.28	NA									NA			NA	
	To: SR 168-N015C TO RT 17 SOUTH & 190															
	From: SR 168-N015C TO RT 17 SOUTH & 190															
North 168 Ramp	City of Chesapeake (Maint: 64)	0.05	6700	F								0.142			7300	F
	To: US 17-N017B FROM RT 17 NORTH TO 464 NOR															
	From: US 17-N017B FROM RT 17 NORTH TO 464 NOR															
North 168 Ramp	City of Chesapeake (Maint: 64)	0.07	5600	G								0.127			5900	G
	To: I-64-W291A US 17-N017															
	From: I-64-W291A US 17-N017															
North 168 Ramp	City of Chesapeake (Maint: 64)	0.38	NA									NA			NA	
	To: SR 168-N015B TO RT 17 SOUTH & 190															
	From: SR 168-N015B TO RT 17 SOUTH & 190															
South 168 Ramp	City of Chesapeake (Maint: 64)	0.13	15000	G								0.084			16000	G
	To: SR 168-N015C TO RT 17 SOUTH & 190															
	From: SR 168-N015C TO RT 17 SOUTH & 190															
South 168 Ramp	City of Chesapeake (Maint: 64)	0.29	NA									NA			NA	
	To: US 17 SR 190 FROM & TO RT 464,64 &															
	From: US 17 SR 190 FROM & TO RT 464,64 &															



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							2Axle	3+Axle	1Trail	2Trail						
Bus 168	From: SR 168 Chesapeake Expressway; Battlefield Blvd City of Chesapeake	2.70	15000	G	97%	0%	0%	1%	1%	0%	F	0.09	0.666	16000	G	
Bus 168	To: Indian Creek Rd From: Battlefield Blvd City of Chesapeake	1.55	19000	G	97%	0%	0%	1%	1%	0%	F	0.09	0.631	20000	G	
Bus 168	To: Centerville Tpke From: Battlefield Blvd City of Chesapeake	3.78	19000	G	97%	0%	0%	1%	1%	0%	F	0.084	0.646	20000	G	
Bus 168	To: SR 168 Great Bridge Bypass From: Battlefield Blvd City of Chesapeake	0.28	6900	G	99%	0%	1%	0%	0%	0%	F	0.086	0.557	7400	G	
Bus 168	To: 131-8802 Hanbury Rd From: Battlefield Blvd City of Chesapeake	1.70	13000	G	99%	0%	1%	0%	0%	0%	F	0.087	0.531	14000	G	
Bus 168 165	To: SR 165 S. Mount Pleasant Rd, Johnstown Rd From: Battlefield Blvd City of Chesapeake	0.26	31000	G	99%	0%	1%	0%	0%	0%	C	0.083	0.505	33000	G	
Bus 168	To: SR 165 North; Cedar Road From: Battlefield Blvd City of Chesapeake	1.24	36000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.560	39000	G	
Bus 168	To: SR 190 Great Bridge Blvd From: Battlefield Blvd City of Chesapeake	0.17	37000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.611	40000	G	
Bus 168	To: SR 168 Great Bridge Bypass From: Battlefield Blvd City of Chesapeake	1.39	39000	G	99%	0%	1%	0%	0%	0%	F	0.082	0.657	42000	G	
Bus 168	To: Hollywood Rd; Oak Grove Rd From: Battlefield Blvd City of Chesapeake	0.68	50000	G	99%	0%	1%	0%	0%	0%	F	0.090	0.622	53000	G	
Bus 168	To: Volvo Pkwy From: Battlefield Blvd City of Chesapeake	0.58	67000	G	99%	0%	1%	0%	0%	0%	F	0.08	0.509	72000	G	
Bus 168 168	To: I-64 From: Battlefield Blvd City of Chesapeake	0.35	67000	N	99%	0%	1%	0%	0%	0%	N	0.08	0.509	72000	N	
Bus 168	From: Bus SR 168 NB City of Chesapeake (Maint: 64)	0.28	11000	G	99%	0%	0%	0%	0%	0%	C	0.081		11000	G	
Bus 168	To: I-64- WB From: Ramp From Bus SR 168 NB to I-64 WB City of Chesapeake (Maint: 64)	0.18	9500	G	97%	0%	1%	0%	1%	0%	C	0.08		9500	G	
Bus 168	To: I-64- EB From: Ramp From Bus SR 168 NB to I-64 EB City of Chesapeake (Maint: 64)	0.17	3600	G	94%	0%	2%	1%	3%	0%	C	0.076		3600	G	
Bus 168	From: SR 168 Battlefield Blvd S City of Chesapeake (Maint: 64)	0.17	3600	G	94%	0%	2%	1%	3%	0%	C	0.076		3600	G	
	To: I-64 W															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 168 Ramp	From: Bus SR 168 Battlefield Blvd S City of Chesapeake (Maint: 64)	0.35	3300	G	86%	1%	1%	2%	9%	1%	C	0.094		3300	G	
	To: I-64 E															
190 Great Bridge Blvd	From: SR 166 Bainbridge Blvd City of Chesapeake	0.83	3800	G	93%	0%	1%	3%	2%	0%	C	0.096	0.511	4100	G	
	To: 131-8763 Campostella Rd															
190 Great Bridge Blvd	From: 131-8763 Campostella Rd City of Chesapeake	0.30	8100	G	93%	0%	1%	3%	2%	0%	F	0.096	0.605	8600	G	
	To: I-64															
190 Great Bridge Blvd	From: I-64 City of Chesapeake	0.26	12000	G	98%	0%	1%	1%	0%	0%	F	0.085	0.655	13000	G	
	To: US 17 Dominion Blvd															
190 Great Bridge Blvd	From: US 17 Dominion Blvd City of Chesapeake	2.34	12000	G	98%	0%	1%	1%	0%	0%	C	0.101	0.615	13000	G	
	To: Bus SR 168 Battlefield Blvd															
190 Kempsville Rd	From: Bus SR 168 Battlefield Blvd City of Chesapeake	0.48	28000	G	97%	0%	0%	2%	1%	0%	F	0.093	0.588	30000	G	
	To: Clearfield Ave															
190 Kempsville Rd	From: Clearfield Ave City of Chesapeake	0.81	29000	G	97%	0%	0%	2%	1%	0%	C	0.093	0.539	31000	G	
	To: Greenbrier Pkwy															
190 Kempsville Rd	From: Greenbrier Pkwy City of Chesapeake	1.81	20000	G	99%	0%	0%	1%	0%	0%	F	0.103	0.526	22000	G	
	To: Volvo Pkwy															
190 Kempsville Rd	From: Volvo Pkwy City of Chesapeake	0.49	23000	G	99%	0%	0%	1%	0%	0%	F	0.103	0.526	24000	G	
	To: WCL Virginia Beach															
191 13 460	From: SR 191, S Military Hwy City of Chesapeake	0.18	6800	G	91%	1%	2%	2%	4%	0%	F	0.137	0.723	7300	G	
	To: AIRLINE BLVD															
191 Jolliff Rd	From: AIRLINE BLVD City of Chesapeake	2.22	2900	G	98%	0%	1%	1%	0%	0%	C	0.132	0.649	3100	G	
	To: US 58 Airline Blvd															
191 Jolliff Rd	From: US 58 Airline Blvd City of Chesapeake	0.91	3600	G	99%	0%	0%	0%	0%	0%	C	0.121	0.502	3900	G	
	To: Dock Landing Rd															
	To: SR 337 Portsmouth Blvd															
196 Canal Dr	From: US 13 Military Hwy City of Chesapeake	0.96	15000	G	98%	0%	0%	1%	1%	0%	C	0.106	0.582	16000	G	
	To: US 17 George Washington Hwy															
246 Liberty St	From: US 460 Poindexter St City of Chesapeake	0.39	6900	G	97%	0%	1%	0%	1%	0%	C	0.092	0.604	7400	G	
	To: Latham Street															
246 Liberty St	From: Latham Street City of Chesapeake	0.37	4300	G	97%	0%	1%	0%	1%	0%	F	0.091	0.568	4600	G	
	To: SR 168 Campostella Rd															
East 264	From: I-64; I-664 City of Chesapeake (Maint: 64)	1.10	25000	F	96%	0%	1%	1%	2%	0%	F	0.129		27000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	F	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	55000	F
	To: WCL Portsmouth															

