### 2017

# 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	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) Secondary Route

### Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
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.

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	r QV
~~~	From:	ECL S	uffolk											
(13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>760</b>	00 A	92%	0%	1%	1%	6%	0%	С	0.095	0.58	80000	Α
<del>~~~~</del>	To: From:	I-6												
(13) (58) (460)	City of Chesapeake (Maint: 64)	0.11 <b>110</b>		92%	0%	1%	1%	6%	0%	F	0.091	0.569	12000	G
<del>*</del> * * *	To: From:	Bus US 58;												
13 (460) (191)	City of Chesapeake	0.18 77		90%	1%	2%	3%	4%	0%	F	0.113	0.576	8100	F
	To	SR 191, S M	lilitary Hwy											
13 (460 Military Highway	City of Chesapeake	0.45 <b>64</b>		90%	1%	2%	3%	4%	0%	F	0.113	0.576	6800	F
	mbined Traffic Estimates for 2 Parallel Roadways on	this Route: 64									NA		NA	
	То	Ramp from I-66	4· Shaefer Δ	ve										
13 (460 Military Highway	City of Chesapeake	2.44 <b>10</b> 0		90%	1%	2%	3%	4%	0%	С	0.148	0.813	11000	F
	Too	I-6	./											
13) (460) Military Highway	City of Chesapeake	1.37 <b>190</b>		97%	0%	1%	1%	1%	0%	F	0.101	0.607	20000	F
13) (400)	Too	US 17 George V												
13 (460 Military Highway	City of Chesapeake	1.01 <b>180</b>		wy 97%	0%	1%	1%	1%	0%	F	0.101	0.514	20000	F
13) (460) William Y Fiightway	only of official policy			07 70	0 70	170	1 70	1 /0	0 70	•	0.101	0.01	20000	•
13 (460 Military Highway	City of Chesapeake	SR 196 0 2.20 <b>35</b> 0		97%	0%	1%	1%	1%	0%	С	0.113	0.567	38000	Α
13 (460) Military Highway	only of official careers			31 76	0 70	1 70	1 /0	1 /0	0 70	O	0.110	0.50	30000	,
13 Military Highway	City of Chesapeake	SR 166 Bain 0.31 <b>360</b>		97%	0%	1%	1%	1%	0%	F	0.102	0.56	40000	F
13) Willitary Flighway	Oily of Offesapeake			31 /0	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.102	0.50	40000	•
13 Military Highway	City of Chesapeake	0.78 <b>250</b>		97%	1%	1%	0%	1%	0%	F	0.102	0.56	27000	F
13) Military Highway	City of Chesapeake	0.78 250	00 F	97%	176	176	0%	170	0%	Г	0.102	0.563	27000	Г
~	To: From:	Campos		070/	40/		201	40/	00/		0.111	2.05		
13 Military Highway	City of Chesapeake	0.65 <b>250</b>	00 F	97%	1%	1%	0%	1%	0%	F	0.111	0.657	26000	F
~	To- From:	SR 168 Batt												
13 Military Highway	City of Chesapeake	0.72 <b>240</b>	00 F	97%	1%	1%	0%	1%	0%	F	0.096	0.523	25000	F
~	To: From:	Alliso												
13 Military Highway	City of Chesapeake	0.41 <b>290</b>	00 G	97%	1%	1%	0%	1%	0%	С	0.096	0.603	31000	G
~	To: From:	Greenbri												
13 Military Highway	City of Chesapeake	1.67 <b>310</b>		97%	1%	1%	0%	1%	0%	F	0.095	0.500	33000	F
<del>~</del>	To:	SCL Virgi	nia Beach											
~ -	From:	US 13 TO 1												
13 Ramp	City of Chesapeake (Maint: 64)	0.35 44			* 7						0.136		4400	G
•	10: I-64-	W FROM RT 1300-		HIGHWA	Υ									
Pamp	City of Chesapeake (Maint: 64)	US 13 TO									0.1		12000	_
13 Ramp		0.41 <b>130</b> E FROM RT 1300-		HIGHWAY	v						U. I		13000	G
	I-04-													
13 Ramp	City of Chesapeake (Maint: 64)	US 13 TO AND 0.29 <b>62</b>		104							0.124		6200	G
13)	To:	I-464-S FR									0.127		3200	u

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus			-		QC	Factor	QK Factor	AAWDT	QW
~~- <u>-</u>	From:			ROM RT									2.122	
13 Ramp	City of Chesapeake (Maint: 6	,									0.099		3400	G
~	10:	I-464	-N FROM RT 13											
~~ - · · · · · · · · · · · · · · · · · ·	From:									_				
(17) George Washington Hwy	City of Chesapeake	3.58	13000 A	94%	0%	1%	0%	5%	0%	С	0.101	0.687	14000	Α
<del>~</del>	To: From:	131-8	796 Ballahack Rd											
17 George Washington Hwy	City of Chesapeake	6.71	13000 F	94%	0%	1%	0%	5%	0%	F	0.089	0.709	14000	F
$\bigcirc$	To:	Bus US 17 C	George Washingto	n Hwv		<u> </u>								
Dominion Blvd	City of Chesapeake		9700 F		0%	1%	1%	3%	0%	F	0.092	0.637	10000	F
	To		165 G 1 D1											
Car Dominion Blvd	City of Chasanaska			05%	00/	10/	10/	20/	09/	C	0.005	0.591	29000	G
17) Bollillion Biva	City of Chesapeake	0.94	28000 G	93 /6	0 /6	1 /0	1 /0	3 /0	0 /6	C	0.005	0.361	29000	G
~~ - · · · - · ·	Te- From:									_				
(17) Dominion Blvd	City of Chesapeake	1.60	26000 F	95%	0%	1%	1%	3%	0%	F	0.095	0.772	28000	F
<u> </u>	To: From:	SR 190	Great Bridge Blv	d		$\neg$ $\vdash$								
17 Dominion Blvd	City of Chesapeake	0.28	39000 F	95%	0%	1%	1%	3%	0%	F	0.097	0.771	41000	F
$\bigcirc$	To:	SR 168 C	Oak Grove Connec	ctor										
~~ ~~ -	From:		JS 17 (Ramp)									_		
(17) (17) Ramp	City of Chesapeake (Maint: 6			Se	e US 1	7 for dire	ectional	traffic v	olume e	stima	tes for th	is segment.		
<del>~</del> ~	To: From:	I												
Hampton Boads Beltway	City of Chesaneake (Maint: 6	(4) 4.31	1-404	9	60 I-64	for direc	rtional tr	affic vo	luma as	timata	ae for thic	seament		
			02000 G										94000	G
Combined 11	anic Estimates for 2 Parallel Hoadway	/S OII tills houte.		93%	170	170	1 70	3%	0%	Г	0.064	F 0.506	94000	G
	From	IS-00064-E(B)/IS-000		) RT 17 NC	ORT									
17 (64) Ramp						for direc	ctional tr	affic vo	lume es	timate	es for this	segment.		
	To:	3US-00017-P(U)/IS-0	00064-E296A(R)/I	FROM RT 6	54 E							-		
~~~	From:		I-64											
(17) George Washington Hwy	City of Chesapeake	0.90	22000 F	97%	0%	1%	1%	1%	0%	F	0.088	0.583	23000	F
$\stackrel{\smile}{\smile}$	To	US 13; U	JS 460 Military H	wy		$\neg$ $\vdash$								
17 George Washington Hwy	City of Chesapeake	1.00	12000 F	97%	0%	1%	1%	1%	0%	С	0.085	0.61	13000	F
	To	cn	106 C1 D-			<del></del>								
George Washington Hwy	City of Chesaneake			07%	Nº/-	10/	10/	10/_	O°/-	F	0.070	0.577	31000	F
deorge Washington Tiwy	To:			31 /6	0 /6	1/0	1 /0	1 /0	0 /6	•	0.073	0.577	31000	•
	From:													
17 Western Branch Blvd	City of Chesapeake	0.69	18000 F	99%	0%	0%	0%	0%	0%	F	0.085	0.568	19000	F
	Tec													
(17)	City of Chasanasko				0%	0%	Nº/-	Nº/-	0°/-		0 000	0.545	23000	Α
	To:			93/0	U /0		U /0	U /0	U /0	J	0.033	0.545	23000	~
City of Chesapeake (Maint: 64)   0.23   3400   G   1.00   0.099   34														
	City of Change also (Adainst C										0 1 10		6000	0
17) namp	Gity of Griesapeake (Maint: 6			TII		<del></del> 1					0.148		6300	G
	10	I-64-W FI	ROM US 17 NOF	H										

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

Route	Jurisdiction	Length AADT QA	4Tire Bus		True	-		QC	K Factor	QK Dir Factor	AAWDT	QW
North (17) Ramp	City of Chesapeake (Maint: 64)	US 17 I-64-E296B FROM IS 64 0.17 <b>6000 G</b> I-64-E FROM US 17 NORT							0.123		6000	G
North (17) Ramp	City of Chesapeake (Maint: 64)	US 17 TO RT 168 SOUTH 0.16 NA I-64-W291B FROM RT 17 NO							NA		NA	
North (17) Ramp	City of Chesapeake (Maint: 64)  Troc SR	US 17 TO RT 464 NORTH 0.26 <b>5800 G</b> 168-N015B FROM RT 17 NORTH							0.139		6200	G
North (17) Ramp	City of Chesapeake (Maint: 64)	US 17-N017D TO RT 64 WE 0.10 NA SR 168-N015A TO RT 64 WI							NA		NA	
North 17 Ramp	City of Chesapeake (Maint: 64)	0.54 <b>27000 G</b> I-64-W I-64-W291X Gap	201						0.092		27000	G
North (17) Ramp	City of Chesapeake (Maint: 64)	US 17 Dominion Blvd 0.30 <b>20000 G</b> I-464 North	95% 0%	1%	1%	3%	0%	F	0.125		22000	G
South (17) Ramp	City of Chesapeake (Maint: 64)	US 17 TO I-64 WEST 0.19 <b>4600 G</b> I-64-W FROM US 17 SOUT	'H						0.1		4600	G
South (17) Ramp	City of Chesapeake (Maint: 64)	US 17 0.29 <b>1100 G</b> I-64 East	95% 0%	1%	1%	3%	0%	F	0.088		1200	G
Bus (17) George Washington Hwy	City of Chesapeake	US 17 Dominion Blvd 4.07 <b>5700 F</b> SR 165 Cedar Rd	94% 0%	1%	0%	5%	0%	F	0.093	0.763	5900	F
Bus (17) George Washington Hwy	City of Chesapeake	1.19 <b>32000 F</b> I-64	94% 0%	1%	0%	5%	0%	F	0.075	0.592	33000	F
(58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)	ECL Suffolk 2.94 <b>76000 A</b> I-664	92% 0%	1%	1%	6%	0%	С	0.095	0.585	80000	Α
58 (13) (460)	City of Chesapeake (Maint: 64)	0.11 <b>11000 G</b>	92% 0%	1%	1%	6%	0%	F	0.091	0.569	12000	G
58) 460 Airline Blvd	City of Chesapeake	SR 191 Jolliff Rd; US 13 Military I  1.72 <b>7000 F</b> WCL Portsmouth	Highway 96% 2%	1%	0%	2%	0%	С	0.091	0.569	7500	F
East 58 Ramp	City of Chesapeake (Maint: 64)	TO ROUTE 664 EASTSOUT 0.77 <b>26000 G</b> I-664-E FROM ROUTE 58,13,&46							0.115		26000	G

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

						4			Tru	ck			K	01/	Dir	A A VA/DT	0144
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	City of Chesapeake		US 58 TO RO 0.17			RTH							0.078			11000	G
58 Ramp	City of Chesapeake	,	0.17 64-W FROM	11000 ROUTE 58	<b>G</b>	DEAST							0.078			11000	G
Vest	From:		US 58 TO RO														
58 Ramp	City of Chesapeake		0.29	490	G	0111							0.097			490	G
	To:	I-6	64-E FROM	ROUTE 58,	13&460	WEST											
West	From:		US 58 TO RC			RTH											
58 Ramp	City of Chesapeake	,	0.22	3100	G	MECE							0.097			3100	G
	II.	1-60	64-W FROM		,	) WEST											
East 64) Hampton Roads Beltw	yay City of Chesapeake	(Maint: 64)	0.98	Virginia B <b>68000</b>	each G	97%	0%	1%	1%	1%	0%	F	0.081			74000	G
64) Hampton Houde Boltin	Combined Traffic Estimates for 2 Parallel	. ,			G	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	146000	G
	To:			enbrier Park													
East	From:	(Maint: C4)				97%	0%	10/	10/	10/	00/	F	0.00			E0000	_
Hampton Roads Beltw	cay City of Chesapeake Combined Traffic Estimates for 2 Parallel	,	2.13	46000	G G	97% 97%	0% 0%	1% 1%	1% 1%	1% 1%	0% 0%		0.08 0.074	F	0.521	50000 102000	G G
	Combined Trainc Estimates for 2 Faraner	Hoadways off ti				91 /0	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.074	'	0.521	102000	G
ast	From:			8 Battlefield													
64 Hampton Roads Beltw	· ·	,	0.58	58000	G	97%	0%	1%	1%	1%	0%	F	0.078	_		63000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on the	his Route:	115000	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.55	123000	G
East	Ta: From:			I-464													
(17) Hampton Roads	Beltway City of Chesapeake	(Maint: 64)	4.31	45000	G	92%	1%	1%	1%	5%	0%	F	0.085			45000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on the	his Route:	92000	G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.506	94000	G
East	To: From:		US 17 Geo	orge Washin	igton Hv	уу											
$\frac{1}{64}$ Hampton Roads Beltw	vay City of Chesapeake	(Maint: 64)	1.46	40000	G	92%	1%	1%	1%	5%	0%	F	0.095			41000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	his Route:	79000	G	93%	1%	1%	1%	5%	0%	F	0.086	F	0.53	79000	G
	Too		US 13, US	460 Militar	y Highw	ay		<u> </u>									
East 64) Hampton Roads Beltw	yay City of Chesapeake	(Maint: 64)	2.31	45000	Α	92%	1%	1%	1%	5%	0%	С	0.087			47000	Α
64)	Combined Traffic Estimates for 2 Parallel	. ,			A	93%	1%	1%	1%	5%	0%	C	0.084	Α	0.511	92000	Α
	To:	,		I-264, I-664													
East	From:		1-E289X TO	GREENBRI	ER PAF	RKWAY											
64) Ramp	City of Chesapeake	(Maint: 64)	0.26	6800	G	95%	1%	1%	1%	2%	0%	С	0.124			6800	G
<u> </u>	To:			FROM RT													
East 64 Ramp	City of Chesapeake		1-E289X TO (	GREENBRI 15000	ER PAF <b>G</b>	RKWAY							0.099			15000	G
64 Ramp	Oity of Offesapeake	(iviaiiii. 04)		FROM RT		Γ							0.099			15000	G
East	From:	I_64_F	BEG. COLL				A	<del>-                                    </del>									
Ramp	City of Chesapeake		0.14	25000	G	DIVIDIO I							0.101			25000	G
	- To:		1-E289A TO	GREENBRI	ER PAF	RKWAY											