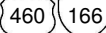
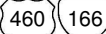
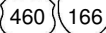
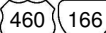
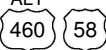








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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
West 264 Ramp	From: I-64 WB I-664 EB City of Chesapeake (Maint: 64)	0.46	5800	F										5900	F	
West 264	To: I-264 WB; I-664 WB From: I-64; I-664 City of Chesapeake (Maint: 64)	0.71	26000	F	96%	0%	1%	1%	2%	0%	F	0.122		28000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.598	55000	F
	To: WCL Portsmouth															
West 264 Ramp	From: I-264-W TO I-664 WEST City of Chesapeake (Maint: 64)	0.42	18000	F										21000	F	
	To: I-664-W FROM I-264 WEST															
337 Portsmouth Blvd	From: ECL Suffolk City of Chesapeake	0.72	13000	G	96%	0%	1%	1%	2%	0%	C	0.095	0.537	13000	G	
337 Portsmouth Blvd	From: SR 191 Joliff Rd City of Chesapeake	0.68	20000	G	96%	0%	1%	1%	2%	0%	F	0.093	0.563	21000	G	
337 Portsmouth Blvd	From: I-664 City of Chesapeake	0.60	30000	G	98%	0%	0%	0%	0%	0%	F	0.09	0.512	32000	G	
337 Portsmouth Blvd	From: Capri Circle West City of Chesapeake	0.67	24000	G	98%	0%	0%	0%	0%	0%	C	0.092	0.503	25000	G	
337 Portsmouth Blvd	From: Taylor Rd City of Chesapeake	0.24	26000	G	98%	0%	0%	0%	0%	0%	F	0.091	0.509	28000	G	
337 Portsmouth Blvd	From: Dock Landing Rd City of Chesapeake	0.49	27000	G	98%	0%	0%	0%	0%	0%	F	0.089	0.500	29000	G	
337 Jordan Bridge	From: WCL Portsmouth ECL Portsmouth City of Chesapeake (Maint: TOL)	0.39	6300	N	93%	0%	1%	3%	2%	0%	N	0.16	0.533	6700	N	
337 Poindexter St	To: Toll Authority Boundary From: City of Chesapeake	0.11	6300	G	93%	0%	1%	3%	2%	0%	C	0.16	0.533	6700	G	
337 Poindexter St	To: I-464 From: City of Chesapeake	0.56	12000	G	96%	1%	0%	1%	1%	0%	F	0.089	0.634	12000	G	
337 Bainbridge Blvd	To: US 460 Bainbridge Blvd From: US 460; Poindexter St City of Chesapeake	0.74	2000	G	96%	1%	0%	1%	1%	0%	F	0.093	0.588	2200	G	
	To: SCL Norfolk															
East 337 Ramp	From: SR 337 TO I-664 City of Chesapeake (Maint: 64)	0.29	3500	F										3500	F	
	To: I-664-E FROM RT 337															
East 337 Ramp	From: SR 337 I-664-W011A TO I-664 AND FR City of Chesapeake (Maint: 64)	0.28	2400	F										2400	F	
	To: I-664-W FROM RT 337															
East 337 Ramp	From: SR 337 TRUXTON STREET TO ROUTE 464 SO City of Chesapeake (Maint: 64)	0.15	800	G										800	G	
	To: I-464-S004X FROM RT 337 EAST00- POINDEXT															

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							2Axle	3+Axle	1Trail	2Trail						
East 337 Ramp	From: SR 337 TO RT 464 City of Chesapeake (Maint: 64)	0.17	610	G										610	G	
	To: I-464-N FROM RT 337															
West 337 Ramp	From: SR 337 I-664-E011B TO AND FROM I-6 City of Chesapeake (Maint: 64)	0.24	6800	F										6800	F	
	To: I-664-E FROM RT 337															
West 337 Ramp	From: SR 337 TO I-664 City of Chesapeake (Maint: 64)	0.24	5600	F										5600	F	
	To: I-664-W FROM RT 337															
West 337 Ramp	From: SR 337 TO RT 464 SOUTH City of Chesapeake (Maint: 64)	0.18	1800	G										1800	G	
	To: I-464-S004X FROM ROUTE 337 WEST00- POIND															
West 337 Ramp	From: SR 337 TO ROUTE 464 NORTH City of Chesapeake (Maint: 64)	0.12	3100	G										3100	G	
	To: I-464-N FROM ROUTE 337 WEST00- POINDEXTE															
407 Indian River Rd	From: ECL Norfolk City of Chesapeake	0.71	20000	G	98%	0%	1%	1%	0%	0%	F	0.096	0.569	21000	G	
	To: Oaklette Ave															
407 Indian River Rd	From: Oaklette Ave City of Chesapeake	0.90	26000	G	98%	0%	1%	1%	0%	0%	C	0.092	0.611	28000	G	
	To: WCL Virginia Beach															
460 58 13 Military Highway	From: ECL Suffolk City of Chesapeake (Maint: 64)	2.94	71000	A	92%	0%	1%	1%	6%	0%	C	0.096	0.570	74000	A	
	To: I-664															
460 58 13	From: I-664 City of Chesapeake (Maint: 64)	0.11	11000	F	92%	0%	1%	1%	6%	0%	F	0.13	0.506	11000	F	
	To: US 58; SR 191															
460 13 191	From: US 58; SR 191 City of Chesapeake	0.18	6800	G	91%	1%	2%	2%	4%	0%	F	0.137	0.723	7300	G	
	To: SR 191, S Military Hwy															
460 13 Military Highway	From: SR 191, S Military Hwy City of Chesapeake	0.45	5400	G	91%	1%	2%	2%	4%	0%	F	0.151	0.726	5700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 5400 G																
	To: S Military Hwy											0.123	F 0.583	NA		
460 13 Military Highway	From: S Military Hwy City of Chesapeake	2.44	8200	G	91%	1%	2%	2%	4%	0%	C	0.150	0.523	8700	G	
	To: I-64															
460 13 Military Highway	From: I-64 City of Chesapeake	1.37	17000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.527	18000	G	
	To: US 17 George Washington Hwy															
460 13 Military Highway	From: US 17 George Washington Hwy City of Chesapeake	1.01	19000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.53	20000	G	
	To: SR 196 Canal Dr															
460 13 Military Highway	From: SR 196 Canal Dr City of Chesapeake	2.20	31000	A	97%	0%	1%	1%	1%	0%	C	0.123	0.529	34000	A	
	To: Military Hwy															
460 166 Bainbridge Blvd	From: US 13 Military Hwy City of Chesapeake	0.74	12000	G	96%	1%	1%	0%	2%	0%	F	0.097	0.596	12000	G	
	To: Freeman Ave															