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

		Oity (	on Coupean										
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tire	Bus			Trail 2Trai	$\sim$	K Factor	QK Dir Factor	AAWDT	QW
East	From:	I-64-E289A TO	GREENBRIER I	PARKWAY		Z/ (XIC	OTTINIO T	Tian Zirai		1 40101	1 40101		
Ramp	City of Chesapeake (Maint		19000 G							0.092		19000	G
04	To	<u> </u>		D DADKIN	4 3 7 3 3 7								
East	From:	131-8665-W001A FRC			AY W								
(64) Ramp	City of Chesapeake (Maint	: 64) 0.23	29000 G	ì						0.082		29000	G
Fact	To: From:	I-64-E289B TO	GREENBRIER I	PARKWAY									
East (64) Ramp	City of Chesapeake (Maint	: 64) 0.13	13000 G	ì						0.087		13000	G
	To:	131-8665-E001A FRO	M GREENBRIE	R PARKWA	Y EA								
East (64) Ramp	City of Chesapeake (Maint		NA							NA		NA	
64 Ramp	City of Chesapeake (Maint									INA		INA	
East	To: From:	SLIP RAMP	TO EXIT 290 C	OLL RD									
(64) Ramp	City of Chesapeake (Maint	: 64) 0.40	NA							NA		NA	
$\underline{\smile}$	To:	I-64-E END COLL I	RD FROM GRE	ENBRIER PA	AR								
East	From:		I-64 East										
(64) Ramp	City of Chesapeake (Maint	: 64) 0.27	4000 G	94%	0%	1%	2%	3% 0%	С	0.097		4000	G
	То:		SR 168										
East	From:	I-64-E TO RT 168		EFIELD PA	R								
(64) Ramp	City of Chesapeake (Maint		11000 G		0%	0%	0%	% 0%	С	0.102		11000	G
$\overline{}$	То:	SR 168	FROM I-64 EA	ST									
East	From:		I-64 East										
64) I-64 E Exit 290	City of Chesapeake (Maint	: 64) 0.60	19000 G	ì						0.099		19000	G
Foot	To: From:	I-6	4 E Exit 290 A										
East (64) I-64 E Exit 290	City of Chesapeake (Maint	: 64) 0.10	15000 G	ì						0.100		15000	G
	To:	Ramp From Bu	s SR 168 Battlefi	eld Blvd N									
East	From:	•								0.000		05000	_
64 I-64 E Exit 290	City of Chesapeake (Maint	: 64) 0.20	25000 G	l						0.096		25000	G
East	To: From:	I-6	4 E Exit 290 B										
(64) I-64 E Exit 290	City of Chesapeake (Maint	: 64) 0.12	14000 G	ì						0.097		14000	G
$\overline{}$	To:	Ramp From Bu	s SR 168 Battlefi	eld Blvd S									
East	From:			DITU D						NIA		ALA	
64 I-64 E Exit 290	City of Chesapeake (Maint	: 64) 0.20	<b>NA</b> I-64 E							NA		NA	
East	City of Changesoles (Maint	. 64) 0.05	I-64 East							0.004		11000	_
64 Ramp	City of Chesapeake (Maint		11000 G I-464 North	l		_				0.084		11000	G
				2.464									
East Ramp	City of Chesapeake (Maint		21000 G							0.088		21000	G
Ramp	To:		FROM I-64 EA			_				0.000		21000	G
	Erom	1-404-0		,,									
East (64) (17) Ramp	City of Chesapeake (Maint	: 64) 0.23	I-64 East <b>6200 G</b>	<u> </u>						0.074		6200	G
64 (17) Ramp	To:		eorge Washingto							0.074		0200	u
	l	05 17 14, 0	corgo masimigio	1117 /									

Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
East	From:		I-64-E	TO RT 17 S	SOUTH			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
(64) Ramp	City of Chesapeake	(Maint: 64)	0.21	5000	G								0.100			5000	G
	To:		US 17 US 17-1	N014B FRC	OM I-64	EAST											
East	From:			I-64 East													
64 Ramp	City of Chesapeake	(Maint: 64)	0.31	4600	G								0.142			4600	G
<u> </u>	To:		US 13; 131-			AST											
West 64 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.89	Virginia B <b>82000</b>	Beach F	100%	0%	0%	0%	0%	0%	С	0.083			72000	F
	ned Traffic Estimates for 2 Parallel	. ,			G	99%	0%	0%	0%	1%	0%	F	0.003	В	0.551	146000	G
Combi	Tol	Tioddways on				0070	0 70	——————————————————————————————————————	0 70	1 /0	0 70	•	0.001		0.001	140000	ď
Vest	From:			enbrier Park													
Hampton Roads Beltway	City of Chesapeake	,	2.10	49000	G	97%	0%	1%	1%	1%	0%	F	0.083	_	0.504	52000	G
Combin	ned Traffic Estimates for 2 Parallel	Roadways on	this Houte:	95000	G	97%	0%	1%	1%	1%	0%	F	0.074	F	0.521	102000	G
West	To: From:		SR 16	8 Battlefield	d Blvd												
(64) (168) Hampton Roads Beltway	City of Chesapeake	,	0.50	57000	N	97%	0%	1%	1%	1%	0%	Ν	0.089			61000	Ν
Combir	ned Traffic Estimates for 2 Parallel	Roadways on	this Route:		N	97%	0%	1%	1%	1%	0%	Ν	NA			123000	Ν
Vest	To: From:		SD 16	US 17 8 Battlefield	d Blvd												
(64) Hampton Roads Beltway	ا City of Chesapeake	(Maint: 64)	0.49	57000	G	97%	0%	1%	1%	1%	0%	F	0.089			61000	G
( - )	ned Traffic Estimates for 2 Parallel	. ,	this Route:	115000	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.55	123000	G
	To			I-464													
West 64 17 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.41	45000	G	93%	0%	1%	1%	5%	0%	F	0.089			47000	G
(0+) (1)	ned Traffic Estimates for 2 Parallel	,			G	93%	1%	1%	1%	5%	0%	F	NA			92000	G
Comen	To.	rioddiidyo on				0070	170	- 70	170	070	0 70	·				02000	Ğ
West	From:	(1.4.1		Great Brid													
64 (17) Hampton Roads Beltway	City of Chesapeake	` ,	3.86	47000	G	93%	0%	1%	1%	5%	0%	-	0.182	_	0.500	49000	G
Combir	ned Traffic Estimates for 2 Parallel	Roadways on	this Houte:	92000	G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.506	94000	G
West	To: From:		US 17 Geo	orge Washii	ngton Hy	vy											
64 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.86	39000	G	93%	0%	1%	1%	5%	0%	F	0.092			38000	G
Combir	ned Traffic Estimates for 2 Parallel	Roadways on	this Route:	79000	G	93%	1%	1%	1%	5%	0%	F	0.09	F	0.506	79000	G
Vest	To: From:		US 13, U	JS 460 Mili	tary Hw	/											
64) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.65	43000	Α	93%	0%	1%	1%	5%	0%	С	0.085			44000	Α
\ /	ned Traffic Estimates for 2 Parallel	Roadways on	this Route:	88000	Α	93%	1%	1%	1%	5%	0%	С	0.084	Α	0.511	92000	Α
	To:			I-264, I-664													
West	From:		V289X TO GR														
64 Ramp	City of Chesapeake	(Maint: 64)	0.28	6500	G	95%	1%	1%	1%	2%	0%	С	0.116			6500	G
	10:			FROM RT													
West 64 Ramp	City of Chesapeake		W289X TO GR 0.25	EENBRIEF 11000	R PARK <b>G</b>	WAY EAS	ST						0.085			11000	G
(64) Hamp	Oity of Offesapeake	(IVIAIIII. 04)		FROM RT									0.005			1 1000	G

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

				· Shooap	June												
Route	Jurisdiction	1	Length	AADT	QA	4Tire I	פווכ	2Axle 3	-	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	From: City of Chesapeake (		W END COLL F 0.66	ROAD TO C	GREENI	BRIER PAR							NA			NA	
Nest 64 Ramp	City of Chesapeake (		-W289B TO GRI 0.10	EENBRIER <b>NA</b>	? PARKV	WAY EAST							NA			NA	
Nest 64 Ramp	City of Chesapeake (		0.23	OM GREEN NA	BRIER	PARKWAY	•						NA			NA	
Nest Ramp	City of Chesapeake (		W289A TO GRE 0.16	EENBRIER NA	PARKV	VAY WEST							NA			NA	
Nest 64 Ramp	City of Chesapeake (	(Maint: 64)	65-W001B FROM	19000	G								0.098			19000	G
Nest (168) Ramp	From: City of Chesapeake (		W END COLL R	I-64 W 2900	OM GREI		1%	1%	2%	9%	1%	С	0.078			2900	G
Nest Ramp From I-64 W to SR 168 S	To: From City of Chesapeake (	(Maint: 64)		us SR 168 N I-64 West <b>9400</b>	N G	97%	0%	1%	0%	1%	0%	С	0.105			9400	G
West	To:		Bus SR 16	68 Battlefiel	eld Blvd S												
64 168 I-64 W Exit 290	City of Chesapeake (	. ,		15000 4 W Exit 290	<b>G</b>			_					0.079			15000	G
64 168 I-64 W Exit 290	City of Chesapeake (		0.10 Ramp From Bus		attlefield	Blvd S							NA			NA	
64 (168) I-64 W Exit 290 West	City of Chesapeake (	(Maint: 64)	0.20 I-64	NA 4 W Exit 290	00 S								NA			NA	
64 I-64 W Exit 290 West	City of Chesapeake (	` ′	0.12 Ramp From Bus	NA S SR 168 Ba	attlefield	Blvd N							NA			NA	
64 I-64 W Exit 290 West	City of Chesapeake (	(Maint: 64)	0.35 Ramp t	NA to I-64 E Ex	xit 289								NA			NA	
64 I-64 W Exit 290	City of Chesapeake (	(Maint: 64)	0.51	<b>NA</b> I-64 W									NA			NA	
West 64 Ramp Between SR 168 and I-464	From: City of Chesapeake (	(Maint: 64)	0.26	3300 -464; US 17	G		0%	1%	1%	3%	0%	F	0.131			3500	G
West 64 Ramp	City of Chesapeake (	(Maint: 64)		I-64 West <b>8900</b>	G								0.102			8900	G

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truc 3+Axle			QC	K Factor Q	Oir Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (Maint: 64	US 17-N017A FROM RT 17 N ) 0.05 <b>NA</b> 1SR 168-P FROM RT 64 WEST &								NA		NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W BEGIN COLL ROAD TO	RT 464							NA		NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64 West  0.20 <b>2600 G</b> SR 190 Great Bridge Blvd	I							0.087		2600	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64 West ) 0.24 <b>5600 G</b> US 17	95%	0%	1%	1%	3%	0%	F	0.092		5900	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W TO RT 1300- MILITARY H 0.23 <b>4700 G</b> US 13 FROM I-64 WEST								0.088		4700	G
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Washington 2.70 <b>13000 F</b>	Hwy 98%	1%	1%	0%	0%	0%	С	0.099	0.519	14000	F
165 Cedar Rd	City of Chesapeake	US 17 Dominion Blvd 0.28 <b>26000 F</b>	98%	1%	1%	0%	0%	0%	С	0.09	0.535	27000	F
165 Cedar Rd	City of Chesapeake	Bells Mill Rd West 2.01 <b>30000 F</b>	98%	1%	1%	0%	0%	0%	F	0.089	0.529	32000	F
165 Cedar Rd	City of Chesapeake	131-8798 Bells Mill Rd Ea 1.73 <b>27000 F</b>	98%	1%	1%	0%	0%	0%	F	0.081	0.57	29000	F
165 Bus 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>19000 F</b>	97%	1%	1%	1%	1%	0%	F	0.102	0.613	20000	F
165 Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge Bypa 2.57 <b>19000 F</b>	97%	1%	1%	1%	1%	0%	С	0.097	0.511	20000	F
165 Mt Pleasant Rd	City of Chesapeake	131-866 Centerville Tpke 4.53 <b>10000 F</b>	97%	0%	1%	1%	1%	0%	С	0.110	0.558	11000	F
165 Mt Pleasant Rd	City of Chesapeake	131-8667 Fentress Airfield I 0.91	97%	0%	1%	1%	1%	0%	F	0.116	0.661	11000	F
166 Bainbridge Blvd	City of Chesapeake	US 17 Dominion Blvd 2.05 <b>1900 F</b>	89%	1%	2%	4%	4%	0%	F	0.093	0.682	2100	F
166 Bainbridge Blvd	City of Chesapeake	SR 190 Great Bridge Blvd 0.69 <b>7400 F</b> US 13 Military Hwy	89%	1%	2%	4%	4%	0%	С	0.101	0.578	8400	F

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length I	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	US 13	Military Hwy											
166)(460)Bainbridge Blvd	City of Chesapeake	0.74	11000 F	95%	1%	1%	1%	2%	0%	F	0.103	0.561	11000	F
	Ter	Fre	eman Ave											
166)(460)Bainbridge Blvd	City of Chesapeake		9900 F	95%	1%	1%	1%	2%	0%	F	0.086	0.534	10000	F
	То	Char	sapeake Dr											
166)(460)Bainbridge Blvd	City of Chesapeake		8600 F	95%	1%	1%	1%	2%	0%	С	0.085	0.631	9100	F
100/400	To:	SR 337	Poindexter St											
	From:	Bain	bridge Blvd											
166 (460) Poindexter St	City of Chesapeake	0.56	7500 F	98%	1%	1%	0%	0%	0%	С	0.119	0.699	8000	F
	To: From:	L	iberty St											
166)(460)22nd St	City of Chesapeake	0.39	5700 F	98%	1%	1%	0%	0%	0%	F	0.122	0.738	6000	F
	To:	SC	L Norfolk											
	From:	North Car	rolina State Line											
168)Battlefield Blvd	City of Chesapeake	1.79	26000 A	97%	0%	1%	1%	1%	0%	С	0.153	0.509	24000	Α
$\smile$	To:	Bus SR 168 Battle	efield Blvd: Gall	oush Rd										
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)		10000 G	97%	0%	1%	1%	1%	0%	F	0.086	0.744	9500	G
1.00)	. , ,	SR 168 Battlefield	d Dlyde Noon Indi	on Cuantr I	0.4									
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)		10000 G	97%	0%	1%	1%	1%	0%	F	0.086	0.744	9500	G
168 Onesapeane Expressivay	only of offedapeane (Maint: 102)			01 70	0 70		1 /0	1 /0	0 70	•	0.000	0.744	0000	ď
Observation Fundament	City of Change also (Mainty TOL)		crest Pkwy	070/	00/	10/	10/	10/	00/	F	0.000	0.744	0.4000	
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	0.25	37000 G	97%	0%	1%	1%	1%	0%	Г	0.086	0.744	34000	G
	To: From:		Toll Road											
168 Great Bridge Bypass	City of Chesapeake	1.76	37000 G	97%	0%	1%	1%	1%	0%	F	0.09	0.673	34000	G
	To: From:	Bus SR 16	8 Battlefield Blv	d										
168)Great Bridge Bypass	City of Chesapeake	0.20	32000 F	97%	0%	1%	1%	1%	0%	F	0.079	0.609	31000	F
$\smile$	To	Ha	inbury Rd											
168)Great Bridge Bypass	City of Chesapeake	1.50	48000 F	97%	0%	1%	1%	1%	0%	F	0.084	0.675	45000	F
	То	SR 1651	Mt Pleasant Rd											
168)Great Bridge Bypass	City of Chesapeake		69000 F	97%	0%	1%	1%	1%	0%	F	0.093	0.669	65000	F
100)	Te								- , -					
168)Oak Grove Connector	City of Chesapeake		8 Battlefield Blv 69000 F	97%	0%	1%	1%	1%	0%	F	0.083	0.61	65000	F
168 Car Grove Connector	Oity of Offesapeake	1.02		31 /6	0 76	1 /6	1 /0	1 /0	0 /6	•	0.000	0.01	03000	'
	From:	0.50	I-64		1.04			"						
168 64 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.50										s segment.		
Combined Tra	ffic Estimates for 2 Parallel Roadways on			97%	0%	1%	1%	1%	0%	N	NA		123000	Ν
	From:		54; US 17 168 CD Rd											
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	CD Ru	S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	s segment.		
100 04 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	To		D 0D 160 0			<del></del> 1						9		
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	Bus SR 168 S	0	00   64	for direc	etional +r	affic vo	lume co	timat	ac for this	s segment.		
168) (64) I-64 W Exit 290	Oity of Offesapeake (Maint. 64)	0.10		3	ee 1-04	ioi direc	Juonai li	ailic vo	iuille es	umale	50 101 11118	segment.		

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

		Oity of Officsapeane				Tru	ok			K	. Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor QI	K Factor	AAWDT	QW
	From:	Ramp From SR 168 S											
(168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20		ee I-64 t	for dire	ctional tr	affic vol	ume es	stimate	es for this se	gment.		
$\bigcirc$	To:	Ramp to SR 168, Bus SR 1	68										
	From:	Ramp to Bus SR 168			!								
( <sub>168</sub> )( <del>64</del> ) Ramp	City of Chesapeake (Maint: 64)	0.18	S	ee I-64 1	for dire	ctional tr	attic vol	ume es	stimate	es for this se	gment.		
	To	Bus SR 168			$\neg$ $\vdash$								
Bus	From:		000/	201	40/	00/	00/	00/		0.00	0.500	75000	
168 168 Battlefield Blvd	City of Chesapeake	0.35 <b>71000 N</b>	99%	0%	1%	0%	0%	0%	N	80.0	0.509	75000	N
	To:	End Bus SR 168			_								
Dawlesiald Dhad	City of Change and the	I-64; US 17	000/	10/	10/	10/	00/	00/	F	0.000	0.540	00000	F
168 Battlefield Blvd	City of Chesapeake	0.54 <b>35000 F</b>	96%	1%	1%	1%	2%	0%	Г	0.086	0.548	38000	Г
<u> </u>	To: France	US 13 Military Hwy											
168 Battlefield Blvd	City of Chesapeake	0.47 <b>22000 F</b>	96%	1%	1%	1%	2%	0%	F	0.082	0.519	24000	F
	Too	G			_								
Atlantia A	City of Change and the	Campostella Rd	000/	10/	10/	10/	00/	00/		0.000	0.540	17000	
168 Atlantic Ave	City of Chesapeake	0.42 <b>16000 F</b>	96%	1%	1%	1%	2%	0%	F	0.093	0.542	17000	F
<u> </u>	To: From:	Providence Rd											
168 Atlantic Ave	City of Chesapeake	1.16 <b>17000 F</b>	96%	1%	1%	1%	2%	0%	С	0.109	0.542	19000	F
	, T.												
	From:	Old Atlantic Avenue	000/	10/		40/	00/	00/		0.400	0.50	10000	
168 Atlantic Ave	City of Chesapeake	0.39 <b>9600 F</b>	96%	1%	1%	1%	2%	0%	F	0.102	0.56	10000	F
<u> </u>	To- From:	SR 246 Liberty Rd											
168 Campostella Rd	City of Chesapeake	0.35 <b>16000 F</b>	96%	1%	1%	1%	2%	0%	F	0.099	0.599	17000	F
	To:	SCL Norfolk											
North	From	SR 168; 1SR 168-P SR 168-N	015D		i								
North	City of Chesapeake (Maint: 64)	0.21 <b>NA</b>	013B							NA		NA	
168 Ramp	To	US 17-N017C TO RT 64 WI	CCT		_					INA		INA	
North	From:	SR 168; 1SR 168-P SR 168-N	015A										
(168)Ramp	City of Chesapeake (Maint: 64)	0.28 <b>NA</b>								NA		NA	
$\smile$	To	SR 168-N015C TO RT 17 SOUT	H & 190										
North	From:		11 62 170										
( <sub>168</sub> )Ramp	City of Chesapeake (Maint: 64)	0.05 <b>6700 G</b>								0.142		7300	G
	To: US	17-N017B FROM RT 17 NORTH	TO 464 NO	OR	$\neg$ $\vdash$								
North	110II.												_
168 Ramp	City of Chesapeake (Maint: 64)	0.07 <b>5600 G</b>								0.127		5900	G
<u> </u>	To:	I-64-W291A US 17-N017	7										
North	From:	SR 168-N015B TO RT 17 SOUT	H & 190										
(168)Ramp	City of Chesapeake (Maint: 64)	0.38 <b>NA</b>								NA		NA	
	To:	SR 168-S015A TO RT 17 SOUT	H & 190										
Courth	From	1SR 168-P TO RT 190	* *										
South	City of Chesapeake (Maint: 64)	0.13 <b>15000 G</b>								0.084		16000	G
168 Ramp	Only of Offesapeake (Maill. 64)	0.13 <b>13000 G</b>								0.004		10000	G
South	To: From	SR 168-N015C TO RT 17 SOUT	H & 190										
168)Ramp	City of Chesapeake (Maint: 64)	0.29 <b>NA</b>								NA		NA	
108/1/41116	The Trail		164 64 0-							1 1/7		1 1/7	
=		US 17 SR 190 FROM & TO RT 4	104,04 &										

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

							Tru	ıck			K .	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	-		QC	Factor Q	K Factor	AAWDT	Q۷
Bus	From:	SR 168 Chesapeake Expre												
168 Battlefield Blvd	City of Chesapeake	2.70 <b>1500</b>	0 F	97%	0%	1%	1%	1%	0%	F	0.088	0.630	16000	F
Bus	To: From:	Indian Cre	ek Rd											
168 Battlefield Blvd	City of Chesapeake	1.55 <b>1800</b>	0 F	97%	0%	1%	1%	1%	0%	F	0.088	0.599	19000	F
Bus	To- From:	Centerville	Tpke											
168)Battlefield Blvd	City of Chesapeake	3.78 <b>2100</b>	0 F	97%	0%	1%	1%	1%	0%	F	0.121	0.553	22000	ı
$\mathcal{L}$	Too	SR 168 Great Bi	idge Byna	25										
Bus 168)Battlefield Blvd	City of Chesapeake	0.28 1100		99%	0%	1%	0%	0%	0%	F	0.103	0.687	12000	
68) Battielleid Bivd	City of Offesapeake			33 /6	0 /6	1 /0	0 /6	0 /6	0 /0	'	0.103	0.007	12000	
Bus	From:	131-8802 Ha												
Battlefield Blvd	City of Chesapeake	1.70 <b>1200</b>	0 F	99%	0%	1%	0%	0%	0%	F	0.103	0.687	13000	
Bus	To: From:	SR 165 S, Mount Pleasa	nt Rd, Johr	nstown Rd										_
68) 165) Battlefield Blvd	City of Chesapeake	0.26 <b>3200</b>	0 G	99%	0%	1%	0%	0%	0%	С	0.083	0.505	34000	
Bus	To- From:	SR 165 North;	Cedar Road	d										
68)Battlefield Blvd	City of Chesapeake	1.24 3800	0 F	99%	0%	1%	0%	0%	0%	F	0.094	0.664	40000	
	To	SR 190 Great F	tridge Blyg	1										
Bus 68)Battlefield Blvd	City of Chesapeake	0.17 <b>360</b> 0		99%	0%	1%	0%	0%	0%	F	0.081	0.566	38000	
68 Battlefield Blvd	City of Chesapeake				0 /6	1 /0	0 /6	0 /6	0 /0	'	0.001	0.500	30000	
Bus	From:	SR 168 Great Bi												
68 Battlefield Blvd	City of Chesapeake	1.39 <b>4100</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.082	0.657	44000	
Bus	To: From:	Hollywood Rd; C	ak Grove	Rd										_
68)Battlefield Blvd	City of Chesapeake	0.68 <b>5200</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.090	0.622	56000	
dus	To- From:	Volvo P	kwy											
68)Battlefield Blvd	City of Chesapeake	0.58 <b>7100</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.08	0.509	75000	
<u> </u>	To	I-64				<u> </u>								
Bus 68)(168)Battlefield Blvd	City of Chesapeake			000/	00/	10/	00/	00/	00/	NI	0.00	0.500	75000	
68 168 Battlefield Blvd	City of Criesapeake	0.35 <b>7100</b> SR 168 Battle		99%	0%	1%	0%	0%	0%	N	0.08	0.509	75000	
Bus	From:	Bus SR 10												_
68)Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64			99%	0%	0%	0%	0%	0%	С	0.081		11000	
<u> </u>	To:	I-64- V	/B											
Bus	From:	Bus SR 16												
68) Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64			97%	0%	1%	0%	1%	0%	С	0.08		9500	•
_	Eron.	I-64- I				<u> </u>								_
Bus 168)Ramp	City of Chesapeake (Maint: 64	SR 168 Battlef 0.17 <b>360</b>		94%	0%	2%	1%	3%	0%	С	0.076		3600	(
100)	Tro	I-64 V		0 1 /0	3 /0		. /0	<b>3</b> /0	J /0	J	0.070		0000	

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

							Trucl	<b>&lt;</b>			К	, Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		8+Axle 1			QC	Factor Q	Factor	AAWDT	Q'
Bus	From:		Battlefield Blvd	l S										
168 Ramp	City of Chesapeake (Maint: 6	4) 0.35	3300 G	86%	1%	1%	2%	9%	1%	С	0.094		3300	(
$\smile$	To:		I-64 E											
	From:	SR 166 I	Bainbridge Blvd											
190 Great Bridge Blvd	City of Chesapeake	0.83	3900 F	89%	3%	1%	3%	3%	0%	С	0.110	0.705	4200	
	To	121 9762	Campostella Ro	1										
190)Great Bridge Blvd	City of Chesapeake		7900 F	89%	3%	1%	3%	3%	0%	F	0.110	0.705	8400	
190 Grout Bridge Biva	only or emocapeans	0.00		00 70	070		070	0 / 0	0 70	•	0.110	0.700	0.00	
	To- From:	0.00	I-64	000/	00/		001	20/	00/		0.000	0.004	10000	
190 Great Bridge Blvd	City of Chesapeake	0.26	12000 F	96%	2%	1%	0%	0%	0%	F	0.096	0.694	13000	
<u> </u>	To- From:	US 17 I	Dominion Blvd											
190)Great Bridge Blvd	City of Chesapeake	2.34	13000 F	96%	2%	1%	0%	0%	0%	С	0.095	0.665	14000	
$\mathcal{O}$	Tov	Rue SR 16	8 Battlefield Blv	d										
190)Kempsville Rd	City of Chesapeake		31000 F	98%	0%	0%	1%	1%	0%	F	0.087	0.578	32000	
190)									- , -					
Marana si illa Dal	City of Change and a		arfield Ave	000/	00/	00/	10/	10/	00/		0.000	0.510	00000	
190 Kempsville Rd	City of Chesapeake	0.81	31000 F	98%	0%	0%	1%	1%	0%	С	0.088	0.512	33000	
<u> </u>	To- From:	Gree	nbrier Pkwy											
190) Kempsville Rd	City of Chesapeake	1.81	21000 F	99%	0%	0%	1%	0%	0%	F	0.096	0.562	22000	
$\overline{}$	To:	Vc	olvo Pkwy											
190 Kempsville Rd	City of Chesapeake		19000 F	99%	0%	0%	1%	0%	0%	F	0.097	0.541	21000	
190)	To:		Virginia Beach			Ť			- , -					
	From:	SD 101	S Military Hwy											
191 (13) (460)	City of Chesapeake		7700 F	90%	1%	2%	3%	4%	0%	F	0.113	0.576	8100	
191/[13] [460]	To:		LINE BLVD	30 70	1 /0		070	770	0 70	•	0.110	0.070	0100	
	From:		Airline Blvd											
191)Jolliff Rd	City of Chesapeake	2.22	3500 F	96%	1%	1%	1%	0%	0%	С	0.122	0.676	3700	
	To	Dools	Landing Rd											
191)Jolliff Rd	From: City of Chesapeake		4000 F	98%	0%	1%	0%	0%	0%	С	0.111	0.527	4200	
191 001111 110	To:		Portsmouth Blvd	30 /6	0 70		0 70	0 70	0 70	O	0.111	0.527	7200	
	From					_								
Canal Dr	City of Chesapeake		Military Hwy	98%	0%	 0%	1%	0%	00/	С	0.081	0.500	20000	
196 Canal Dr	City of Chesapeake		ge Washington H		0%	0%	170	0%	0%	C	0.061	0.508	20000	
				lwy										
	From:		Poindexter St							_				
246 Liberty St	City of Chesapeake	0.39	6900 F	97%	1%	1%	0%	0%	0%	С	0.091	0.533	7300	
<u>~</u>	To: From:	Lat	ham Street											
Liberty St	City of Chesapeake	0.37	4400 F	97%	1%	1%	0%	0%	0%	F	0.090	0.539	4600	
<u> </u>	To	SR 168	Campostella Rd											
East	From:	I	64; I-664											
264)	City of Chesapeake (Maint: 6		31000 G	94%	1%	1%	1%	4%	0%	F	0.129		33000	
	Combined Traffic Estimates for 2 Parallel Roadway		60000 G	94%	0%	1%		4%	0%	F	0.092 F	0.682	64000	
	To:		Portsmouth	0.70	0,0	—iĭ	. , •	. , •	0,0	•		0.002	0.000	

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
West	From:		WB I-664 EB												
Ramp	City of Chesapeake (Mai		5800 G								0.102			5900	G
	To:		WB; I-664 WB												
Vest	City of Chesapeake (Mai		I-64; I-664	94%	0%	10/	1%	4%	00/	F	0.122			31000	
264			29000 G			1%			0%			_	0.000		
	Combined Traffic Estimates for 2 Parallel Road		60000 G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	64000	C
	10.		CL Portsmouth												
Vest	From:		V TO I-664 WES												
Ramp	City of Chesapeake (Mai	<u>'</u>	18000 G								0.129			21000	(
<u> </u>	10:	I-664-W	FROM I-264 W	EST											
	From:		ECL Suffolk												
Portsmouth Blvd	City of Chesapeak	e 0.72	13000 G	96%	0%	1%	1%	2%	0%	С	0.095		0.537	14000	(
<u> </u>	To	SR	191 Joliff Rd			_									
Portsmouth Blvd	City of Chesapeak		21000 G	96%	0%	1%	1%	2%	0%	F	0.093		0.563	22000	(
	Tec		I-664												
Portsmouth Blvd	From: City of Chesapeake	e 0.60	28000 F	98%	0%	0%	0%	0%	0%	F	0.083		0.508	30000	F
337 T Orisinodin biva	Only of Onesapean	0.00	20000 1	30 70	0 70	<u> </u>	0 70	0 70	0 70	'	0.000		0.500	30000	
	To: From:		ori Circle West												
Portsmouth Blvd	City of Chesapeak	e 0.67	22000 F	98%	0%	0%	0%	0%	0%	С	0.084		0.515	24000	
<u> </u>	Too France		Taylor Rd			$\neg$ $\vdash$									
Portsmouth Blvd	City of Chesapeak	e 0.24	26000 F	98%	0%	0%	0%	0%	0%	F	0.089		0.5	27000	
	To	Do	ck Landing Rd												
Portsmouth Blvd	City of Chesapeake		26000 F	98%	0%	0%	0%	0%	0%	F	0.091		0.504	28000	F
337 Ji Gridinidan Bird	To:		CL Portsmouth	0070	0 70		0 70	0 70	0 70	•	0.001		0.001	20000	
	From:		L Portsmouth												
337)Jordan Bridge	City of Chesapeake (Mair	nt: TOL) 0.39	8000 N	93%	1%	1%	2%	4%	0%	Ν	0.137		0.755	8500	١
	To	Toll A	uthority Boundar	<b>X</b> 7											
337)Poindexter St	City of Chesapeak		8000 G	4	1%	1%	2%	4%	0%	С	0.137		0.755	8500	C
537): 66661	- T			0070	.,,		_,,	. , 0	0,0	Ū	0		01.00	0000	•
	From:	0.50	I-464	000/	40/		10/	40/	00/	_	0.004		0.074	10000	F
Poindexter St	City of Chesapeak		12000 F		1%	1%	1%	1%	0%	F	0.094		0.671	12000	ı
	From:		D Bainbridge Blv 50; Poindexter St												
337)Bainbridge Blvd	City of Chesapeak		1700 F		1%	1%	2%	5%	0%	С	0.127		0.827	1800	F
537 Bambridge Bird	To:		CL Norfolk	0070	170		270	0 / 0	0 70	Ŭ	0.127		0.027	1000	
ast	From:		337 TO I-664												_
Ramp	City of Chesapeake (Mai		3500 G	1							0.118			3500	(
137 Tramp	Tro		E FROM RT 33								0.110			3300	`
East	City of Character (Mai		V011A TO I-664								0.004			0400	,
Ramp	City of Chesapeake (Mai		2400 G								0.081			2400	(
	10.		W FROM RT 33												
East _	From	SR 337 TRUXTON			SO										_
Ramp	City of Chesapeake (Mai		800 G								0.17			800	(
$\sim$	To	I-464-S004X FROM	RT 337 EAST0	0- POINDE	XT										