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							2Axle	3+Axle	1Trail	2Trail						
 Bainbridge Blvd	City of Chesapeake	1.25	11000	G	96%	1%	1%	0%	2%	0%	F	0.090		0.509	12000	G
 Bainbridge Blvd	City of Chesapeake	0.81	8800	G	96%	1%	1%	0%	2%	0%	C	0.088		0.575	9400	G
 Poindexter St	City of Chesapeake	0.56	7100	G	98%	0%	1%	0%	0%	0%	C	0.098		0.558	7500	G
 22nd St	City of Chesapeake	0.39	5600	G	98%	0%	1%	0%	0%	0%	F	0.121		0.584	6000	G
 Airline Blvd	City of Chesapeake	1.72	7000	G	97%	2%	1%	0%	1%	0%	C	0.088		0.52	7500	G
	City of Chesapeake (Maint: 64)	0.79	28000	F	95%	0%	1%	1%	2%	0%	F	0.122			32000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			56000	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.746	64000	G
	City of Chesapeake (Maint: 64)	1.06	26000	F	95%	0%	1%	1%	2%	0%	F	0.125			29000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	59000	F
	City of Chesapeake (Maint: 64)	1.89	24000	A	95%	0%	1%	1%	2%	0%	C	0.153			28000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	A	95%	0%	1%	1%	2%	0%	C	0.110	A	0.7	55000	A
	City of Chesapeake (Maint: 64)	0.76	26000	G	95%	0%	1%	1%	2%	0%	F	0.118			30000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	0.8	53000	G
	City of Chesapeake (Maint: 64)	0.18	7100	F								0.09			7100	F
	City of Chesapeake (Maint: 64)	0.10	4300	F								0.082			4300	F
	City of Chesapeake (Maint: 64)	0.23	2100	G								0.111			2100	G
	City of Chesapeake (Maint: 64)	0.10	720	G								0.184			720	G

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							2Axle	3+Axle	1Trail	2Trail						
South 464	From: I-64															
	City of Chesapeake (Maint: 64)	1.32	28000	G	95%	0%	1%	1%	2%	0%	F	0.111		32000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		56000	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.746	64000	G
South 464	From: US 13 Military Hwy															
	City of Chesapeake (Maint: 64)	0.84	26000	F	95%	0%	1%	1%	2%	0%	F	0.115		30000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	59000	F
South 464	From: Freeman Avenue															
	City of Chesapeake (Maint: 64)	2.01	23000	A	95%	0%	1%	1%	2%	0%	C	0.157		27000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	A	95%	0%	1%	1%	2%	0%	C	0.110	A	0.7	55000	A
South 464	From: Collector Road															
	City of Chesapeake (Maint: 64)	0.43	20000	F	95%	0%	1%	1%	2%	0%	F	0.136		23000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	0.8	53000	G
South 464 Ramp	From: SR 104 TO I-64 WEST															
	City of Chesapeake (Maint: 64)	0.22	8200	G								0.095		8200	G	
South 464 Ramp	From: I-464-S TO I-64 EAST															
	City of Chesapeake (Maint: 64)	0.36	4300	G								0.177		4300	G	
South 464 Ramp	From: I-464-S TO RT 13															
	City of Chesapeake (Maint: 64)	0.14	5400	F								0.113		5400	F	
South 464 Ramp	From: I-464-S TO FREEMAN Ave															
	City of Chesapeake (Maint: 64)	0.13	3000	G								0.117		3000	G	
South 464 Ramp	From: I-464-S004X TO RT 337 EAST00- POINDEXTER															
	City of Chesapeake (Maint: 64)	0.11	NA									NA		NA		
South 464 Ramp	From: I-464-S BEG COLLECTOR RD-RT 337 POINDEX															
	City of Chesapeake (Maint: 64)	0.16	4900	F								0.088		4900	F	
South 464 Ramp	From: SR 337-W023A FROM ROUTE 337 WEST00- POIND															
	City of Chesapeake (Maint: 64)	0.14	NA									NA		NA		
South 464 Ramp	From: I-464-S004A TO RT 337 EAST00- POINDEXTER															
	City of Chesapeake (Maint: 64)	0.09	NA									NA		NA		
South 464 Ramp	From: SR 337-E023A FROM RT 337 EAST00- POINDEXT															
	City of Chesapeake (Maint: 64)	0.14	NA									NA		NA		

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							2Axle	3+Axle	1Trail	2Trail						
From: WCL Suffolk																
East 664	Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.16	<b>38000</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	F	0.095		41000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>77000</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
<i>East I-664 is signed as South I-664</i>																
To: 64-659 Pughsville Rd																
East 664	Hampton Roads Beltway	City of Chesapeake (Maint: 64)	2.02	<b>42000</b>	<b>F</b>	94%	0%	1%	1%	4%	0%	F	0.107		41000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>87000</b>	<b>F</b>	94%	0%	1%	1%	4%	0%	F	0.085	F	0.542	87000	F
<i>East I-664 is signed as South I-664</i>																
To: SR 337 Portsmouth Blvd																
East 664	Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.10	<b>47000</b>	<b>F</b>	94%	0%	1%	1%	4%	0%	F	0.103		47000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>95000</b>	<b>F</b>	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	96000	F
<i>East I-664 is signed as South I-664</i>																
To: 64-663 Dock Landing Road																
East 664	Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.18	<b>41000</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	F	0.088		45000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>87000</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	94000	G
<i>East I-664 is signed as South I-664</i>																
To: US 13, US 58, US 460 Military Highway																
East 664	Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.13	<b>57000</b>	<b>F</b>	94%	0%	1%	1%	4%	0%	F	0.09		61000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>113000</b>	<b>F</b>	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	122000	F
<i>East I-664 is signed as South I-664</i>																
To: US 13, US 460 Military Highway South																
East 664	Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.27	<b>58000</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	F	0.108		61000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>114000</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	F	NA			122000	G
<i>East I-664 is signed as South I-664</i>																
To: I-64; I-264																
East 664	Ramp	City of Chesapeake (Maint: 64)	0.46	<b>31000</b>	<b>F</b>								0.088		32000	F
To: I-64 WB																
From: I-664 East																
East 664	Ramp	City of Chesapeake (Maint: 64)	0.35	<b>6200</b>	<b>G</b>								0.282		6200	G
To: Pughsville Rd																
East 664	Ramp	City of Chesapeake (Maint: 64)	0.08	<b>NA</b>									NA		NA	
To: 131-8529 FROM ROUTE 664 EASTSOUTH																
From: I-664-E010A TO PUGHSVILLE ROAD NORTH																
East 664	Ramp	City of Chesapeake (Maint: 64)	0.03	<b>NA</b>									NA		NA	
To: 131-8529 TO & FROM ROU																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 664 Ramp	City of Chesapeake (Maint: 64)	0.36	2700	G										2700	G	
	From: I-664 East															
	To: SR 337 Portsmouth Blvd															
East 664 Ramp	City of Chesapeake (Maint: 64)	0.22	5400	G										5400	G	
	From: I-664-E TO RT 337															
	To: SR 337 SR 337-W014A TO AND FROM I-6															
East 664 Ramp	City of Chesapeake (Maint: 64)	0.06	NA											NA		
	From: I-664 East															
	To: I-664 East Exit 12B Ramp															
East 664 Ramp	City of Chesapeake (Maint: 64)	0.08	NA											NA		
	From: I-664-E012A TO DOCK LANDING ROAD00- NORT															
	To: 131-8527 TO & FROM ROU															
East 664 Ramp	City of Chesapeake (Maint: 64)	0.47	9900	G										9900	G	
	From: I-664 East															
	To: US 58 Military Highway															
East 664 Ramp	City of Chesapeake (Maint: 64)	0.25	1900	G										1900	G	
	From: I-664-E TO ROUTE 58.13&460 EAST															
	To: US 58 FROM ROUTE 664 EASTSOUTH															
East 664 Ramp	City of Chesapeake (Maint: 64)	0.12	2500	F	92%	0%	1%	1%	6%	0%	F	0.122		2600	F	
	From: I-664 East															
	To: US 13; IUS 13-P FRO															
East 664 Ramp	City of Chesapeake (Maint: 64)	0.56	19000	F										24000	F	
	From: I-664-EB; Ramp to I-64 WB															
	To: I-264-EB															
West 664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.62	39000	G	94%	0%	1%	1%	4%	0%	F	0.083		42000	G	
	From: WCL Suffolk															
	To: 64-659 Pughsville Road															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>77000</b> <b>G</b> 94% 0% 1% 1% 4% 0% F 0.091 F 0.591 83000 G															
	<i>West I-664 is signed as North I-664</i>															
West 664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	2.10	45000	F	94%	0%	1%	1%	4%	0%	F	0.089		46000	F	
	From: 64-659 Pughsville Road															
	To: SR 337 Portsmouth Blvd															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>87000</b> <b>F</b> 94% 0% 1% 1% 4% 0% F 0.085 F 0.542 87000 F															
	<i>West I-664 is signed as North I-664</i>															
West 664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.03	48000	F	94%	0%	1%	1%	4%	0%	F	0.083		49000	F	
	From: SR 337 Portsmouth Blvd															
	To: Dock Landing Road															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>95000</b> <b>F</b> 94% 0% 1% 1% 4% 0% F 0.086 F 0.511 96000 F															
	<i>West I-664 is signed as North I-664</i>															



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							2Axle	3+Axle	1Trail	2Trail						
West 664	From: Dock Landing Road To: Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.48	46000	F	94%	0%	1%	1%	4%	0%	F	0.083		49000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		87000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	94000	G
	<i>West I-664 is signed as North I-664</i>															
West 664	From: US 13, US 58, US 460 Military Highway To: Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.21	57000	F	94%	0%	1%	1%	4%	0%	F	0.088		61000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		113000	F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	122000	F
	<i>West I-664 is signed as North I-664</i>															
West 664	From: I-64; I-264 To: I-664 West	City of Chesapeake (Maint: 64)	0.19	8200	F								0.097		8200	F
West 664	From: I-664-W010A TO PUGHSVILLE SOUTH To: 131-8529 FROM ROUTE 664 WESTNORTH	City of Chesapeake (Maint: 64)	0.05	NA									NA		NA	
West 664	From: I-664-W TO RT 337 To: SR 337 SR 337-E014B TO I-664 AND FR	City of Chesapeake (Maint: 64)	0.22	3600	G								0.096		3600	G
West 664	From: I-664 West To: SR 337 Portsmouth Blvd	City of Chesapeake (Maint: 64)	0.36	6600	G								0.094		6600	G
West 664	From: I-664 West To: I-664 West Exit 12B Ramp	City of Chesapeake (Maint: 64)	0.14	3000	F								0.108		3000	F
West 664	From: I-664-W012A TO DOCK LANDING ROAD-SOUTH To: 131-8527 TO & FROM DOC	City of Chesapeake (Maint: 64)	0.07	NA									NA		NA	
West 664	From: I-664 West To: I-664-W013B TO 58,13&460 EAST	City of Chesapeake (Maint: 64)	0.06	25000	F								0.100		25000	F
West 664	From: I-664 West To: US 58 TO ROUTE 664 EA	City of Chesapeake (Maint: 64)	0.53	23000	G								0.108		23000	G
West 664	From: I-664 West To: US 58 Military Highway	City of Chesapeake (Maint: 64)	0.10	2200	F								0.174		2200	F

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(F144)	0.10	1200	R			Bus SR 168					NA			NA		04/28/2009
						Dead End										
(F145)	Bulldog Rd	0.06	840	G							0.148		0.598	840	G	2015
						Tintern St										
						Dead End										
(F148)	Tennyson St	0.10	40	G							0.161		0.5	40	G	2015
						Dead End										
						SR 190 Great Bridge Blvd										
(F150)	Libertyville Rd	0.34	1300	G							0.112		0.608	1300	G	2015
						Mullen Rd										
						SR 166 Bainbridge Blvd										
(F151)	Firman St	0.17	100	G							0.233		0.511	100	G	2015
						Southway St										
						Dead End										
(F153)	Rotunda Ave	1.67	580	F	92%	2%	2%	0%	4%	0%	C	0.106	0.548	630	F	2015
						US 13 Military Highway										
(F153)	Rotunda Ave	0.69	580	N	92%	2%	2%	0%	4%	0%	N	0.106	0.548	630	N	2015
						WCL Portsmouth										
						124-8540 Greenwood Dr										
(F156)	Burns St	0.12	60	G							0.246		0.516	60	G	2015
						Dorcas Rd										
						Dead End										
(F336)	Jolliff Rd	0.19	30	G							0.222		0.583	30	G	2015
						SR 191 Jolliff Rd										
						Dead End										
(F337)	Branchview Way	0.47	60	G							0.128		0.5	60	G	2015
						Dead End										
						SR 191 Jolliff Rd										
(F683)	Blake St	0.32	840	G							0.092		0.614	840	G	2015
						SR 190 Great Bridge Blvd										
						Dead End										
(F684)	Finck Lane	0.13	690	G							0.253		0.563	690	G	2015
						SR 190 Great Bridge Blvd										
						Dead End										
(F808)	W Military Hwy	0.06	40	G							0.247		0.524	40	G	2015
						Dead End										
						US 58; FR-923										
(F809)		0.65	100	G							0.168		0.571	100	G	2015
						Dead End										
						US 58 Military Hwy										
(F812)	Ridgeway Ave	0.46	70	G							0.179		0.519	70	G	2015
						US 13 Military Hwy										
						Dead End										
(F923)	Snowden St	0.58	20	G							0.381		0.625	20	G	2015
						US 58 Military Hwy										
						Dead End										
(1)	Towne Point Rd	0.07	21000	G	97%	1%	1%	1%	0%	0%	F	0.092	0.508	22000	G	2015
						Churchland Blvd										
						124-8520 JB-131 NCL Chesapeake										
(2)	Backwoods Rd	0.73	1600	G	99%	0%	0%	0%	0%	0%	C	0.123	0.785	1700	G	2015
						North Carolina State Line										
						131-8796 Ballahack Rd										
(3)	Douglas Rd	2.95	400	G	97%	1%	1%	1%	0%	0%	C	0.111	0.568	430	G	2015
						US 17 George Washington Hwy										
						Benefit Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
④ Indian Creek Rd	5.92	2600	G	96%	1%	1%	1%	1%	0%	C	0.109		0.532	2800	G	2015
⑤ Crossways Blvd	0.32	13000	G	99%	0%	0%	0%	0%	0%	C	0.094		0.615	13000	G	2015
⑥ Woodlake Dr	0.23	21000	G	97%	1%	1%	0%	1%	0%	C	0.08		0.765	23000	G	2015
⑦ Old Greenbriar Rd	0.43	12000	G	98%	1%	1%	1%	0%	0%	C	0.087		0.538	12000	G	2015
⑦ Old Greenbriar	0.46	4500	G	98%	1%	1%	0%	0%	0%	F	0.093		0.561	4800	G	2015
⑧ Bunch Walnuts Rd	3.01	1500	G	99%	0%	0%	0%	0%	0%	C	0.097		0.537	1600	G	2015
⑨ Paramont Ave	1.11	3900	G	98%	1%	1%	0%	0%	0%	C	0.103		0.517	4100	G	2015
⑩ Sign Pine Rd	2.43	3200	G	98%	1%	1%	0%	0%	0%	C	0.094		0.658	3400	G	2015
⑪ Campostella Rd	0.44	12000	G	96%	0%	1%	1%	2%	0%	F	0.088		0.533	12000	G	2015
⑪ Campostella Rd	1.34	11000	G	96%	0%	1%	1%	2%	0%	F	0.092		0.558	12000	G	2015
⑫ Cedar Rd	3.05	6200	G	99%	1%	0%	0%	0%	0%	C	0.09		0.562	6600	G	2015
⑬	0.34	140	G								0.117		0.5	140	G	2015
⑮ Churchland Blvd	0.57	6100	G	99%	0%	0%	0%	0%	0%	C	0.084		0.543	6500	G	2015
⑮ Churchland Blvd	0.09	11000	G	99%	0%	0%	0%	0%	0%	F	0.097		0.557	12000	G	2015
⑮ Dock Landing Rd	0.27	5300	G	99%	0%	0%	0%	0%	0%	F	0.085		0.509	5600	G	2015
⑮ Dock Landing Rd	0.89	5800	G	99%	0%	0%	0%	0%	0%	C	0.101		0.583	6100	G	2015
⑮ Dock Landing Rd	0.24	5200	G	99%	0%	0%	0%	0%	0%	F	0.098		0.567	5600	G	2015
⑮ Dock Landing Rd	2.23	5700	G	98%	2%	1%	0%	0%	0%	C	0.110		0.508	6100	G	2015
⑮ Ramp	0.27	3200	F								0.141			3200	F	2015
⑮ Ramp	0.28	2800	F								0.143			2800	F	2015