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QV
East 337)Ramp	City of Chesapeake (Maint: 64)	SR 337 TO RT 464 0.17 <b>610 G</b>								0.142		610	G
<u> </u>	To:	I-464-N FROM RT 337											
Vest	From:	SR 337 I-664-E011B TO AND F	ROM I-6										
Ramp	City of Chesapeake (Maint: 64)	0.24 <b>6800 G</b>								0.086		6800	G
	10:	I-664-E FROM RT 337											
Vest	From:	SR 337 TO I-664								0.070		FC00	,
Ramp	City of Chesapeake (Maint: 64)	0.24 <b>5600 G</b> I-664-W FROM RT 337	,							0.078		5600	(
, .	From												
/est 137)Ramp	City of Chesapeake (Maint: 64)	SR 337 TO RT 464 SOUT 0.18 <b>1800 G</b>	H							0.112		1800	(
137 Mainp		64-S004X FROM ROUTE 337 WE	STOO- POI	ND						0.112		1000	•
I	From			ND									
<u>Vest</u> 337)Ramp	City of Chesapeake (Maint: 64)	SR 337 TO ROUTE 464 NO 0.12 <b>3100 G</b>	KIH							0.082		3100	
337)		64-N FROM ROUTE 337 WESTOO	- POINDE	XTE						0.002		0.00	`
	From:	ECL Norfolk											
<sub>107</sub> )Indian River Rd	City of Chesapeake	0.71 <b>20000 F</b>	98%	0%	1%	1%	0%	0%	F	0.097	0.523	21000	-
.07)	The state of the s		0070	0,0		1 70	0 / 0	0 70	•	0.007	0.020	21000	
07)Indian River Rd	City of Chesapeake	Oaklette Ave 0.90 <b>25000 F</b>	98%	0%	1%	1%	0%	0%	С	0.093	0.539	27000	-
07)IIIdiaii Nivei Nd	City of Griesapeake	WCL Virginia Beach	90%	076	170	1 70	076	0%	C	0.093	0.559	27000	Г
	From	•											
160 \ \(\int_{58}\) \(\int_{13}\) Military Highway	City of Chesapeake (Maint: 64)	ECL Suffolk 2.94 <b>76000 A</b>	92%	0%	1%	1%	6%	0%	С	0.095	0.585	80000	,
(60) (58) (13) Military Highway	Oity of Offesapeake (Maint. 04)		JZ /6	0 76	1 /0	1 /0	0 /6	0 /6	O	0.033	0.505	00000	,
~~~	From:	I-664	000/	201		40/	00/	00/		0.004	0.500	10000	
[60] [58] [13]	City of Chesapeake (Maint: 64)	0.11 <b>11000 G</b>	92%	0%	1%	1%	6%	0%	F	0.091	0.569	12000	C
~~~	To: From:	US 58; SR 191											
160 } { 13 } <i>\</i> 191 <i>)</i>	City of Chesapeake	0.18 <b>7700 F</b>	90%	1%	2%	3%	4%	0%	F	0.113	0.576	8100	F
<del></del>	To- From	SR 191, S Military Hwy	7										
160 13 Military Highway	City of Chesapeake	0.45 <b>6400 F</b>	90%	1%	2%	3%	4%	0%	F	0.113	0.576	6800	F
Combined To	raffic Estimates for 2 Parallel Roadways	on this Route: <b>6400 F</b>								NA		NA	
	To	S Military Hwy											
160 (13) Military Highway	City of Chesapeake	2.44 <b>10000 F</b>	90%	1%	2%	3%	4%	0%	С	0.148	0.813	11000	ı
	To	I-64											
160 (13) Military Highway	City of Chesapeake	1.37 <b>19000 F</b>	97%	0%	1%	1%	1%	0%	F	0.101	0.607	20000	-
(13)	Tec												
160 13 Military Highway	City of Chesapeake	US 17 George Washington I 1.01 <b>18000 F</b>	97%	0%	1%	1%	1%	0%	F	0.101	0.514	20000	F
60 (13) Military Highway	Oity of Offesapeake		31/0	0 /6	1 /0	1 /0	1 /0	0 /0	•	0.101	0.514	20000	'
AMERICA LES	To- From:	SR 196 Canal Dr	0701	001		40′	401	061		0.440	0.505	00000	
Military Highway	City of Chesapeake	2.20 <b>35000 A</b>	97%	0%	1%	1%	1%	0%	С	0.113	0.567	38000	A
•	From	Military Hwy US 13 Military Hwy											
460 (166) Bainbridge Blvd	City of Chesapeake	0.74 <b>11000</b> F	95%	1%	1%	1%	2%	0%	F	0.103	0.561	11000	F
100 100	To	Freeman Ave	30,0	. / 🧸			- / •	- / -	•		3.00.		•

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

			Oity	or Griesap					Tru	ıck			K		Dir		
Route	Jurisdictio	n l	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:			Freeman Ave		050/	101	10/	401	201	201	_	0.000		0.504	10000	_
460 166 Bainbridge Blvd	City of Chesap	beake	1.25	9900	F	95%	1%	1%	1%	2%	0%	F	0.086		0.534	10000	F
460 (166) Bainbridge Blvd	Tak From: City of Chesap	nonko	0.81	nesapeake Av 8600	ve <b>F</b>	95%	1%	1%	1%	2%	0%	С	0.085		0.631	9100	F
460 166 Bainbridge Blvd	To:	Deake		37 Poindexto		95%	1 70	170	1 70	270	0%	C	0.065		0.031	9100	Г
	From:			ainbridge Bly													
460 166 Poindexter St	City of Chesap	oeake	0.56	7500	F	98%	1%	1%	0%	0%	0%	С	0.119		0.699	8000	F
<del>~</del>	To: From:			Liberty St													
460 166 22nd St	City of Chesap	peake	0.39	5700	F	98%	1%	1%	0%	0%	0%	F	0.122		0.738	6000	F
~	To:			SCL Norfolk													
ALT Airling Dhad	From:		1 70	Joliff Rd		000/	00/	10/	00/	00/	00/	_	0.001		0.500	7500	F
460 58 Airline Blvd	City of Chesar $_{\scriptscriptstyle \mathrm{To}}$	Jeake	1.72	7000 CL Portsmou	F uth	96%	2%	1%	0%	2%	0%	С	0.091		0.569	7500	Г
Newth	From:		***	I-64	4111												
North (464)	City of Chesapeake	(Maint: 64)	0.79	30000	G	95%	0%	1%	1%	2%	0%	F	0.122			34000	G
404)	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	69000	G
	To:	·		13 Military F													
North	City of Channalta	(Maint: C4)	1.06	28000		95%	0%	1%	1%	2%	00/	_	0.100			31000	G
464	City of Chesapeake Combined Traffic Estimates for 2 Parallel	,			G G	95% 95%	0% 0%	1%	1%	2% 2%	0% 0%	F	0.126 0.085	F	0.775	64000	G
	Combined Traine Estimates for 2 Faraner	Hoadways on this				33 /0	0 /6	1 /0	1 /0	2/0	0 /6	•	0.005	'	0.773	04000	G
North	From:			Freeman Ave	2												
464	City of Chesapeake		1.89	26000	Α	95%	0%	1%	1%	2%	0%	С	0.153			30000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	52000	Α	95%	0%	1%	1%	2%	0%	С	0.115	Α	0.644	60000	Α
North	To: From:		SR 3	37 Poindexto	er St												
464)	City of Chesapeake	(Maint: 64)	0.76	28000	G	95%	0%	1%	1%	2%	0%	F	0.111			32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	55000	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	63000	G
	To:		9	SCL Norfolk													
North	From:			I-464 North													_
464 Ramp	City of Chesapeake	(Maint: 64)	0.18	7100	G								0.09			7100	G
	Form			Military Hig													
North 464)Ramp	City of Chesapeake	(Maint: 64)	0.10	I-464 North 4300	G								0.082			4300	G
464) Паттр	To:	(Mant. 04)		Freeman Ave									0.002			4000	u
North	Fron:			I-464 North													
(464)Ramp	City of Chesapeake	(Maint: 64)	0.23	2100	G								0.111			2100	G
	To:	·		37 Poindexto													
North	From:			I-464 North													
A64 Ramp	City of Chesapeake	(Maint: 64)	0.10	720	G		-						0.184			720	G
$\sim$	То:		SR 3	37 Poindexto	er St												

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

			, -	ii Onesa					Tru	ok			K		Dir		
Route	Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:			I-64				2////	3+Axic	TITALI	ZIIali		1 actor		1 actor		
464)	City of Chesapeake	(Maint: 64)	1.32	31000	G	95%	0%	1%	1%	2%	0%	F	0.118			35000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	loute:	60000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	69000	G
	Too	•	US 1	3 Military	Hwv												
South	City of Chesapeake	(Maint: 64)	0.84	28000	G	95%	0%	1%	1%	2%	0%	_	0.129			33000	G
464	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%		0.129	F	0.775	64000	G
	Combined Trainc Estimates for 2 Faraner	noadways on this n				95%	0%	1 70	1 70	270	0%	г	0.065	Г	0.775	64000	G
South	To: From:		Fre	eeman Avei	nue												
464)	City of Chesapeake	,	2.01	26000	Α	95%	0%	1%	1%	2%	0%	С	0.158			30000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this R	loute:	52000	Α	95%	0%	1%	1%	2%	0%	С	0.115	Α	0.644	60000	Α
South	To: From:		Co	ollector Ro	ad												
South 464	City of Chesapeake	(Maint: 64)	0.43	27000	G	95%	0%	1%	1%	2%	0%	F	0.127			31000	G
404	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.662	63000	G
	To:			CL Norfol													
South	From:		SR 10-	4 TO I-64	WEST												
(464)Ramp	City of Chesapeake	(Maint: 64)	0.22	8200	G								0.095			8200	G
	To:	I-64-V	W291X	FROM RT	464 SO	UTH											
South	From:			S TO I-64													-
Ramp	City of Chesapeake		0.36	4300	G								0.177			4300	G
$\stackrel{\smile}{=}$	To:	I-6		OM RT 46		H											-
South	From:	(14 : 1 : 04)		I-464 South									0.440			<b>5</b> 400	_
Ramp	City of Chesapeake		0.14	5400	G								0.113			5400	G
	Town			Military H													
South 464 Ramp	City of Chesapeake		<u>-464-8 7</u> 0.13	TO FREEM <b>3000</b>	IAN Avo	2							0.117			3000	G
464 Hamp	Oity of Offesapeane			3000 3598- A TO		ROM I							0.117			3000	G
Couth	From:	I-464-S004X					D										
South (464)Ramp	City of Chesapeake		0.11	NA	100- FO.	INDEATE	ır.						NA			NA	
404)	To:			M ROUTE	464 SO	UTH											
South	From:		]	I-464 South	1												
(464)Ramp	City of Chesapeake	(Maint: 64)	0.16	4900	G			4					0.088			4900	G
	To:	SR 337-W023A	Δ FROM	A ROUTE	337 WF	ST00- PO	IND										
South	Prom:				551 WE	5100-10	11111						NIA			NIA	
464 Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
South	To: From:	I-464-S004A	TO RT	337 EAS	Г00- РО	INDEXTE	R										
(464)Ramp	City of Chesapeake	(Maint: 64)	0.09	NA									NA			NA	
$\overline{}$	Too	SR 337-E023A	A FROM	/I RT 337 F	EASTON.	POINDF	XT										
South	City of Channella				2. 10 1 00	·OHADL							NIA			NIA	
Ramp	City of Chesapeake	I-464-S END	0.14	NA ECTOR PI	)()() PT	337 DOIN	ID	<del></del> 1					NA			NA	
		1-404-3 END	COLL	LCIUK KI	700- K I	JJ / PUIN	עו										

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

						_		Tru	ıck			K		Dir		
Jurisdictio	n	Length	AADT	QA	41 ire	Bus					QC	Factor	QK	Factor	AAWDI	QW
From:																
	` '										F					F
Combined Traffic Estimates for 2 Parallel	•					0%	1%	1%	4%	0%	F	0.091	F	0.591	88000	F
	East	1-664 is	signed as	South	ı I-664											
To: From:		64-6	59 Pughsville	e Rd												
City of Chesaneake	(Maint: 64)	2 02	44000	G	94%	0%	1%	1%	4%	0%	F	0 107			43000	G
	. ,			-							F		F	0.542		G
Combined Traine Estimates for 21 drainer	•					0 70	1 /0	1 /0	7/0	0 70	'	0.005	'	0.542	32000	a
_ •	Lasi				11-004											
To: From:		SR 33	7 Portsmouth	h Blvd												
City of Chesapeake	(Maint: 64)	1.10	50000	G	94%	0%	1%	1%	4%	0%	F	0.103			50000	G
	Roadways on this	s Route:	101000	G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.511	102000	G
	East	l-664 is	signed as	South	1-664											
To:																
From:																
	. ,										F					F
Combined Traffic Estimates for 2 Parallel	,			-		0%	1%	1%	4%	0%	F	0.078	F	0.507	94000	F
	East	1-664 is	signed as	South	1-664											
To:	US	13, US 58,	US 460 Mil	liatry Hig	ghway											
City of Chesaneake	(Maint: 64)	1 13	60000	G	94%	0%	1%	1%	4%	0%	F	0.09			65000	G
	` ,										E		E	0.551		G
Combined Traine Estimates for 21 drailer	•					0 /6	1 /0	1 /0	4 /0	0 /6	'	0.070	'	0.551	130000	u
To:	US	13, US 46	0 Military H	lighway	South											
City of Chesapeake	(Maint: 64)	0.27	61000	G	94%	0%	1%	1%	4%	0%	F	0.099			64000	G
	Roadways on this	s Route:	121000	G	94%	0%	1%	1%	4%	0%	F	NA			130000	G
	East	1-664 is	signed as	South	1-664											
To:			I-64; I-264													
From:			· · ·													_
City of Chesapeake	(Maint: 64)	0.46		G								0.088			32000	G
10:			I-64 WB													
From:			I-664 East													_
City of Chesapeake	(Maint: 64)											0.282			6200	G
To: From:	I 664 D				MODTU	ı										
City of Chesaneake				L KUAI	NUKIH	1						NA			NA	
To:				4 EAST	SOUTH		$\neg$									
From:	I 664 E6	110 A TO P	HCHCMI	EDOAT	MODTE	T										
City of Chesapeake		0.03	UGHSVILL <b>NA</b>	E ROAI	O NORTH	I						NA			NA	
	City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake Combined Traffic Estimates for 2 Parallel  City of Chesapeake City of Chesapeake City of Chesapeake  City of Chesapeake  City of Chesapeake	City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this East  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  To From City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  To From City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  To From City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64) 0.16  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 2.02  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  SR 33  City of Chesapeake (Maint: 64) 1.10  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 1.18  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 1.13  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 1.13  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 0.27  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 0.27  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 0.27  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-664 is  City of Chesapeake (Maint: 64) 0.35  From I-664-E010B TO P  City of Chesapeake (Maint: 64) 0.08	City of Chesapeake (Maint: 64)   0.16   41000	City of Chesapeake (Maint: 64)   1.18   43000   F   94%   0%   1%	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)   0.16   41000   F   94%   0%   1%   1%   4%   0%	City of Chesapeake (Maint: 64)   1.10   1.	City of Chesapeake (Maint: 64)   City of Chesapeake (Maint: 64)	Surface   Color   Co	Substitution   Leftgrin ADJ   QA   4   ric   Bull   2Axle   34xle   1   Trail   2Trail   C   Factor   G   F	City of Chesapeake (Maint: 64)   City of Chesapeake (Maint: 64)			