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
North (8527) Ramp	0.06	NA				From: 131-8527 TO ROUTE 664 EASTSOUTH					NA			NA		
						To: 131-8527-S000A FROM DO										
North (8527) Ramp	0.03	NA				From: 131-8527 TO & FROM DOCK					NA			NA		
						To: 131-8527-S000B; 131-8527- B FROM DO										
South (8527) Ramp	0.05	NA				From: 131-8527 TO & FROM ROUT					NA			NA		
						To: 131-8527-N000A; 131-8527- A FROM DO										
South (8527) Ramp	0.05	NA				From: 131-8527 TO ROUTE 664 WESTNORTH					NA			NA		
						To: 131-8527-N000B FROM DO										
(8529) Pughsville Rd	0.85	10000	G	92%	0%	0%	2%	5%	0%	C	0.094		0.606	11000	G	2015
						From: 133-659 Pughsville Rd; ECL Suffolk										
(8529) Pughsville Rd	0.16	23000	G	98%	1%	1%	0%	1%	0%	C	0.095		0.575	25000	G	2015
						From: I-664										
						To: 131-8530; Taylor Rd										
(8529) Taylor Rd	1.65	14000	G	98%	1%	1%	0%	1%	0%	F	0.088		0.559	15000	G	2015
						From: Pughsville Rd										
						To: US 17 Western Branch Blvd										
(8529) Ramp	0.09	7000	F								0.11			7000	F	2015
						From: 131-8529-S000A TO ROUT										
						To: I-664-E FROM PUGHSVILLE ROAD										
North (8529) Ramp	0.07	NA				From: 131-8529 TO ROUTE 664 EASTSOUTH					NA			NA		
						To: 131-8529-S000A TO ROUT										
North (8529) Ramp	0.19	1100	F								0.155			1100	F	2015
						From: 131-8529 TO ROUTE 664 WESTNORTH										
						To: I-664-W FROM PUGHSVILLE ROAD										
South (8529) Ramp	0.05	NA				From: 131-8529 TO & FROM ROUT					NA			NA		
						To: 131-8529-N000A; 131-8529- A TO ROUT										
South (8529) Ramp	0.29	NA				From: Pughsville Rd					NA			NA		
						To: I-664 W										
(8530) Taylor Rd	1.70	21000	G	99%	0%	0%	0%	0%	0%	C	0.091		0.516	22000	G	2015
						From: SR 337 Portsmouth Blvd										
						To: Bruce Rd										
(8530) Taylor Rd	0.29	22000	G	99%	0%	0%	0%	0%	0%	F	0.094		0.585	24000	G	2015
						From: 131-8529 Pughsville Rd										
						To: Taylor Rd										
(8531) Dunedin Dr	0.99	1700	G	99%	0%	0%	0%	0%	0%	C	0.095		0.659	1800	G	2015
						From: Taylor Rd										
						To: US 17 Western Branch Blvd										
(8532) Bruce Rd	1.54	11000	G	99%	0%	0%	0%	0%	0%	C	0.096		0.539	12000	G	2015
						From: Taylor Rd										
						To: Tyre Neck Rd										
(8532) Tyre Neck Rd	1.26	9000	G	100%	0%	0%	0%	0%	0%	C	0.094		0.595	9600	G	2015
						From: Bruce St										
						To: WCL Portsmouth										
(8547) Deep Creek Blvd	0.60	4400	G	98%	0%	1%	0%	0%	0%	C	0.099		0.631	4700	G	2015
						From: Gust Lane										
						To: SCL Portsmouth										
(8591) Liberty St	0.40	4700	G	89%	1%	1%	3%	6%	0%	F	0.093		0.564	5000	G	2015
						From: US 460 22nd St										
						To: SCL Norfolk										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(8592) Berkley Ave	0.39	1700	G	98%	0%	1%	1%	0%	0%	C	0.093		0.606	1900	G	2015
						From: ECL Norfolk										
						To: Wingfield Ave										
(8596) Rosemont Ave	0.13	760	G	85%	1%	2%	1%	11%	0%	F	0.127		0.877	810	G	2015
						From: Bank Street										
						To: Hill Street										
(8596) Rosemont Ave	0.37	1300	G	85%	1%	2%	1%	11%	0%	C	0.105		0.812	1400	G	2015
						From: Hill St										
						To: US 460 Bainbridge Blvd										
(8597) Chesapeake Dr	0.45	2200	G	97%	1%	1%	0%	0%	0%	C	0.098		0.544	2300	G	2015
						From: US 460 Bainbridge Blvd										
						To: Chesapeake Ave										
(8598) Freeman Ave	0.65	4300	G	61%	1%	3%	8%	28%	0%	C	0.083		0.655	4600	G	2015
						From: Buell St										
						To: I-464										
(8598) Freeman Ave	0.25	9400	G	61%	1%	3%	8%	28%	0%	F	0.080		0.604	10000	G	2015
						From: US 460 Bainbridge Blvd										
						To: I-464										
(8598) Ramp	0.13	4300	G								0.101			4300	G	2015
						From: 131-8598 I-464-S003A TO AND FROM I-										
						To: I-464-S FROM FREEMAN Ave										
(8598) Ramp	0.13	3700	G								0.12			3700	G	2015
						From: 131-8598 I-464-N003A FROM AND TO RT										
						To: I-464-N FROM FREEMAN Ave										
(8599) Cavalier Blvd	1.24	11000	G	89%	1%	1%	3%	6%	0%	C	0.099		0.513	11000	G	2015
						From: US 13 & 460 Military Hwy										
						To: SCL Portsmouth										
(8601) Deep Creek Blvd	0.94	2900	G	98%	1%	0%	0%	0%	0%	C	0.09		0.776	3100	G	2015
						From: US 13 & 460 Military Hwy										
						To: Gust Lane										
(8601) Gust Lane	0.44	5300	G	99%	0%	1%	0%	0%	0%	C	0.086		0.521	5700	G	2015
						From: Deep Creek Blvd										
						To: SCL Portsmouth										
(8602) Camelot Blvd	0.59	7000	G	99%	0%	1%	0%	0%	0%	C	0.088		0.559	7400	G	2015
						From: Sir Galahad Dr										
						To: Deep Creek Blvd										
(8602) Camelot Blvd	0.32	4200	G	89%	1%	1%	3%	6%	0%	F	0.085		0.596	4500	G	2015
						From: Deep Creek Blvd										
						To: US 17 George Washington Hwy										
(8604) Galberry Rd	2.41	2000	G	98%	1%	1%	1%	0%	0%	C	0.168		0.692	2100	G	2015
						From: US 13, US 460 Military Highway										
						To: Bus US 17 George Washington Hwy										
(8604) Shell Rd	0.87	5100	G	99%	0%	0%	0%	0%	0%	F	0.091		0.53	5400	G	2015
						From: Bus US 17 George Washington Hwy										
						To: Firman St										
(8604) Shell Rd	0.81	4000	G	99%	1%	1%	0%	0%	0%	C	0.106		0.613	4300	G	2015
						From: Firman St										
						To: Canal Dr										
(8604) Shell Rd	1.12	2400	G	99%	0%	0%	0%	0%	0%	F	0.115		0.659	2600	G	2015
						From: Canal Dr										
						To: US 13, US460 Military Hwy										
(8605) Canal Dr Ext	0.51	4400	G	99%	0%	0%	0%	0%	0%	C	0.092		0.639	4700	G	2015
						From: Shell Rd										
						To: US 13 & 460 Military Hwy										
(8622) Portlock Rd	0.89	6600	G	97%	0%	2%	0%	0%	0%	C	0.104		0.651	7000	G	2015
						From: US 460, SR 166 Bainbridge Blvd										
						To: Campostella Rd										
(8635) Dunbarton Rd	0.06	3500	G	99%	0%	1%	0%	0%	0%	F	0.142		0.514	3800	G	2015
						From: Providence Rd										
						To: Longdale Crescent										

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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Chesapeake</b>																	
(8635) Dunbarton Rd	0.18	1400	G	99%	0%	1%	0%	0%	0%	C	0.087		0.646	1500	G	2015	
						From: Longdale Crescent											
						To: Crown Crescent											
(8635) Dunbarton Rd	0.16	620	G	99%	0%	1%	0%	0%	0%	F	0.093		0.64	660	G	2015	
						From: Longdale Crescent											
(8640) Providence Rd	1.55	14000	G	99%	0%	0%	0%	0%	0%	F	0.100		0.544	15000	G	2015	
						From: Campostella Rd											
						To: Angora Dr											
(8640) Providence Rd	0.99	15000	G	99%	0%	0%	0%	0%	0%	C	0.101		0.560	16000	G	2015	
						From: WCL Virginia Beach											
(8645) Sparrow Rd	0.23	4900	G	98%	0%	1%	0%	0%	0%	F	0.091		0.580	5300	G	2015	
						From: Military Hwy											
						To: Providence Rd											
(8645) Sparrow Rd	0.84	8600	G	98%	1%	0%	1%	1%	0%	F	0.087		0.535	9100	G	2015	
						From: Indian River Rd											
(8645) Sparrow Rd	0.57	3300	G	98%	0%	1%	0%	0%	0%	F	0.108		0.606	3600	G	2015	
						From: Little Beaver Rd											
						To: Goldcrest Dr											
(8647) Border Rd	0.47	4300	G	98%	1%	1%	0%	0%	0%	C	0.086		0.542	4500	G	2015	
						From: SR 168 Campostella Rd											
						To: Wingfield Ave											
(8647) Wingfield Ave	0.08	2200	G	98%	1%	1%	0%	0%	0%	F	0.092		0.522	2300	G	2015	
						From: Border Rd											
						To: 131-8592 Berkley Ave											
(8647) Wingfield Ave	0.48	2500	G	98%	0%	1%	0%	0%	0%	C	0.094		0.527	2600	G	2015	
						From: Tatemstown Rd											
						To: Wingfield Ave											
(8647) Tatemstown Rd	0.34	3500	G	99%	0%	0%	0%	0%	0%	C	0.09		0.571	3700	G	2015	
						From: SR 407 Indian River Rd											
(8648) Albemarle Dr	1.19	4900	G	99%	0%	0%	0%	0%	0%	C	0.131		0.905	5200	G	2015	
						From: Bus SR 168 Battlefield Blvd											
						To: Cedar Rd											
(8649) Woodford Dr	0.28	900	G	98%	1%	1%	0%	0%	0%	C	0.105		0.5	960	G	2015	
						From: Mt Pleasant											
						To: Royal Oak Dr											
(8650) Cornick Ave	0.14	690	G	99%	1%	0%	0%	0%	0%	C	0.115		0.627	730	G	2015	
						From: Walnut Ave											
						To: Oleander Ave											
(8650) Cornick Ave	0.60	960	G	99%	1%	0%	0%	0%	0%	C	0.118		0.581	1000	G	2015	
						From: Sparrow Rd											
(8653) West Rd	0.79	170	G	98%	1%	0%	1%	1%	0%	F	0.122		0.609	190	G	2015	
						From: Douglas Rd											
						To: Benefit Rd											
(8653) West Rd	5.27	950	G	98%	1%	0%	1%	1%	0%	C	0.110		0.573	1000	G	2015	
						From: US 17 Dominion Blvd											
						To: Benefit Rd											
(8655) Shillelagh Rd	6.96	720	G	97%	1%	1%	1%	1%	0%	C	0.11		0.582	760	G	2015	
						From: US 17 Dominion Blvd											
						To: Benefit Rd											
(8656) Benefit Rd	1.96	1300	G	97%	1%	2%	1%	0%	0%	C	0.111		0.524	1400	G	2015	
						From: Bus US 168 Battlefield Blvd											
						To: Sign Pine Rd											
(8656) Benefit Rd	1.92	2600	G	97%	1%	2%	1%	0%	0%	F	0.096		0.612	2800	G	2015	
						From: Johnstown Rd											