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

Sept	Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tri			QC	K	QK	Dir	AAWDT	QW
City of Chesapeake   Maint: 64    0.28   700   0   0   0   0   0   0   0   0	East	From:			I-664 East				ZAXI	e 3+Axie	TTRAIL	ZTrall		Factor		Factor		
East	Ramp	City of Chesapeake	(Maint: 64)											0.093			2700	G
Sept   City of Chesapeake   Maint: 64    0.22   \$400   \$37   \$81   \$81	<u> </u>	To:		SR 33	7 Portsmout	h Blvd			J									
SR3375 R 337 WOILAT O AND PROMILE   SPECIAL STATE   SR357 R 337 WOILAT O AND PROMILE   SPECIAL STATE   SPECI	East	From:	(Marieta 0.4)											0.404			F 400	0
See	664 Ramp	City of Chesapeake					OM I 6		1					0.101			5400	G
Cliy of Chesapeake   Maint: 64    0.06   M   N   N   N   N   N   N   N   N   N		From	3	K 33/ 3K 33/-		AND FI	COM 1-0											
Fig.	East Bamp	City of Chesaneake	(Maint: 64)	0.06										NA			NA	
See   Part   City of Chesapeake (Maint: 64)   0.08   NA	564)1161115	To:	(Marrie 01)			3 Ramp			Ī								1471	
Section   City of Chesapeake (Maint: 64)   0.08   NA	ast	From:	I-664-				AD00- NC	RT										
131.8527 To & FROM ROUT   1604 East   16	Ramp	City of Chesapeake				10 1101	1200 110							NA			NA	
City of Chesapeake   Maint: 64    0.47   11000   C   110000   C   110000   C   110000   C   110000   C   110000   C   110000   C   1100000   C   110000   C   110000   C   110000   C   110000   C   1100000   C		To:		131-8527	TO & FRO	OM ROU	J											
Seat		From:																
The combined Traffic Estimates for 2 Parallel Roadways on this Route:   100	Ramp	City of Chesapeake	(Maint: 64)											0.086			11000	G
Second   Pamp   City of Chesapeake   Maint: 64   0.25   1909   Case   City of Chesapeake   Maint: 64   0.25   1909   Case   City of Chesapeake   Maint: 64   0.25   2700   Case		To:		US 58	Military Hi	ghway												
Second Route 664 EASTSOUTH   Second Route 6	ast	Fron:					EAST											
The color   Traffic Estimates for 2 Parallel Roadways on this Route:   Signed as North I-664   Signe	Ramp	City of Chesapeake					OLUTII							0.110			1900	G
City of Chesapeake   (Maint: 64)   0.12   2700   G   92%   0%   1%   1%   6%   0%   F   0.122   2800				US 58 FROM I		EAS1S	OUTH											
Seat   Promote   From		City of Chasanaska	(Maint: 64)	0.12		G	020/	<b>n</b> º/	10/	10/	60/	Λο/	_	0.122			2900	G
September   City of Chesapeake (Maint: 64)   0.56   1900   G   1-264-EB   September   City of Chesapeake (Maint: 64)   0.56   1900   G   September   City of Chesapeake (Maint: 64)   0.62   4100   F   94%   0%   1%   1%   4%   0%   F   0.091   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   8100   F   94%   0%   1%   1%   4%   0%   F   0.089   F   0.589   88000   West I-664 is signed as North I-664   September	664 / Tamp	To:	(Mairit. 04)				JZ /0	0 76		1 /0	0 /6	0 /6	'	0.122			2000	ч
City of Chesapeake (Maint: 64)   0.56   1900   G	-act	From:																
Nest   Seed   Hampton Roads Beltway   City of Chesapeake (Maint: 64)   0.62   41000   F   94%   0%   1%   1%   4%   0%   F   0.091   44000		City of Chesapeake	(Maint: 64)											0.077			24000	G
City of Chesapeake (Maint: 64)   0.62   41000   F   94%   0%   1%   1%   4%   0%   F   0.091   44000		To:	,															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000 F 94% 0% 1% 1% 4% 0% F 0.089 F 0.589 88000  West I-664 is signed as North I-664    Vest   Food   G4-659 Pughsville Road   Food		From:		7	WCL Suffol	k												
West   1-664 is signed as North   1-664     September   1-664   September   1-664   September   1-664   September   1-664   September   1-664   Septembe	664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.62	41000	F	94%	0%	1%	1%	4%	0%	F	0.091			44000	F
Vest   From		Combined Traffic Estimates for 2 Parallel	-					0%	1%	1%	4%	0%	F	0.089	F	0.589	88000	F
Vest   From   Vest   Hampton Roads Beltway   City of Chesapeake (Maint: 64)   2.10   48000   G   94%   0%   1%   1%   4%   0%   F   0.089   49000   G   94%   0%   1%   1%   4%   0%   F   0.085   F   0.542   92000   West   1-664 is signed as North   1-664   West   1-664 is signed as North   1-664   West   1-664   Hampton Roads Beltway   City of Chesapeake (Maint: 64)   1.03   51000   G   94%   0%   1%   1%   4%   0%   F   0.083   52000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   G   94%   0%   1%   1%   4%   0%   F   0.086   F   0.511   102000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   G   94%   0%   1%   1%   4%   0%   F   0.086   F   0.511   102000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   G   94%   0%   1%   1%   4%   0%   F   0.086   F   0.511   102000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   G   94%   0%   1%   1%   4%   0%   F   0.086   F   0.511   102000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   G   94%   0%   1%   1%   4%   0%   F   0.086   F   0.511   102000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   G   94%   0%   1%   1%   4%   0%   F   0.086   F   0.511   102000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   G   94%   0%   1%   1%   4%   0%   F   0.086   F   0.511   102000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000   C   94%   0%   1%   1%   1%   1%   1%   1%   1			V	Vest I-664 is	signed a	s Norti	h I-664											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92000 G 94% 0% 1% 1% 4% 0% F 0.089 49000	Most	To: From:		64-65	9 Pughsville	Road												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92000 G 94% 0% 1% 1% 4% 0% F 0.085 F 0.542 92000  West I-664 is signed as North I-664  Nest From: SR 337 Portsmouth Blvd  City of Chesapeake (Maint: 64) 1.03 51000 G 94% 0% 1% 1% 4% 0% F 0.083 52000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000 G 94% 0% 1% 1% 4% 0% F 0.086 F 0.511 102000		City of Chesapeake	(Maint: 64)	2.10	48000	G	94%	0%	1%	1%	4%	0%	F	0.089			49000	G
West I-664 is signed as North I-664           West From:         SR 337 Portsmouth Blvd           Blad Hampton Roads Beltway         City of Chesapeake (Maint: 64)         1.03         51000         G         94%         0%         1%         4%         0%         F         0.083         52000           Combined Traffic Estimates for 2 Parallel Roadways on this Route:         101000         G         94%         0%         1%         4%         0%         F         0.086         F         0.511         102000	,						94%	0%			4%		F	0.085	F	0.542	92000	G
Nest   SR 337 Portsmouth Blvd   SR 337 Ports			-			s Norti	h I-664											
Nest   From:		To																
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000 G 94% 0% 1% 1% 4% 0% F 0.086 F 0.511 102000		From:	(Maint: 64)				0.49/	00/	10/	10/	40/	00/	r	0.000			E0000	^
			,										F		E	0 E11		G G
west 1-004 is signed as inuitin 1-004		Combined Trainic Estimates for 2 Parallel	-					U%	1%	170	470	U%	Г	0.086	Г	0.511	102000	G
To Dock Landing Road		To. <sup>I</sup>	<u> </u>		_		1 1-004											

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

luvia di atio		Lanath	AADT	~ ^	4Tiro	Due		Tru	ck		00	K	OK	Dir	A A \ A \ D T	. •
Jurisaictio	n	Length	AADI	QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
From:																
				-							F					F
Combined Traffic Estimates for 2 Parallel						0%	1%	1%	4%	0%	F	0.078	F	0.507	94000	F
	Wes	st I-664 is	s signed a	s Norti	ı I-664											
To: From:	US	S 13, US 58,	US 460 Mi	litary Hi	ghway											
y City of Chesapeake	(Maint: 64)	1.21	60000	G	94%	0%	1%	1%	4%	0%	F	0.088			65000	G
			120000	G		0%	1%	1%	4%	0%	F	0.078	F	0.551	130000	G
	-															
To:			I-64; I-264													
From:			I-664 West													
City of Chesapeake	(Maint: 64)	0.19	8200	G			-					0.097			8200	G
To:		I-664 W	Vest Exit 101	B Ramp												
From:				VILLE S	OUTH											
City of Chesapeake	(Maint: 64)	0.05	NA									NA			NA	
To:	131-8	3529 FROM	ROUTE 66	4 WEST	NORTH											
From:																
City of Chesapeake	, ,											0.096			3600	G
10:	SR				ND FR											
From:	(Mainte CA)											0.004			0000	_
City of Chesapeake	(Maint: 64)											0.094			6600	G
From																
City of Chesaneake	(Maint: 64)											0.108			3000	G
To:	(Mairit. 04)											0.100			3000	u
From:	I 664 W0				AD SOU	гц	1									
City of Chesapeake		0.07	NA	INO KO	AD-300	111						NA			NA	
To:	( ,	131-8527	7 TO & FRO	OM DOO	!											
From:			I-664 West													
City of Chesapeake	(Maint: 64)	0.06	25000									0.100			25000	G
	· · · · ·	L-664-W013	R TO 58 13		TZ											
From:	•				1.7.1							0.400			00000	^
City of Chesapeake	(iviaint: 64)											0.108			23000	G
10.																
City of Channaka	(Maint: 64)											0.174			2200	G
Oity of Offesapeake	(IVIaIIII. 04)		Military Hi									0.174			2200	G
	City of Chesapeake Combined Traffic Estimates for 2 Parallel  To From:  Y City of Chesapeake Combined Traffic Estimates for 2 Parallel  To:  From:  City of Chesapeake  City of Chesapeake  City of Chesapeake  To:  City of Chesapeake	Combined Traffic Estimates for 2 Parallel Roadways on the West Promit US  y City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on the West Total  City of Chesapeake (Maint: 64)  Total	City of Chesapeake (Maint: 64)   1.48	City of Chesapeake (Maint: 64)   1.48   43000	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)	Variable   Dock Landing Road   Variable   Variable	Surface   Length   AADT   QA   4Tire   Bus   2Axle	Jurisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	City of Chesapeake (Maint: 64)   1.48   4300   F   94%   0%   1%   1%   4%   0%	Sursidiction   Length   AADT   QA   4 Tire   Bus   2 Axis   3+Axis   1 Trail   2 Trail   3 Trail   2 Trail   3 Tra	Section   Company   Comp	Section   Length   AADT   QA   4 Tire   Bus   2Axile   3+Axile   1Trail   2Trail   CC   Factor   No.	Section   Company   Comp	Substitution   Complete   Compl

4/10/2018 25

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	O\\\'	Year
City of Chesapeake	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW	rear
	0.10	From	_			Ві	ıs SR 168							NIA		04/40/0045
(F144)	0.10	2000 To	R			Γ	ead End				NA			NA		04/16/2015
		From					intern St				1					
(F145) Bulldog Rd	0.06	890	R				intern ot				0.148		0.598	NA		04/16/2015
$\bigcup$		To				Ε	ead End									
		From				Ε	ead End									
(F148) Tennyson St	0.10	46 To	R			ap 100 c		D1 1			0.161		0.5	NA		04/14/2015
		From	<u> </u>				reat Bridge	Blvd			_					
(F150) Libertyville Rd	0.34	1200	R			N.	Iullen Rd				0.112		0.608	NA		04/16/2015
(F150) LibertyVIIIe Rd	0.01	To				SR 166 I	Bainbridge	Blvd					0.000			0 1/ 10/2010
		From					uthway St									
(F151) Firman St	0.17	49	R				-				0.233		0.511	NA		04/14/2015
		То				D	ead End									
<u> </u>		From					Iilitary High								_	
F <sub>153</sub> Rotunda Ave	1.67	580	G	92%	2%	2%	0%	4%	0%	С	0.106		0.548	630	G	2017
		To From					Portsmout									
(F153) Rotunda Ave	0.69	580 To	N	92%	2%	2%	0%	4%	0%	N	0.106		0.548	630	Ν	2017
		From					) Greenwoo	od Dr			_					
(F156) Burns St	0.12	70	R			D	orcas Rd				0.246		0.516	NA		04/14/2015
F156) Barris Gt	0.12	То	<u> </u>			Г	ead End						0.010	14/1		04/14/2010
		From	l				91 Jolliff R	d								
F336 Jolliff Rd	0.19	30	R								0.222		0.583	NA		04/14/2015
$\bigcup$		To				Ε	ead End									
		From				Γ	ead End									
(F337) Branchview Way	0.47	70	R			~~ .					0.128		0.5	NA		04/14/2015
		10	<u> </u>				91 Jolliff R									
(F683) Blake St	0.32	950	L			SR 190 G	reat Bridge	Blvd			0.092		0.614	NA		04/14/2014
(F683) Blake St	0.52	930 To	n			Б	ead End				0.032		0.014	INA		04/14/2014
		From					reat Bridge	Blvd			i					
(F684) Finck Lane	0.13	710	R			51(1)00	rear Driage	Biva			0.253		0.563	NA		04/14/2015
		То				D	ead End									
		From				Ε	ead End									
(F808) W Military Hwy	0.06	420	R								0.247		0.524	NA		04/22/2015
		То					58; FR-923									
	0.65	From				D	ead End				0.169		0.571	NIA		04/22/2015
(F809)	0.65	930 To	R			US 58	Military H	WV			0.168		0.571	NA		04/22/2015
		From					Military H									
(F812) Ridgeway Ave	0.46	80	R			03 13	Williary Fr	w y			0.179		0.519	NA		04/22/2015
		To				Γ	ead End									
		From				US 58	Military H	wy								
(F923) Snowden St	0.58	600	R								0.381		0.625	NA		04/22/2015
		То				Ε	ead End									
Tarres Daire De	0.07	From	Ļ	050/	00/		chland Blvd		00/	_	2,000		0.500	00000	0	0047
1 Towne Point Rd	0.07	22000 To	G	95%	2%	1% 8520 IB-1	1% 131 NCL C	1% hesaneak	0%	F	0.092		0.508	23000	G	2017
		From					rolina State				+					
2 Backwoods Rd	0.73	1700	G	99%	1%	North Ca	0%	0%	0%	С	0.123		0.785	1800	G	2017
		То					6 Ballahack									
		From			US		ge Washing									
3 Douglas Rd	2.95	390	F	95%	2%	1%	1%	1%	0%	С	0.154		0.54	420	F	2017
$\bigcirc$		To				В	enefit Rd									

						City of (	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		Erom				110.16	0.D. (1.C.1	1.01.1								
4 Indian Creek Rd	5.92	<b>2400</b>	F	95%	1%	1%	8 Battlefiel 1%  Virginia Bea	1%	0%	С	0.102		0.523	2600	F	2017
		From	l				lvo Pkwy	ucii			+					
5 Crossways Blvd	0.32	12000 To	F	99%	0%	0%	0% Way North	0% h	0%	С	0.097		0.609	13000	F	2017
		From					nbriar Pkw									
6 Woodlake Dr	0.23	<b>22000</b>	F	98%	1%	1%	0% eenbriar Pk	1%	0%	С	0.085		0.634	23000	F	2017
		From				Wo	odlake Dr				i					
7 Old Greenbriar Rd	0.43	11000	F	98%	1%	1%	0%	0%	0%	С	0.089		0.54	12000	F	2017
		To					Military H	wy								
7 Old Greenbriar	0.46	4500	F	98%	1%	0%	itary Hwy 0%	0%	0%	F	0.106		0.621	4800	F	2017
7 Old Greenbrian	0.40	4300 To		30 /6	1 /0		ridence Rd		0 /6	'	0.100		0.021	4000	'	2017
		From					lahack Rd				<u> </u>					
8 Bunch Walnuts Rd	3.01	1500	F	98%	1%	1%	0%	0%	0%	С	0.097		0.525	1600	F	2017
6) Zamem vramate vta	0.0.	То	Ė	0070	. , ,		enefit Rd	0,0	0,70				0.020		•	_0.,
		From					. Va Beach	1			i					
9 Paramont Ave	1.11	4100	F	97%	1%	1%	0%	0%	0%	С	0.101		0.572	4300	F	2017
•		To				US 13	Military H	wy								
		From				Ве	enefit Rd									
10 Sign Pine Rd	2.43	3400	F	98%	1%	0%	0%	0%	0%	С	0.107		0.678	3600	F	2017
$\bigcup$		To			В	Sus SR 168	8 Battlefiel	d Blvd								
		From			SR 16	8 Battlefie	eld Blvd, A	Atlantic A	ve							
(11) Campostella Rd	0.44	11000	F	96%	0%	1%	1%	2%	0%	F	0.083		0.518	11000	F	2017
$\bigcirc$		To From				131-8640	Providenc	e Rd								
(11) Campostella Rd	1.34	12000	F	96%	0%	1%	1%	2%	0%	F	0.089		0.611	12000	F	2017
<u> </u>		To			SI	R 246 Libe	erty St; Bo	rder Rd								
		From				SR 165 M	oses Grand	dy Rd								
(12) Cedar Rd	3.05	6700	G	97%	2%	0%	0%	0%	0%	С	0.09		0.562	7100	G	2017
$\bigcirc$		To				SR 165 M	oses Grand	dy Rd								
$\sim$		From				D	ead End									
(13) Old Galberry Rd	0.34	140	G								0.117		0.5	140	G	2017
		То					nd Bus US									
O 01 11 151 1		From			221		Branch B								_	
(8524) Churchland Blvd	0.57	5800	F	99%	0%	1%	0%	0%	0%	С	0.079		0.574	6100	F	2017
<u> </u>		To From				Town	ne Point Ro				$\Box$					
8524 Churchland Blvd	0.09	13000	N	99%	1%	0%	0%	0%	0%	N	0.089		0.535	14000	Ν	2017
<u> </u>		То				WCL	Portsmout	h								
<u> </u>		From					1 Jolliff R				<b>_</b>				_	
(8527) Dock Landing Rd	0.27	5800	F	99%	0%	1%	0%	0%	0%	F	0.104		0.648	6100	F	2017
		To From					I-664				$\Box$					
8527 Dock Landing Rd	0.89	6000	F	98%	1%	0%	0%	0%	0%	С	0.098		0.608	6300	F	2017
$\overline{}$		To				Eag	le Hill Dr				$\neg$ —					
8527) Dock Landing Rd	0.24	5600	F	98%	1%	0%	0%	0%	0%	F	0.098		0.604	5900	F	2017
$\smile$		To				D	evon Dr									
8527) Dock Landing Rd	2.23	5900 From	F	98%	2%	0%	0%	0%	0%	С	0.101		0.51	6300	F	2017
		To					ortsmouth									<u> </u>
		From					000A FRC							,		
(8527) Ramp	0.27	3200	G								0.141			3200	G	2017
		To			I-664-E	FROM DO	OCK LAN	DING R	OAD							
<u> </u>		From			13	31-8527-N	1000B FRC	OM DO								
(8527) Ramp	0.28	2800	G								0.143			2800	G	2017
$\bigcirc$		To		]	I-664-W	FROM D	OCK LAN	DING R	OAD							

					'										
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From			121 952	7 TO ROUTE 664	EASTSOL	TU							
orth 527) Ramp	0.06	NA			131-632	/ TO ROUTE 604	EASTSUC	п		NA			NA		
321) · · · · · · · · · · ·		Tor			13	1-8527-S000A FR	OM DO			1					
orth		From:			131	-8527 TO & FROM	A DOCK			1					
Ramp	0.03	NA								NA			NA		
		To			131-8527	-S000B; 131-8527	- B FROM	DO							
outh		From			131	-8527 TO & FROM	M ROUT								
Famp	0.05	NA								NA			NA		
<u> </u>		To			131-8527	-N000A; 131-8527	- A FROM	DO							
outh		From:			131-8527	TO ROUTE 664	WESTNOI	RTH							
<sub>527</sub> Ramp	0.05	NA								NA_			NA		
		To:			13	1-8527-N000B FR	OM DO								
$\widehat{}$		From:				59 Pughsville Rd; F									
<sub>529</sub> Pughsville Rd	0.85	11000	F	93%	0%	0% 1%	5%	0%	С	0.087		0.568	12000	F	2017
<u> </u>		To: From:				I-664				$\supset$					
Pughsville Rd	0.16	22000	F	98%	0%	0% 0%	0%	0%	С	0.084		0.555	23000	F	201
<u> </u>		To: From:	<u> </u>			131-8530; Taylor				_					
529) Taylor Rd	1.65	13000	F	98%	0%	Pughsville Rd	0%	0%	F	0.088		0.572	14000	F	201
1 aylor Rd	1.00	To:	<u> </u>	0070		S 17 Western Bran		0 70	•	0.000		0.072	14000	•	201
		From:				31-8529-S000A TO									
529) Ramp	0.09	7000	G		13	31-8329-3000A TO	KOUI			0.11			7000	G	201
529) 1 14	0.00	Tor	<u> </u>		I-664-E	FROM PUGHSV	ILLE ROA	D		<u> </u>				<b>O</b> .	_0
orth		From:				TO ROUTE 664									
Ramp	0.07	NA			151 052	TO ROUTE GOT	L2 15 1 5 0 C			NA			NA		
929		To			13	31-8529-S000A TO	ROUT								
orth		From	1		131-8529	TO ROUTE 664	WESTNOI	RTH							
Ramp	0.19	1100	G							0.155			1100	G	2017
		Tor			I-664-W	FROM PUGHSV	ILLE ROA	AD							
outh		From:			131	-8529 TO & FROM	M ROUT								
Domn		NI A	•							NA			NA		
<sub>529</sub> Ramp	0.05	NA						AT YES							
наттр 	0.05	NA To:			131-8529	-N000A; 131-8529	- A TO RO	)UT							
	0.05	To:			131-8529	-N000A; 131-8529 Pughsville Rd		DUT							
outh	0.05	To			131-8529			DUT		NA			NA		
outh		From:			131-8529			DUT		NA			NA		
outh <sub>5529</sub> Ramp		From:				Pughsville Rd		DUT		NA			NA		
outh 5529 Ramp		From: NA To:	F	99%		Pughsville Rd I-664 W		0%	C			0.517	NA 21000	F	2017
outh 529 Ramp	0.29	From: NA To: 20000	F			Pughsville Rd  I-664 W  SR 337 Portsmouth 0% 0%	ı Blvd		С			0.517		F	2017
outh 529 Ramp 530 Taylor Rd	0.29	Prom: NA To:	F			Pughsville Rd  I-664 W  SR 337 Portsmouth	ı Blvd		C			0.517		F	
outh <sub>5529</sub> Ramp  Taylor Rd	0.29	From: NA To:  20000		99%	0%	Pughsville Rd  I-664 W  SR 337 Portsmouth  0% 0%  Bruce Rd	1 Blvd 0%	0%		0.088			21000		
outh 15529 Ramp 1530 Taylor Rd	0.29	From: NA To:  20000		99%	0%	Pughsville Rd  I-664 W  SR 337 Portsmouth  0% 0%  Bruce Rd  0% 0%	1 Blvd 0%	0%		0.088			21000		
outh (529) Ramp (530) Taylor Rd (530) Taylor Rd	0.29	From: NA To:  20000 To:  22000 To:  To:  To:  To:		99%	0%	Pughsville Rd  I-664 W  SR 337 Portsmouth  0% 0%  Bruce Rd  0% 0%  131-8529 Pughsvil	1 Blvd 0%	0%		0.088			21000		201
outh (1529) Ramp (1530) Taylor Rd (1530) Taylor Rd	0.29 1.70 0.29	From: NA To:  Prom: 20000 To: 22000 To: From: Fr	F	99%	0%	Pughsville Rd  I-664 W  SR 337 Portsmouth  0% 0%  Bruce Rd  0% 0%  131-8529 Pughsvil	0% 0% 0% 0%	0%	F	0.088		0.552	21000	F	2017
outh (529) Ramp (530) Taylor Rd (530) Taylor Rd	0.29 1.70 0.29	From: NA To: Prom: 20000 To: From: 22000 To: From: 1800	F	99%	0%	Pughsville Rd  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0%	0% 0% 0% 0%	0%	F	0.088		0.552	21000	F	2017
Duth 529 Ramp  530 Taylor Rd  531 Dunedin Dr	0.29 1.70 0.29	Too From:  NA Too From: 20000 Too From: 1800 Too Too Too Too	F	99%	0%	Pughsville Rd  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0% S 17 Western Bran  Taylor Rd 0% 0%	0% 0% 0% le Rd 0% ch Blvd 0%	0%	F	0.088		0.552	21000	F	201
Duth 529 Ramp  530 Taylor Rd  530 Taylor Rd  531 Dunedin Dr	0.29 1.70 0.29 0.99	From: NA To: 20000 From: 22000 From: 1800 To: 12000 To:	F	99%	0% 0% 1% U	Pughsville Rd  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0% S 17 Western Bran  Taylor Rd 0% 0%  Taylor Rd 0% 0%  Taylor Rd 0% 0%	0% 0% 0% le Rd 0% ch Blvd 0%	0%	F C	0.088		0.552	21000 23000 1900	F	2017
Duth 529 Ramp  530 Taylor Rd  531 Dunedin Dr  532 Bruce Rd	0.29 1.70 0.29 0.99	From: NA To:  From: 20000  To:  1800 To:  12000 To:  From: 12000 To:  From: 12000 To:  From: 12000	F F	99% 99% 98%	0% 0% 1% U	Pughsville Rd  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0% S 17 Western Bran  Taylor Rd 0% 0%  Tyre Neck Rd Bruce St	0% 0% le Rd 0% ch Blvd 0%	0%	F C	0.088 0.088 0.095		0.552	21000 23000 1900 13000	F F	2017
Outh 529 Ramp  530 Taylor Rd  530 Taylor Rd  531 Dunedin Dr  532 Bruce Rd	0.29 1.70 0.29 0.99	From: NA To: 20000 From: 22000 From: 1800 To: 12000 To:	F	99%	0% 0% 1% U	Pughsville Rd  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0% S 17 Western Bran  Taylor Rd 0% 0%  Tyre Neck Rd Bruce St 0% 0%	0% le Rd 0% ch Blvd 0% 1	0%	F C	0.088		0.552	21000 23000 1900	F	2017
Outh (15529) Ramp (15530) Taylor Rd (15530) Taylor Rd (15531) Dunedin Dr (15532) Bruce Rd	0.29 1.70 0.29 0.99	From: NA To: 20000 To: 22000 To: 1800 To: 12000 To: From: 1 20000 To: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	F F	99% 99% 98%	0% 0% 1% U	Pughsville Rd	0% le Rd 0% ch Blvd 0% 1	0%	F C	0.088 0.088 0.095		0.552	21000 23000 1900 13000	F F	2017
Outh 1529 Ramp  Taylor Rd  Taylor Rd  Dunedin Dr  Taylor Rd  Taylor Rd  Taylor Rd  Taylor Rd  Taylor Rd	0.29 1.70 0.29 0.99 1.54	From: 1800 12000 1000 1000 1000 1000 1000 100	F	99% 99% 98% 98%	0%  0%  1%  U  1%  0%	Pughsville Rd	0% le Rd  0% ch Blvd  0% lth	0%	F C C C	0.088 0.088 0.095 0.099		0.552 0.622 0.559 0.606	21000 23000 1900 13000 9100	F F	2017 2017 2017 2017
Outh 1529 Ramp  Taylor Rd  Taylor Rd  Dunedin Dr  Taylor Rd  Taylor Rd  Taylor Rd  Taylor Rd	0.29 1.70 0.29 0.99	From: NA To: 20000 To: 22000 To: 1800 To: 12000 To: From: 1 20000 To: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	F F	99% 99% 98%	0% 0% 1% U	Pughsville Red  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0%  S 17 Western Bran  Taylor Rd 0% 0%  Tyre Neck Re Bruce St 0% 0%  WCL Portsmouth Gust Lane 1% 0%	0% le Rd 0% ch Blvd 0% th	0%	F C	0.088 0.088 0.095		0.552	21000 23000 1900 13000	F F	2017 2017 2017 2017
Outh 1529 Ramp  Taylor Rd  Taylor Rd  Dunedin Dr  Bruce Rd  Tyre Neck Rd	0.29 1.70 0.29 0.99 1.54	From: Prom: Prom: 20000 To: Prom: 1800 To: 12000 To: From: 4600 To:	F	99% 99% 98% 98%	0%  0%  1%  U  1%  0%	Pughsville Ro  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0% S 17 Western Bran  Taylor Rd 0% 0%  Tyre Neck Rc Bruce St 0% 0%  WCL Portsmouth 1% 0% SCL Portsmouth	0% le Rd  0% ch Blvd  0% lth	0%	F C C C	0.088 0.088 0.095 0.099		0.552 0.622 0.559 0.606	21000 23000 1900 13000 9100	F F	2017 2017 2017 2017
Fouth Fout Fout Fout Fout Fout Fout Fout Fout	0.29 1.70 0.29 0.99 1.54	From: 20000  To 22000  To 22000  To 1800  From: 12000  To From: 14000  To From: 4600	F	99% 99% 98% 98%	0%  0%  1%  U  1%  0%	Pughsville Red  I-664 W  SR 337 Portsmouth 0% 0%  Bruce Rd 0% 0%  131-8529 Pughsvil  Taylor Rd 0% 0%  S 17 Western Bran  Taylor Rd 0% 0%  Tyre Neck Re Bruce St 0% 0%  WCL Portsmouth Gust Lane 1% 0%	0% le Rd  0% ch Blvd  0% lth	0%	F C C C	0.088 0.088 0.095 0.099		0.552 0.622 0.559 0.606	21000 23000 1900 13000 9100	F F	2017 2017 2017 2017 2017 2017

						City of C	JIIesape	eane							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK Dir Facto	r AAWDT	QW	Year
tv of Chesapeake		From				ECI	NY C 11								
592) Berkley Ave	0.39	1700	F	98%	1%	1%	Norfolk 0%	0%	0%	С	0.092	0.64	1800	F	2017
Derkiey Ave	0.00	То	Ė	30 /0	1 /0		gfield Ave		0 70		0.032	0.04	1000	'	2017
		From					nk Street				i				
Rosemont Ave	0.13	240	F	83%	0%	1%	1%	14%	0%	С	0.128	0.575	250	F	2017
		To					ll Street								
Rosemont Ave	0.27	From	F	71%	3%	2%	Hill St	21%	00/	С	0.12	0.557	400	F	2017
Rosemont Ave	0.37	450 To		/ 1%	3%	2% US 460 B	2%		0%	C	0.12	0.557	' 480	Г	2017
		From	l			US 460 B					_				
597) Chesapeake Dr	0.45	2000	F	97%	1%	1%	1%	0%	0%	С	0.102	0.509	2200	F	2017
1391)		То					ipeake Av								
		From				В	uell St								
Freeman Ave	0.65	4100	F	59%	1%	3%	8%	30%	0%	С	0.098	0.537	4300	F	2017
<u> </u>		To					I-464				$\neg$ $\vdash$				
Freeman Ave	0.25	8700	F	59%	1%	3%	8%	30%	0%	F	0.083	0.563	9200	F	2017
		To				US 460 B	ainbridge	Blvd							
		From			131-8598	8 I-464-S0	03A TO A	AND FRO	M I-						
<sub>598</sub> Ramp	0.13	4300	G								0.101		4300	G	2017
		То			I-46	64-S FRO	M FREEM	IAN Ave							
<u> </u>		From		1	131-8598	I-464-N00	3A FRO	M AND T	ORT						
<sub>598</sub> Ramp	0.13	3700	G								0.12		3700	G	2017
		10				64-N FRO									
Occupling Dhad	1.04	From	ᄂ	000/		JS 13 & 4			00/			0.500	10000	_	001
599 Cavalier Blvd	1.24	12000 To	F	90%	1%	1%	2% Portsmout	5%	0%	С	0.095	0.520	12000	F	2017
		From			Ť						1				
Deep Creek Blvd	0.94	3200	F	97%	1%	JS 13 & 4 1%	0%	у нwу 0%	0%	С	0.098	0.740	3400	F	2017
Book Stock Biva	0.01	To		01 70	1 /0		ıst Lane	0 70	070			0.7 10	0 100	•	
$\widehat{}$		From					Creek Blv								
Gust Lane	0.44	5600	F	99%	0%	0%	0%	0%	0%	С	0.100	0.52	5900	F	2017
		10					Portsmout								
Complet Blud	0.50	From	ᄂ	070/	10/		alahad D		00/			0.570	7600	_	2017
Camelot Blvd	0.59	7200	F	97%	1%	1%	0%	0%	0%	С	0.089	0.572	7600	F	2017
0 1 1 1 1	0.00	From	<u> </u>	000/	40/		Creek Blv		201			0.570	1000		004
Camelot Blvd	0.32	4600 To	F	90%	1%	1%	2%	5%	0%	F	0.089	0.573	4900	F	2017
		From	1			17 George									
Galberry Rd	2.41	2600	F	97%	2%	13, US 46 0%	0 Military 0%	Highway 0%	0%	С	0.144	0.812	2700	F	2017
Galberry Rd	2.41	2000		31 /6							0.144	0.012	. 2700	'	2017
Shell Rd	0.87	From	ᆫ	98%		JS 17 Geo			0%	F	0 101	0.566	. E600	F	2017
Snell Ra	0.67	5300		96%	1%	0%	0%	0%	0%	Г	0.101	0.566	5 5600	Г	2017
Ob all Dat	0.04	From	<u> </u>	070/	00/		rman St	00/	00/			0.045	1000		004
Shell Rd	0.81	4300	F	97%	2%	1%	0%	0%	0%	С	0.112	0.645	4600	F	2017
<u> </u>		From	_				anal Dr				⊒⊢				
Shell Rd	1.12	2500	F	97%	1%	1%	0%	0%	0%	С	0.118	0.688	2600	F	2017
		To	<u> </u>		U	JS 13, US4		ry Hwy			_				
Canal Dr Evt	0 E1	4600		000/	10/	1%	hell Rd	00/	00/		0.101	0.600	4000	_	2017
Canal Dr Ext	0.51	4600 To		98%	1%	1% US 13 & 4	0% 60 Militar	0% v Hwv	0%	С	0.101	0.632	4900	F	2017
		From									_				
Davida als Del	0.89	5900	F	98%	1%	460, SR 1 1%	66 Bainbr 0%	idge Blvd 0%	0%	С	0.111	0.594	6300	F	2017
OCOO) POMOCK BO				JU /0	1 /0	1 /0	0 /0	J /0	J /0	J	<u> </u>	0.034	0000		2017
Portlock Rd	0.09	To				Cam	ostella R	1							
Portiock Rd	0.09						oostella Ro								
Portlock Rd  3625) Dunbarton Rd	0.06	То	F	98%	2%		oostella Roidence Ro		0%	F	0.175	0.534	3700	F	2017