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(8656) Benefit Rd	3.16	1200	G	98%	0%	1%	1%	0%	0%	C	0.110		0.643	1300	G	2015
(8657) Old Atlantic Ave	0.07	8200	G	98%	0%	1%	1%	0%	0%	F	0.104		0.632	8700	G	2015
(8657) Old Atlantic Ave	0.24	4500	G	98%	0%	1%	1%	0%	0%	F	0.094		0.534	4800	G	2015
(8657) Cascade Blvd	0.41	1000	G	98%	0%	1%	1%	0%	0%	F	0.139		0.575	1100	G	2015
(8658) Booker St	0.58	720	G	99%	0%	1%	0%	0%	0%	C	0.153		0.696	770	G	2015
(8661) Centerville Tpke	3.76	5600	G	98%	0%	1%	1%	0%	0%	C	0.096		0.54	6000	G	2015
(8661) Centerville Tpke	1.03	8400	G	98%	0%	1%	1%	0%	0%	F	0.099		0.651	9000	G	2015
(8661) Centerville Tpke	1.14	8800	G	98%	1%	1%	1%	0%	0%	C	0.104		0.566	9600	G	2015
(8661) Centerville Tpke	1.25	16000	G	98%	0%	1%	1%	0%	0%	F	0.102		0.683	17000	G	2015
(8661) Centerville Tpke	0.46	10000	G	98%	0%	1%	1%	0%	0%	C	0.101		0.669	11000	G	2015
(8661) Centerville Tpke	1.76	7100	G	98%	0%	1%	1%	0%	0%	F	0.096		0.677	7800	G	2015
(8662) Green Tree Rd	0.73	6900	G	98%	0%	1%	1%	0%	0%	F	0.103		0.611	7300	G	2015
(8662) Oak Grove Rd	0.86	8800	G	99%	0%	0%	0%	0%	0%	C	0.091		0.606	9400	G	2015
(8663) Johnstown Rd	5.94	3400	G	98%	0%	1%	1%	0%	0%	C	0.101		0.578	3600	G	2015
(8664) Woodbridge Dr	0.19	900	G	99%	0%	1%	0%	0%	0%	C	0.114		0.651	960	G	2015
(8664) Briarfield Dr	0.68	2700	G	99%	0%	0%	0%	0%	0%	C	0.127		0.503	2900	G	2015
(8665) Dunbarton Rd	0.65	5200	G	98%	1%	1%	0%	0%	0%	C	0.134		0.528	5600	G	2015
(8665) Greenbrier Pkwy	0.28	29000	G	98%	0%	0%	0%	0%	0%	F	0.098		0.502	31000	G	2015
(8665) Greenbrier Pkwy	0.22	54000	G	98%	0%	0%	0%	0%	0%	F	0.082		0.572	58000	G	2015
(8665) Greenbrier Pkwy	0.94	80000	G	98%	0%	0%	0%	0%	0%	F	0.085		0.518	85000	G	2015
(8665) Greenbrier Pkwy	0.42	43000	G	98%	0%	0%	0%	0%	0%	F	0.083		0.525	46000	G	2015
(8665) Greenbrier Pkwy	1.78	27000	G	98%	0%	0%	0%	0%	0%	C	0.095		0.631	29000	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(8665) Butts Station Rd	2.08	14000	G	98%	0%	0%	0%	0%	0%	F	0.107		0.661	15000	G	2015
East (8665) Ramp	0.35	6900	G								0.096			6900	G	2015
East (8665) Ramp	0.19	4800	G								0.116			4800	G	2015
West (8665) Ramp	0.20	10000	G								0.08			10000	G	2015
West (8665) Ramp	0.38	15000	G								0.091			15000	G	2015
(8667) Blackwater Rd	2.62	2600	G	94%	0%	1%	3%	2%	0%	C	0.095		0.756	2800	G	2015
(8667) Fentress Airfield Rd	0.15	4000	G	94%	1%	1%	2%	1%	0%	C	0.103		0.708	4300	G	2015
(8668) Hickory Rd East	0.81	3300	G	98%	1%	1%	0%	0%	0%	C	0.091		0.558	3500	G	2015
(8668) Head Of River Rd	4.89	2000	G	97%	0%	0%	2%	0%	0%	C	0.114		0.686	2100	G	2015
(8674) Ashley Rd	0.42	3300	G	99%	0%	0%	0%	0%	0%	F	0.108		0.599	3500	G	2015
(8695) Lindale Dr	0.67	3400	G	99%	0%	0%	0%	0%	0%	F	0.158		0.812	3600	G	2015
(8695) DeBaun Ave	0.49	4000	G	99%	0%	0%	0%	0%	0%	C	0.134		0.718	4200	G	2015
(8717) Volvo Pkwy	0.30	700	G	99%	0%	0%	0%	0%	0%	F	0.09		0.580	740	G	2015
(8717) Volvo Pkwy	0.26	9300	G	99%	0%	0%	0%	0%	0%	C	0.114		0.924	9900	G	2015
(8717) Volvo Pkwy	0.25	20000	G	99%	0%	0%	0%	0%	0%	F	0.09		0.774	22000	G	2015
(8717) Volvo Pkwy	1.38	25000	G	98%	0%	1%	0%	1%	0%	C	0.089		0.513	26000	G	2015
(8717) Volvo Pkwy	0.45	24000	G	98%	0%	1%	0%	1%	0%	F	0.103		0.633	25000	G	2015
(8717) Volvo Pkwy	1.49	26000	G	98%	0%	1%	0%	1%	0%	F	0.102		0.667	27000	G	2015
(8757) Coffman Blvd	0.70	1600	G	99%	1%	0%	0%	0%	0%	C	0.1		0.529	1700	G	2015
(8763) Campostella Rd	1.34	6000	G	98%	0%	1%	0%	0%	0%	C	0.111		0.697	6400	G	2015
(8763) Campostella Rd	1.06	14000	G	98%	0%	1%	0%	0%	0%	F	0.098		0.621	15000	G	2015



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(8771) Virginia Ave	0.50	1200	G	99%	1%	0%	0%	0%	0%	C	0.108		0.570	1300	G	2015
			From: US 460 Bainbridge Blvd													
			To: Chesapeake Ave													
(8771) Chesapeake Ave	1.12	2300	G	98%	1%	1%	0%	0%	0%	C	0.111		0.632	2500	G	2015
			From: Virginia Ave													
			To: Park Ave													
(8771) Chesapeake Ave	0.41	1900	G	98%	1%	1%	0%	0%	0%	F	0.111		0.612	2000	G	2015
			From: Park Ave													
			To: SR 246 Poindexter St													
(8776) Park Ave	0.37	1200	G	97%	1%	1%	1%	0%	0%	C	0.111		0.677	1200	G	2015
			From: US 460 Bainbridge Blvd													
			To: Chesapeake Ave													
(8776) Park Ave	0.35	3600	G	97%	1%	1%	1%	0%	0%	F	0.109		0.672	3800	G	2015
			From: Chesapeake Ave													
			To: Old Atlantic Ave													
(8778) Barnes Rd	0.45	1100	G	65%	0%	2%	1%	31%	0%	C	0.140		0.699	1200	G	2015
			From: Dead End													
			To: US 460 Bainbridge Blvd													
(8796) Ballhack Rd	11.72	960	G	97%	1%	1%	1%	0%	0%	C	0.123		0.730	1000	G	2015
			From: US 17 George Washington Hwy													
			To: Old Battlefield Blvd													
(8796) Ballhack Rd	0.10	5200	G	97%	1%	1%	1%	0%	0%	F	0.123		0.730	5700	G	2015
			From: Old Battlefield Blvd													
			To: SR 168 Battlefield Blvd													
(8797) Poplar Hill Rd	0.23	11000	G	99%	0%	0%	0%	0%	0%	C	0.095		0.550	12000	G	2015
			From: US 17 Western Branch Blvd													
			To: Churchland Blvd													
(8798) Bells Mill Rd	2.38	1700	G	98%	0%	1%	1%	0%	0%	C	0.101		0.615	1800	G	2015
			From: SR 165 W, Cedar Rd													
			To: SR 165 E, Cedar Rd													
(8799) Waters Rd	0.36	8500	G	99%	0%	0%	0%	0%	0%	C	0.091		0.531	9100	G	2015
			From: Washington Dr													
			To: SR 165 Cedar Rd													
(8800) Millville Rd	0.69	1700	G	99%	0%	0%	1%	0%	0%	C	0.114		0.701	1800	G	2015
			From: Cedar Rd													
(8800) Millville Rd	0.42	2900	G	99%	0%	0%	1%	0%	0%	F	0.09		0.659	3100	G	2015
			From: SR 165 Moses Grandy Trail													
			To: Burson Dr													
(8800) Millville Rd	0.65	1100	G	99%	0%	0%	1%	0%	0%	F	0.098		0.668	1200	G	2015
			From: Burson Dr													
			To: Shipyard Rd													
(8801) Shipyard Rd	0.99	1000	G	96%	1%	1%	1%	1%	0%	C	0.163		0.717	1100	G	2015
			From: SR 165 Cedar Rd													
			To: Burson Dr													
(8801) Shipyard Rd	1.28	270	G	96%	1%	1%	1%	1%	0%	F	0.121		0.606	290	G	2015
			From: Burson Dr													
			To: Millville Rd													
(8802) Hanbury Rd	1.00	9100	G	99%	0%	0%	0%	0%	0%	C	0.099		0.571	9700	G	2015
			From: Johnstown Rd													
			To: Bus SR 168 Battlefield Rd													
(8802) Hanbury Rd	0.51	16000	G	99%	0%	0%	0%	0%	0%	C	0.093		0.548	17000	G	2015
			From: Bus SR 168 Battlefield Rd													
			To: Hillwell Rd													
(8803) Hillwell Rd	2.36	3100	G	99%	0%	1%	0%	0%	0%	C	0.095		0.579	3300	G	2015
			From: Bus SR 168 Battlefield Blvd													
			To: SR 165 Mt Pleasant Rd													
(8804) Fentress Rd	1.80	3000	G	99%	0%	0%	0%	0%	0%	C	0.102		0.552	3200	G	2015
			From: SR 165 Mt Pleasant Rd													
			To: Centerville Tpke													
(8805) Elbow Rd	0.87	4800	G	100%	0%	0%	0%	0%	0%	F	0.119		0.606	5100	G	2015
			From: Butts Station Rd													
			To: Centerville Tpke													