						City of (	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				Y 4	-1- C				ı					
8635 Dunbarton Rd	0.18	1400	F	98%	2%	0%	ale Crescer 0%	0%	0%	С	0.1		0.595	1500	F	2017
8635) Dunbarton Rd	0.16	610	G	97%	20/	Crow 1%	n Crescent 0%	0%	00/	С	0.093		0.64	650	G	2017
B635 Dunbarton Rd	0.16	To	<u> </u>	9770	2%		ale Crescer		0%	U	0.093		0.04	630	G	2017
		From					postella Rd				1					
Providence Rd	1.55	15000	F	98%	1%	0%	0%	0%	0%	F	0.107		0.655	16000	F	2017
Providence Rd	0.99	14000	F	98%	1%	Aı	ngora Dr 0%	0%	0%	С	0.101		0.573	15000	F	2017
Providence Rd	0.33	14000 To		30 /6	1 /0		rirginia Bea		0 /6		0.101		0.575	13000	ı	2017
		From	1					CII								
8645) Sparrow Rd	0.23	5200	F	98%	1%	1%	itary Hwy 0%	0%	0%	F	0.089		0.589	5500	F	2017
6645) Span Tia	0.20	0 <b>2</b> 00	·		. , ,			0 70		•			0.000	0000	•	
8645) Sparrow Rd	0.84	9600	F	98%	1%	1%	ridence Rd 0%	0%	0%	С	0.1		0.626	10000	F	2017
Sparrow Rd	0.04	3000		30 70	1 /0			0 70	0 70				0.020	10000	•	2017
Caraman Dd	0.57	From		070/	10/		n River Rd	00/	00/				0.500	0000		0017
Sparrow Rd	0.57	3100	F	97%	1%	1%	0%	0%	0%	С	0.104		0.599	3300	F	2017
		From		2221			Beaver Rd		221		<u> </u>					
Sparrow Rd	0.28	1400 To	F	98%	1%	1%	0%	0%	0%	С	0.101		0.543	1500	F	2017
							ldcrest Dr									
O Danielani Del	0.47	From	<u> </u>	000/	00/		Campostella		00/				0.507	4000	_	0047
Border Rd	0.47	4100	F	98%	2%	0%	0%	0%	0%	С	0.089		0.537	4300	F	2017
		From					gfield Ave order Rd									
8647) Wingfield Ave	0.08	2000	F	98%	2%	0%	0%	0%	0%	F	0.098		0.544	2200	F	2017
3047)		To	_			121 050	2 D1-1 A				<del></del>					
Wingfield Ave	0.48	2400 From	F	97%	1%	131-839	2 Berkley A	0%	0%	С	0.098		0.562	2600	F	2017
8647) Willight Clarity	0.40	<b>2-700</b> To	Ė	07 70	1 /0		mstown Rd	0 70	0 70		0.000		0.002	2000	•	2017
		From					gfield Ave									
8647) Tatemstown Rd	0.34	3700	F	98%	1%	1%	0%	0%	0%	С	0.092		0.589	3900	F	2017
<u> </u>		To				SR 407 I	ndian River	Rd								
<u> </u>		From			В	us SR 16	8 Battlefield	l Blvd								
8648) Albemarle Dr	1.19	5000	F	99%	0%	0%	0%	0%	0%	С	0.121		0.949	5300	F	2017
$\overline{}$		To				C	edar Rd									
$\sim$		From					Pleasant									
8649 Woodford Dr	0.28	840	<u>_F</u> _	96%	3%	1%	0%	0%	0%	С	0.106		0.604	900	F	2017
<u> </u>		То				Roy	al Oak Dr									
<u> </u>		From	<u> </u>				alnut Ave								_	
8650 Cornick Ave	0.14	680	G	97%	2%	1%	0%	0%	0%	С	0.115		0.627	720	G	2017
<u> </u>		To From				Ole	ander Ave									
8650 Cornick Ave	0.60	920	F	97%	2%	1%	0%	0%	0%	С	0.108		0.637	980	F	2017
$\overline{}$		To				Spa	arrow Rd									
		From					uglas Rd									
8653) West Rd	0.79	160	F	95%	3%	0%	2%	1%	0%	С	0.146		0.519	170	F	2017
		To From				Ве	enefit Rd									
8653) West Rd	5.27	930	F	93%	4%	1%	1%	1%	0%	С	0.125		0.777	980	F	2017
$\overline{}$		То				US 17 I	Dominion B	lvd								
		From					enefit Rd								-	-
8655) Shillelagh Rd	6.96	800	F	96%	3%	1%	1%	0%	0%	С	0.125		0.651	840	F	2017
$\overline{}$		To				US 17 I	Dominion B	lvd								
		From					8 Battlefield	l Blvd								
8656 Benefit Rd	1.96	1600	F	95%	3%	1%	1%	0%	0%	С	0.116		0.612	1700	F	2017
8656) Denem Ha																
8656) Beriefit Fld		To				Sig	n Pine Rd									
(8656) Benefit Rd	1.92	2900 From	F	96%	1%	Sig 1%	n Pine Rd 0%	0%	0%	С	0.115		0.599	3100	F	2017

						City of C	hesapea	ake								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				Y 1	. D.1				-					
8656 Benefit Rd	3.16	1300 <sub>To</sub>	F	97%	1%	1%	town Rd 0% glas Rd	0%	0%	С	0.119		0.574	1400	F	2017
		From				SR 168 A	Atlantic Av	ve			i					
(8657) Old Atlantic Ave	0.07	8100	F	97%	1%	1%	0%	0%	0%	F	0.098		0.549	8500	F	2017
(8657) Old Atlantic Ave	0.24	4600 From:	F	97%	1%	1%	k Ave 0%	0%	0%	F	0.091		0.505	4900	F	2017
(8657) Cascade Blvd	0.41	1100 From:	F	98%	1%	0%	Liberty St	0%	0%	С	0.111		0.664	1100	F	2017
		From					ina Ave	111								
8658 Booker St	0.58	570	F	97%	2%	SR 166 Ba 2% SR 190 Gre	0%	0%	0%	С	0.112		0.515	600	F	2017
		From				Bus SR 168										
(8661) Centerville Tpke	3.76	5600	F	96%	2%	1%	1%	0%	0%	С	0.118		0.669	5900	F	2017
(8661) Centerville Tpke	1.03	8900 From:	G	96%	2%	Etheridge 1%	Manor Bl	vd 0%	0%	F	0.118		0.669	9400	G	2017
(8661) Centerville Tpke	1.14	8700 From:	F	97%	1%	Fent	ress Rd 1%	0%	0%	С	0.106		0.625	9300	F	2017
(8661) Centerville Tpke	1.25	15000 From	F	97%	0%	SR 165 M 1%	1%	0%	0%	F	0.101		0.67	16000	F	2017
		From				131-8665 B Butts S	utts Statio Station Rd	n Ka								
8661 Centerville Tpke	0.46	9900 <sub>To</sub>	F	97%	0%	1%	1% 5 Elbow R	0% .d	0%	С	0.1		0.629	11000	F	2017
(8661) Centerville Tpke	1.76	8700	F	97%	0%	1%	ow Rd 1% Va Beach	0%	0%	F	0.100		0.654	9200	F	2017
		From:				SR 190 K		Rd								
Green Tree Rd	0.73	10000 <sub>To</sub>	F	99%	0%	0%	0% Grove Rd	0%	0%	С	0.119		0.528	11000	F	2017
		From			В	Sus US 168		Blvd								
Oak Grove Rd	0.86	9100 To	F	98%	1%	0% Green	0% Tree Rd	0%	0%	С	0.103		0.623	9600	F	2017
		From					efit Rd									
8663 Johnstown Rd	5.94	3200 To	F	98%	0% B	1% Sus US 168	0% Battlefield	0% Blvd	0%	С	0.112		0.660	3400	F	2017
		From				Johns	town Rd									
(8664) Woodbridge Dr	0.19	820	F	96%	3%	1%	0%	0%	0%	С	0.129		0.703	870	F	2017
<u> </u>		From	<del>                                     </del>				field Dr bridge Dr									
8664 Briarfield Dr	0.68	<b>2700</b>	F	97%	2%	0%	0% Cedar Rd	0%	0%	С	0.132		0.532	2900	F	2017
		From				Provid	lence Rd									
8665 Dunbarton Rd	0.65	5800	F	97%	2%	0%	0%	0%	0%	С	0.121		0.536	6200	F	2017
(8665) Greenbrier Pkwy	0.28	29000 From	F	97%	1%	1%	filitary Hw 1%	1%	0%	F	0.091		0.538	31000	F	2017
8665 Greenbrier Pkwy	0.22	51000	F	97%	1%	1%	1%	1%	0%	F	0.085		0.586	54000	F	2017
(8665) Greenbrier Pkwy	0.94	75000	F	97%	1%	1%	1%	1%	0%	F	0.084		0.552	79000	F	2017
(8665) Greenbrier Pkwy	0.42	42000 From	F	97%	1%	Ede 1%	n Way 1%	1%	0%	F	0.092		0.606	44000	F	2017
<u> </u>	. =-	From		0=-:	٠ د		o Pkwy	4-1		_			0.01-	000		
(8665) Greenbrier Pkwy	1.78	26000 <sub>To</sub>	F	97%	1%	1% SR 190 K	1% empsville	1% Rd	0%	С	0.092		0.619	28000	F	2017

						City of (	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				CD 100	V a man:!!!	D.4								
8665) Butts Station Rd	2.08	15000	F	97%	1%	1%	Kempsville 1%	1%	0%	F	0.107		0.638	15000	F	2017
		To	<u> </u>			131-8661	Centerville	Tpke								
East	0.35	6900	G			131-8665	TO RT 64	EAST			0.096			6900	G	2017
(8665) Ramp	0.35	<b>0900</b>	<u> </u>	I-64-I	E289X I	FROM GR	EENBRIEI	R PARKV	WAY EAS		0.096			6900	G	2017
East		From				131-8665										
(8665) Ramp	0.19	4800	G								0.116			4800	G	2017
$\bigcirc$		To		I-64	4-W289	X FROM (	GREENBR	IER PAR	RKWAY							
West		From				131-8665	TO RT 64	EAST							_	
(8665) Ramp	0.20	10000	G	1 64 1	2200V I	TROM CDI	ZENIDDIEL	DADET	VAV WEG	1	0.08			10000	G	2017
14/ · · ·		From		1-04-1	2289X I	FROM GRI			VAI WES	)						
West (8665) Ramp	0.38	15000	G			131-8665	IO K1 64	WESI			0.091			15000	G	2017
(6003)		To		I-64-V	V289X	FROM GR	EENBRIEI	R PARKY	WAY WES	S						
		From				WCI	Va Beach	1								
8667) Blackwater Rd	2.62	2700	F	94%	1%	1%	3%	1%	0%	С	0.097		0.715	2800	F	2017
$\overline{}$		To: From:					s Airfield l kwater Rd	Rd			_					
8667 Fentress Airfield Rd	0.15	5000	F	95%	1%	1%	2%	1%	0%	С	0.099		0.702	5300	F	2017
0007		To				SR 165 I	Mt Pleasan	t Rd								
		From				Bus SR 16	8 Battlefiel	d Blvd								
(8668) Hickory Rd East	0.81	4400	F	96%	2%	1%	1%	0%	0%	С	0.15		0.839	4600	F	2017
		To:				Cente	erville Tpk	2								
(8668) Head Of River Rd	4.89	2100	F	97%	1%	1%	1%	0%	0%	С	0.104		0.698	2200	F	2017
		To					irginia Bea									
Aphloy Dd	0.40	Prom	L	000/		Bus SR 16			00/		0.110		0 545	2100	_	2017
Ashley Rd	0.42	2900 <sub>то</sub>		99%	0%	1% SR 165 I	0% Mt Pleasan	0%	0%	С	0.112		0.545	3100	F	2017
		From					postella Rd									
(8695) Lindale Dr	0.67	3700	F	98%	1%	1%	0%	0%	0%	С	0.134		0.797	3900	F	2017
		To				Del	Baun Ave									
8695) DeBaun Ave	0.49	4600	F	98%	1%	Li 1%	ndale Dr 0%	0%	0%	С	0.118		0.691	4800	F	2017
(8695) DeBaun Ave	0.49	4000 To:	<u> </u>	30 /6	1 /0		Battlefield l		0 /6	U	0.118		0.091	4000	'	2017
		From					lwood Circ									
(8717) Volvo Pkwy	0.30	860	F	99%	0%	0%	0%	0%	0%	F	0.098		0.604	910	F	2017
		To				В	Syron St									
(8717) Volvo Pkwy	0.26	9700 From:	F	99%	0%	0%	0%	0%	0%	С	0.106		0.921	10000	F	2017
$\overline{}$		To From				Indepe	ndence Pky	vy			_					
(8717) Volvo Pkwy	0.25	21000	F	99%	0%	0%	0%	0%	0%	F	0.094		0.659	23000	F	2017
$\overline{}$		To From:				Bus SR 16	8 Battlefiel	d Blvd			_					
(8717) Volvo Pkwy	1.38	24000	F	98%	0%	1%	1%	1%	0%	С	0.087		0.504	25000	F	2017
$\frac{\circ}{\circ}$		To:				Green	brier Pkw	y			$\Box$ —					
(8717) Volvo Pkwy	0.45	25000	F	98%	0%	1%	1%	1%	0%	F	0.094		0.634	26000	F	2017
		To:	-		131 8	Ed 806 Eden V	len Way	Volvo Di	733/3/		-					
(8717) Volvo Pkwy	1.49	27000	G	98%	0%	1%	1%	1%	0%	F	0.102		0.667	29000	G	2017
,		To					ead End									
		From					landing Ro									
(8757) Coffman Blvd	0.70	1800	F	98%	1%	1%	0%	0%	0%	С	0.112		0.565	1900	F	2017
<u> </u>		To					ortsmouth									
0	4.04	From	Ļ	000/	601		reat Bridge		00′				0.75	0000		0017
(8763) Campostella Rd	1.34	6000	F	96%	2%	1%	0%	0%	0%	С	0.123		0.75	6300	F	2017
One control D	1.00	From		0501	101		Military H		00/				0.045	10000		0017
(8763) Campostella Rd	1.06	15000 <sub>To</sub>	F	95%	1%	1%	2%	1%	0%	С	0.084		0.615	16000	F	2017
·		10.	l			2K 108 F	Battlefield l	DIVŒ								