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(8805) Elbow Rd	3.05	8500	G	100%	0%	0%	0%	0%	0%	C	0.113		0.506	9100	G	2015
(8806) Eden Way N	0.49	11000	G	99%	0%	0%	0%	0%	0%	F	0.099		0.555	12000	G	2015
(8806) Eden Way N	0.68	12000	G	99%	0%	0%	0%	0%	0%	C	0.097		0.593	13000	G	2015
(8806) Eden Way N	0.85	14000	G	99%	0%	0%	0%	0%	0%	F	0.099		0.625	15000	G	2015
Anne Ave		450	G								0.089		0.61	450	G	2015
Baywood Trail		370	G								0.114		0.523	370	G	2015
Beaver Dam Rd		500	G	98%	0%	1%	0%	0%	0%	C	0.101		0.644	500	G	2015
Beckley Lane		220	G								0.114		0.623	240	G	2015
Birchleaf Rd		230	G								0.121		0.864	250	G	2015
Burson Dr		800	G								0.105		0.714	800	G	2015
Chattanooga St		420	G								0.106		0.552	450	G	2015
Coastal Way		1500	G								0.087		0.753	1500	G	2015
Conquest Dr		1200	G								0.141		0.57	1200	G	2015
Conrad Ave		1400	G								0.107		0.776	1500	G	2015
Cottonwood Lane		150	G								0.138		0.535	160	G	2015
Cypress St		840	G	97%	0%	2%	0%	0%	0%	C	0.132		0.513	840	G	2015
Debbs Lane		210	G								0.104		0.617	220	G	2015
Dove Dr		230	G								0.124		0.742	250	G	2015
Essex Dr		650	G								0.103		0.692	690	G	2015

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Etheridge Manor Blvd		14000	G							C	0.095		0.616	15000	G	2015
Etheridge Rd		2500	G	99%	0%	1%	0%	0%	0%	C	0.097		0.633	2500	G	2015
Eva Blvd		580	G							C	0.086		0.67	620	G	2015
Fairway Dr		2000	G	99%	0%	0%	0%	0%	0%	C	0.122		0.716	2000	G	2015
Firman St		730	G							C	0.111		0.619	780	G	2015
Fleming Circle		350	G							C	0.105		0.579	350	G	2015
Forest Cove Rd		320	G							C	0.109		0.649	320	G	2015
Frank Dr		950	G							C	0.134		0.569	1000	G	2015
Franklin St		2400	G	99%	0%	1%	0%	0%	0%	C	0.085		0.517	2400	G	2015
Gilmerton Rd		4700	G							C	0.107		0.582	5100	G	2015
Greendell Rd		300	G							C	0.102		0.6	320	G	2015
Guenevere Dr		2500	G							C	0.083		0.565	2600	G	2015
Hawksley Dr		330	G							C	0.134		0.564	350	G	2015
Holly Gate Lane		320	G							C	0.109		0.622	340	G	2015
Hunningdon Woods Blvd		920	G							C	0.106		0.58	980	G	2015
Iowa St		620	G							C	0.109		0.585	660	G	2015
Joyner Rd		310	G							C	0.147		0.531	330	G	2015
Keeling Dr		550	G							C	0.111		0.508	550	G	2015
Kemp Lane		310	G							C	0.101		0.546	330	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
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Laurel Ave		510	G							C	0.106		0.535	550	G	2015
Lilac Ave		1300	G	99%	0%	1%	0%	0%	0%	C	0.114		0.573	1400	G	2015
Lincoln Rd		170	G	92%	1%	2%	2%	3%	0%	C	0.155		0.667	170	G	2015
Lindsey Ave		240	G								0.120		0.627	240	G	2015
Lofurno Rd		230	G								0.133		0.625	240	G	2015
Marion Dr		1200	G								0.101		0.759	1200	G	2015
Marlboro St		140	G								0.111		0.657	150	G	2015
Masters Row Ct		600	G								0.099		0.566	640	G	2015
McCosh Dr		1000	G								0.097		0.692	1100	G	2015
Michael Dr		90	G								0.129		0.522	90	G	2015
Millwood Ave		1100	G								0.117		0.546	1100	G	2015
Natchez Terrace		540	G								0.114		0.643	540	G	2015
Newberry Dr		670	G								0.112		0.588	710	G	2015
Oak Dr		290	G								0.134		0.5	310	G	2015
Old Dr		1400	G								0.131		0.635	1400	G	2015
Omar St		500	G								0.124		0.636	540	G	2015
Philadelphia St		60	G								0.186		0.818	60	G	2015
Poplar Ridge Dr		270	G								0.123		0.75	270	G	2015
Priscilla Lane		790	G								0.094		0.599	790	G	2015

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Chesapeake

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
Queenswood Terrace		110	G							0.142		0.714	120	G	2015	
River Creek Rd		530	G							0.111		0.521	530	G	2015	
Robert Hall Blvd		6000	G							0.161		0.818	6500	G	2015	
Shepherds Gate		260	G							0.132		0.62	270	G	2015	
Sir Meliot Dr		250	G							0.135		0.643	270	G	2015	
Sir Meliot Dr		870	G							0.099		0.517	870	G	2015	
Smokey Mountain Trail		1300	G							0.086		0.537	1300	G	2015	
Southfield Dr		80	G							0.171		0.5	90	G	2015	
Stadium Dr		1800	G							0.124		0.524	1900	G	2015	
Strafford Dr		360	G							0.125		0.560	380	G	2015	
Tanglewood Trail		360	G							0.137		0.535	380	G	2015	
Tatemstown Rd		2500	G							0.086		0.617	2600	G	2015	
Terry Dr		2100	G							0.208		0.653	2300	G	2015	
Tintern St		2700	G							0.088		0.612	2900	G	2015	
Wadena Rd		840	G							0.106		0.586	840	G	2015	
Warrick Rd		840	G							0.088		0.572	900	G	2015	
Washington Dr		760	G							0.103		0.606	760	G	2015	
Winslow Ave		210	G							0.146		0.619	220	G	2015	
Yadkin Rd		3100	G							0.103		0.601	3300	G	2015	