						City of (	hesape	eake								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Virginia Ava	0.50	1500	 F	069/	20/	US 460 B			00/	-			0.004	1600	F	2017
(8771) Virginia Ave	0.50	1500		96%	2%	1%	1% apeake Av	0%	0%	С	0.145		0.664	1600	Г	2017
		From					ginia Ave									
(8771) Chesapeake Ave	1.12	2400	F	96%	2%	1%	0%	0%	0%	С	0.109		0.637	2500	F	2017
$\bigcirc$		To	-			Pa	ark Ave									
(8771) Chesapeake Ave	0.41	1800	F	98%	1%	1%	0%	0%	0%	С	0.094		0.563	1900	F	2017
		To				SR 246	Poindexte	er St								
		From				US 460 E	ainbridge	Blvd								
<sub>8776</sub> Park Ave	0.37	1200	F	96%	2%	1%	0%	0%	0%	С	0.099		0.512	1200	F	2017
$\bigcirc$		To From	_			Chesa	apeake Av	ve								
8776) Park Ave	0.35	3800	F	96%	2%	1%	0%	0%	0%	F	0.094		0.641	4000	F	2017
		To				Old A	tlantic Av	ve								
		From	1			De	ead End									
8778) Barnes Rd	0.45	1000	F	80%	1%	3%	3%	14%	0%	С	0.159		0.753	1100	F	2017
		To				US 460 B	ainbridge	Blvd								
		From			US	17 Georg	e Washing	gton Hwy								
8796) Ballahack Rd	11.72	930	F	96%	2%	1%	1%	1%	0%	С	0.122		0.677	990	F	2017
$\bigcup$		To	-			Old Ra	ttlefield B	lvd								
8796) Ballahack Rd	0.10	930 From	N	96%	2%	1%	1%	1%	0%	N	0.122		0.677	990	N	2017
		To					Battlefield									
	,	From	4		ī	JS 17 Wes								,		
8797) Poplar Hill Rd	0.23	11000	F	99%	0%	0%	0%	0%	0%	С	0.093		0.572	12000	F	2017
'		To				Churc	hland Blv	/d								
		From	1			SR 165	W, Cedar	r Rd								
8798) Bells Mill Rd	2.38	1800	F	97%	1%	1%	0%	0%	0%	С	0.103		0.568	1900	F	2017
		To				SR 165	E, Cedar	Rd								
		From	1			Wasi	hington D	r								
8799) Waters Rd	0.36	8600	F	98%	1%	0%	0%	0%	0%	С	0.101		0.621	9100	F	2017
$\bigcirc$		To				SR 16	5 Cedar F	Rd								
		From				C	edar Rd									
8800 Millville Rd	0.69	1700	F	98%	1%	0%	0%	0%	0%	С	0.113		0.714	1800	F	2017
<u> </u>		To	_			SR 165 Mc	ses Grand	dy Trail			<b>—</b> —					
8800 Millville Rd	0.42	2900 From	F	97%	1%	1%	1%	0%	0%	С	0.097		0.616	3100	F	2017
		To	_			D.	maan Du									
(8800) Millville Rd	0.65	1000 From	F	95%	2%	1%	rson Dr 1%	1%	0%	С	0.108		0.6	1100	F	2017
8800) WIIIVIIIC TIG	0.00	To	Ė	33 78	2 /0		pyard Rd	1 /0	0 70		0.100		0.0	1100		2017
		From	1				5 Cedar F	Sq			<u> </u>					
8801) Shipyard Rd	0.99	1200	F	97%	2%	1%	0%	0%	0%	С	0.102		0.585	1200	F	2017
5	3.00	00	<u>.                                    </u>	0.70									0.000	00	•	_0.7
8801) Shipyard Rd	1 20	From	F	94%	2%	 2%	rson Dr 1%	0%	0%	С	0.110		0.514	310	F	2017
Shipyard Rd	1.28	<b>290</b>	┌╴	34%	<b>2</b> %		llville Rd	U%	U%	U	0.110		0.514	310	r	2017
		From						1			1					
(8802) Hanbury Rd	1.00	9200		98%	1%	Johr 0%	ostown Rd 0%	0%	0%	С	0.102		0.55	9700	F	2017
(8802) Hanbury Rd	1.00	3200		JO /0					U /o	U	0.102		0.55	3100	'	2017
<u> </u>	:	From		0000		Bus SR 16							0 = :=	100		
8802 Hanbury Rd	0.51	15000	F	98%	1%	0%	0%	0%	0%	С	0.105		0.517	16000	F	2017
		To	<u> </u>				lwell Rd				<u> </u>					
( )	0.00	From	<u> </u>	0701		Bus SR 168			001				0.500	0500	_	001-
8803 Hillwell Rd	2.36	3300 To	F	97%	2%	0%	0%	0%	0%	С	0.112		0.562	3500	F	2017
_							Mt Pleasar				<u> </u>					
O 5 5.:		From	<u> </u>	0001	461		Mt Pleasar		22.				0.55	0000	_	00:-
8804 Fentress Rd	1.80	3000 <sub>Ta</sub>	F	98%	1%	0%	0%	0%	0%	С	0.108		0.55	3200	F	2017
		To	1				rville Tpk									
		From	<u> </u>	10001			Station R		051				0.00:	<b></b>		
8805 Elbow Rd	0.87	5300	F	100%	0%	0%	0%	0%	0%	F	0.12		0.621	5600	F	2017
		To	1			Cente	rville Tpk	ke .								

							Unesape									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	$\cap k$	Dir actor	AAWDT	QW	Year
tv of Chesapeake		From				~	m 1									
B05) Elbow Rd	3.05	8000	F	100%	0%	0%	erville Tpk 0%	e 0%	0%	С	0.112		).552	8500	F	2017
805) LIDOW NU	3.03	To	<u> </u>	100 /6	0 /6		/irginia Be		0 /6		0.112	·	1.552	6500	ı	2017
		From						acii			1					
806) Eden Way N	0.49	11000	F	99%	1%	0%	lvo Pkwy 0%	0%	0%	F	0.104		).552	12000	F	2017
Eden Way N	0.49	11000		99%	1 70	0%	0%	0%	0%	Г	0.104	C	1.552	12000	Г	2017
		From					Oak Cross									
Eden Way N	0.68	12000	F	99%	1%	0%	0%	0%	0%	С	0.099	C	).575	13000	F	2017
<u> </u>		To	-			Greei	nbrier Pkw	v			_					
806) Eden Way N	0.85	13000	F	99%	1%	0%	0%	0%	0%	F	0.102	C	).632	14000	F	2017
		To				Cros	sways Blv	1								
		From	4			US 460 F	Bainbridge	Rlvd								
Anne Ave		450	G			05 100 1	Junioriage	Diva			0.089		0.61	450	G	2017
711110 7110		To	<u> </u>				Arlie St				-0.000		0.01	100	G	
		From	1													
Daywood Trail						C	anal Dr				0.114	_	. E00	270	G	201
Baywood Trail		370	G				· D1				0.114	Ü	).523	370	G	201
		10	1				eiggs Rd									
		From					lle Tpke S									
Beaver Dam Rd		500	G	98%	0%	1%	0%	0%	0%	С	0.101	C	).644	500	G	201
		To	1			Long	g Ridge Ro									
		From				Will	ow Oak D									
Beckley Lane		200	F								0.163	C	).569	210	F	201
		To				Grar	ntham Lane	;								
		From	1			Brier	Cliff Cres	f								
Birchleaf Rd		220	F			Dilei	Cini Cics				0.134	(	0.672	230	F	201
Biromour na		To	Ė			Mil	l Pond Dr				-0.10-			200	•	201
		From	1								_					
Diverse Du						Shi	pyard Rd						744	000	_	004
Burson Dr		800	G								0.105	C	).714	800	G	201
		10				Oran	gewood R	1								
		From				De	nver Ave									
Chattanooga St		400	F								0.096	(	0.55	430	F	201
		To				W	aters Rd									
		From	1		В	Bus SR 16	8 Battlefie	d Blvd			1					
Coastal Way		1700	F								0.119	C	).736	1800	F	201
		To				S	ams Dr									
	_	From	4				55 Cedar R	d			ī				_	
Conquest Dr		990	F			3K 10	o ccuai R	u			0.116		0.55	1100	F	201
Ooriquest Di		To	r <del>i</del>			c	Shea Dr					,	0.00	1100		201
											_					
Oppus al Acca		From	<u> </u>		US	17 Georg	e Washing	ton Hwy					0 - 4	1000	_	004
Conrad Ave		1200	F			_	~				0.08	(	0.54	1300	F	201
		To	<u> </u>			E	Butler St									
		From				G	ibson Dr					·				
Cottonwood Lane		140	F								0.110	C	).722	150	F	201
		To	1	· <u></u>		Lei	nore Trail		· <u></u>							
		From	L			W	ilson Rd									
Cypress St		840	G	97%	0%	2%	0%	0%	0%	С	0.132	C	).513	840	G	201
		To					saac St									
		From	1				ellen St									
Debbs Lane		240	F			·	chen M				0.107	_	).576	260	F	201
DODOS LAITE		<b>_7</b> U	<del>.</del>			ח	ellen St				0.107	·	,,	200	1	201
D D		From				W	arrick Rd				<u></u>	_	. =4 :	000	_	
Dove Dr		210	F								0.171	C	).711	220	F	201
		To	1			Bu	tterfly Dr									
		From				K	almar Dr									
Facey Dr		610	F								0.132	(	.676	640	F	201
Essex Dr		010	•								0.132			0.0	•	

					City of Che	sapeake	<del>,</del>								
	Length AADT	QA	4Tire	Bus	2Axle 3+				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Chesapeake	From				Jule 1	Or									
Etheridge Manor Blvd	14000	F								0.112		0.518	15000	F	2017
	Τα				Shifford										
Etheridge Rd	2500	G	99%	0%	Edenbrid		%	0%	С	0.097		0.633	2500	G	2017
Ethenage ha	<b>2500</b>	G	99%	0%	Fentres		70	076	C	0.097		0.033	2300	G	2017
	From				Saul										
Eva Blvd	490	F								0.101		0.690	520	F	2017
	To				Marge	Dr									
Fairman Da	From		000/	00/	Greenbrie		0/	00/	_	0.400		0.740	0000	_	004
Fairway Dr	<b>2000</b>	G	99%	0%	0% (		%	0%	С	0.122		0.716	2000	G	2017
	From				Shell										
Firman St	720	F			SICI	Ku				0.098		0.627	760	F	201
	To				Tuttle	St									
	From				Cecilia T	errace									
Fleming Circle	350	G			GD 165 G	1 71				0.105		0.579	350	G	2017
	10				SR 165 Ce										
Forest Cove Rd	350	F			Bramblew	ood Ct				0.109		0.615	350	F	201
1 0100t OOVO 1 tu	350 To:				Winslow	Ave				0.103		0.010	550	'	201
	From				Johnstov					i					
Frank Dr	1100	F								0.115		0.525	1100	F	201
	To			I	Bus SR 168 Bat	tlefield Bl	vd								
	From				Country										
Franklin St	2400 <sub>то</sub>	G	99%	0%				0%	С	0.085		0.517	2400	G	201
	From				US 460 Bainb		I								
Gilmerton Rd	5200	F			Albert	Ave				0.098		0.545	5500	F	201
	To				Geneva	Ave									
	From				Collins	Blvd									
Greendell Rd	290	F								0.141		0.633	310	F	201
	To				Ashlan										
Guenevere Dr	2700	F			Galaha	l Dr				0.084		0.565	2900	F	201
adelievere bi	<b>2700</b>				Sean	Dr				0.004		0.505	2300	Į.	201
	From				Barksda					ĺ					
Hawksley Dr	330	F								0.144		0.567	350	F	201
	To				Glenvie	w Rd									
	From				Pineclif	f Dr								_	
Holly Gate Lane	310	F			Briarwoo	vd D=				0.129		0.655	330	F	201
	From														
Hunningdon Woods Blv		F			Placid	way				0.092		0.586	980	F	201
	Ти				SR 190 Kem	psville Rd									
	From:				Canal										
Iowa St	530	F								0.123		0.669	570	F	201
	То				Oklahon										
laynar Dd	Prom:				Gregg	St				0.007		0.50	000		004
Joyner Rd	350	F			Grant	St				0.097		0.59	380	F	201
	From				Parker										
Keeling Dr	550	G			raikei	Λu				0.111		0.508	550	G	201
	To				Lobdel	l Ct									
	From				SR 407 India	n River Rd	Į								
Kemp Lane	240	F								0.095		0.615	250	F	201
	To				Kemp L	ane E									

					City of C	nesape	аке								
Route	Length AADT	QA	4Tire	Bus	2Axle	Tru 3+ <b>A</b> xle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From				Cal	ala Avro									
Laurel Ave	530	F			Col	ob Ave				0.09		0.509	560	F	2017
	Tα				Roke	eby Ave								-	
	From:				Corr	ick Ave									
Lilac Ave	1300	F	99%	0%	1%	0%	0%	0%	С	0.110		0.746	1400	F	2017
	To					vis Ave									
Lincoln Rd	From <b>170</b>	G	92%	1%	2%	ınn St 2%	3%	0%	С	0.155		0.667	170	G	2017
LINCOIN NO	17 <b>0</b>		3Z /0	1 /0		tlaw St	3 /0	0 /6		0.133		0.007	170	G	2017
	From					dale Dr									
Lindsey Ave	240	G								0.120		0.627	240	G	201
	To				Water	field Ave									
	From				Baug	ther Ave									
Lofurno Rd	240	F			D	1 4				0.106		0.552	250	F	201
	From	l				nds Ave	1 D11								
Marion Dr	1200	G		В	Bus SR 168	Battlenel	a Biva			0.101		0.759	1200	G	201
	To				Johns	town Rd						017.00	00	<u> </u>	
	From				Culpe	eper Ave									
Marlboro St	130	F								0.121		0.73	140	F	201
	To				Wins	low Ave									
	From	L			Baff	Loop Ct								_	
Masters Row Ct	520	F			Desc	ssie Ct				0.095		0.586	550	F	201
	From	l													
McCosh Dr	1000	F			Hale	don Rd				0.104		0.69	1100	F	201
	Tα				Duf	field Pl								-	
	From:				Broad	moor Ave									
Michael Dr	45	F								0.177		0.889	47	F	201
	То				Те	xas St									
Millwood Ave	From:				Clo	ver Dr				0.107		0.537	1200	F	201
Williwood Ave	1100 <sub>To.</sub>				E Re	oyce Dr				0.107		0.557	1200	'	201
	From					ker Rd									
Natchez Terrace	540	G			Tu	Ker rea				0.114		0.643	540	G	201
	To				Foxga	te Quartei									
	From				Johns	town Rd									
Newberry Dr	760	F								0.11		0.576	810	F	201
	To					e Run Dr									
Oak Dr	680	F			Wood	croft Lane	!			0.308		0.592	720	F	201
Oak Di	To	Ė			Tyre	Neck Rd				0.500		0.552	720	'	201
	From					toria Dr									
Old Dr	1600	F			, 10.	ona Di				0.212		0.807	1700	F	201
	Tα				Baı	lett Dr									
	From:				Camp	ostella Rd									
Omar St	470	F			_	<b>a</b> .				0.100		0.595	500	F	201
	To	1				iye St									
Philadelphia St	50				Engl	ish Ave				0.146		0.5	60	F	201
i illiautipilia ot	To				Mil	ler Ave				0.140		0.5	00	'	201
	From					ridge Rd				i					
Poplar Ridge Dr	270	G			Luic	-age Rd				0.123		0.75	270	G	201
-	Τα				Sandle	wood Lan	e								
	From				Erik	Paul Dr									
Priscilla Lane	790	G								0.094		0.599	790	G	201
	To	<u> </u>			Lore	tta Lane									

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From	1			Greenway Dr							
Queenswood Terrace	130	F			Greenway Di		0.122		0.667	130	F	2017
	To				Royal Grant Dr							
	From				Campostella Rd							
River Creek Rd	530	G					0.111		0.521	530	G	2017
	То				Booker St							
	From				SR 168 Battlefield Blvd							
Robert Hall Blvd	5300	F			Y/O 10 NEW: YY		0.103		0.737	5600	F	2017
	10				US 13 Military Hwy							
Shepherds Gate	From	F			Shepherds Ct		0.103		0.691	250	F	2017
Shepherds Gate	230 <sub>то</sub>				Logans Mill Trail		0.103		0.691	250	Г	201
	From											
Sir Meliot Dr	270				Sir Meliot Ct		0.107		0.642	290	F	201
Oil Monot Di	To	Ė			Drawbridge Dr				0.012	200	•	
	From				Saxon Ct							
Sir Meliot Dr	870	G					0.099		0.517	870	G	201
	То				Parapet Rd							
0 1 11 =	From				Cricket Ct				0.555	1600		
Smokey Mountain Trail	1300 <sub>то</sub>	G			Woodwind W		0.086		0.537	1300	G	201
	10				Woodwind Way							
Southfield Dr	From	F			Woodberry Dr		0.155		0.727	70	г	201
Southlield Dr	60 To				Bartell Dr		0.155		0.727	70	F	201
	From	l										
Stadium Dr	2000	F			Scarlett Dr		0.129		0.509	2200	F	201
Stadium Di	<b>2000</b> To				SR 165 Mt Pleasant Rd		0.129		0.509	2200	1	201
	From	!			Golden Hind Rd							
Strafford Dr	300	F			Golden Hilla Rd		0.137		0.633	320	F	201
3. a. a. a. a.	То	_			Harding Dr				0.000	020	•	_0.
	From	1			Goldcrest Dr							
Tanglewood Trail	340	F			Golderest B1		0.122		0.5	360	F	201
•	To				Trilby Ct							
	From				Fairview St							
Tatemstown Rd	2600	F					0.088		0.567	2800	F	201
	To				Peter Rd							
	From				Bruin Rd							
Terry Dr	1900	F					0.194		0.719	2000	F	201
	To				Brittany Way							
	From				Bulldog Dr							
Tintern St	3200	F					0.08		0.508	3400	F	201
	То				Volvo Pkwy							
	From				Campostella Rd							
Wadena Rd	840	G					0.106		0.586	840	G	201
	То				Gratton St							
	From				SR 165 Cedar Rd							
Warrick Rd	980	F					0.117		0.525	1000	F	201
	То				Butterfly Dr							
M 11 1 5	From	پ			Waters Rd				0.000	7	_	
Washington Dr	<b>760</b>	G			E.C.		0.103		0.606	760	G	201
	То	<u> </u>			E St							
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	From	<u> </u>			Magnolia Ave			_	0.500	000	_	
Winslow Ave	<b>260</b>	F			Madhan Co		0.111		0.582	280	F	201
		<u> </u>			Marlboro St							
Vadkin Dd	From	<u> </u>		US	17 George Washington Hwy		0.004		0.577	4000	_	004
Yadkin Rd	3900 <sub>то</sub>	F			T.CA		0.084		0.577	4200	F	201
	10	<u> </u>			I-64							