2009

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

where available

Special Locality Report 131

City of Chesapeake

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

						4.7.	_		Tru	ıck			K	011	Dir		<u></u>
Route	Jurisdictio	on L	_ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:			ECL Suffolk													
13 58 460 Military Highway	City of Chesapeake	(Maint: 64)	2.41	68000	Α	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.611	70000	Α
<del>~</del> ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:			I-664													
[13] [58] [460]	City of Chesapeake	(Maint: 64)	0.64	10000	F	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	F
~ ~ ~	10: From:			Bus US 13 S 58; SR 19	1												
(13) (460) (191)	City of Chesap	peake	0.18	6600	G								NA			7200	G
	To: From:		SR 19	1, S Military	Hwy												
13 \ 460 Military Highway	City of Chesar		0.45	5500	G								0.116	F		6000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	el Roadways on this	Route:	5500	G								NA			NA	
	To: From:	F	Ramp froi	m I-664; Sha	nefer Av	e											
13 460 Military Highway	City of Chesar	peake	2.44	7900	G								NA			8600	G
<u> </u>	To: From:			I-64				-									
13 460 Military Highway	City of Chesar	oeake	1.37	17000	G	98%	0%	1%	1%	0%	0%	F	0.098	F		19000	G
	To:	U	JS 17 Geo	orge Washin	gton Hy	vv											
13 460 Military Highway	City of Chesar		1.01	17000	G	98%	0%	1%	1%	0%	0%	F	0.102	F		19000	G
	Tac		SR	196 Canal I	)r												
13 460 Military Highway	City of Chesa	peake	2.20	30000	G	98%	0%	1%	1%	0%	0%	С	0.126	В		31000	G
	To:		CD 160	6 Bainbridge	Dlud												
13 Military Highway	City of Chesar	Deake	0.31	27000	G	98%	0%	1%	1%	0%	0%	F	0.096	F		31000	G
	To:			I-464													
13 Military Highway	From: City of Chesap	L peake	0.78	27000	G	98%	0%	1%	1%	0%	0%	F	0.092	F		29000	G
(13)	To:	г — — — — — — — — — — — — — — — — — — —				0070	0,0		.,,	0,0	0,0	•	0.002	•			Ū
13 Military Highway	From: City of Chesap	neake	0.65	ampostella R 27000	G	98%	0%	1%	1%	0%	0%	F	0.103	F		30000	G
(13) Military Highway	City of Officeat	ocurc .				3070	070	170	170	070	070	•	0.100	•		00000	Ŭ
13 Military Highway	City of Chesar	noako	0.72	8 Battlefield 29000	G	97%	1%	1%	1%	1%	0%	F	NA			31000	G
Military Highway	City of Chesap	Jeane				31 /0	1 70	1 /0	1 /0	1 70	070	'	INA			31000	G
Military I lightyou	To: From: City of Chesa;	analia		Allison Dr 29000	G	97%	1%	10/	10/	1%	0%	С	NA			21000	G
13 Military Highway	City of Criesa		0.41			97%	170	1%	1%	170	0%	C	INA			31000	G
~~	To: From:	<u> </u>		eenbrier Pkv	_		407			407							
Military Highway	City of Chesap	peake	1.67	31000	G	98%	1%	1%	0%	1%	0%	F	0.093	F		34000	G
	10.			Virginia Be													
Goorge Washington Huay	City of Chesar	noako		Carolina Stat 12000		94%	0%	1%	1%	5%	0%	С	0.1	Α	0.599	12000	۸
(17) George Washington Hwy	City of Chesa	ocane	3.58		Α	J <del>4</del> 70	U70	1 70	1 70	J70	U70	C	0.1	А	บ.อฮฮ	12000	Α
~~ · · · · · · · · · · · · · · · · · ·	From:	L		796 Ballahad		0.404	001		401	Ec.	001		0.655			10000	
(17) George Washington Hwy	City of Chesap	oeake	6.71	13000	G	94%	0%	1%	1%	5%	0%	F	0.083	F		13000	G
~~~	To: From:			George Wash													
(17) Dominion Blvd	City of Chesar	peake	3.86	9800	G	96%	0%	1%	1%	2%	0%	F	0.078	F		10000	G
~	To:		SR	165 Cedar I	Rd												

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		City o	of Chesape	еаке												
Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Puo		Tru	ıck		00	K	OK	Dir	AAWDT	\circ
Roule	Junsaiction	Lengin	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
	From:	SR	165 Cedar R	Rd												
17 Dominion Blvd	City of Chesapeal	ke 0.94	29000	Α	96%	0%	1%	1%	2%	0%	С	0.082	Α	0.587	30000	Α
\searrow	To	SD 166	6 Bainbridge	Rlvd												
17 Dominion Blvd	From: City of Chesapeal		25000	G	96%	0%	1%	1%	2%	0%	F	0.075	F		27000	G
Dominion Biva	Only of Onesapear				3070	070	1 70	1 70	270	070	'	0.073	'		27000	O
~	To: From:		Great Bridge										_			
17) Dominion Blvd	City of Chesapeal		39000	G	96%	0%	1%	1%	2%	0%	F	0.078	F		41000	G
~	To:		Oak Grove Co		r											
- Roma	City of Changesles (Me		S 17 (Ramp))		See LIC :	17 for d	iraatianal	troffic :	د مصدرات	-ti	oo for thi		mant		
17) (17) Ramp	City of Chesapeake (Ma	,			3	ee US	17 for a	irectional	trame	volume e	sumai	es for thi	s seg	ment.		
~ ~	From:		-464 (Ramp) Oak Grove Co				-									
	City of Chesapeake (Ma		Jak Glove Co	OIIIIECTO.		Soo I-46	1 for di	rectional	traffic v	oluma as	timat	es for this	coar	nont		
17 464	• • • •		E0000	_							F		segi	nen.	67000	_
	Combined Traffic Estimates for 2 Parallel Ro	toadways on this Route:	59000 I-64	F	95%	0%	1%	1%	2%	0%	г	NA			67000	F
	From:		I-464													
17) (64)	City of Chesapeake (Ma	aint: 64) 4.31	1-404			See I-6	4 for dir	ectional t	raffic vo	oluma asi	imate	s for this	Seam	nent		
17) 64)	Combined Traffic Estimates for 2 Parallel Re		78000	F		0%			5%	0%	F	NA	Segii	icit.	83000	F
	Combined Traffic Estimates for 2 Parallel Ri	toadways on this Route.	70000	Г	92%	0%	1%	1%	3%	0%	Г	INA			03000	Г
~~	To: From:		I-64													
17 George Washington Hwy	City of Chesapeal	ke 0.90	23000	G	96%	0%	1%	1%	1%	0%	F	0.078	F		23000	G
~	To:	US 13; U	JS 460 Milita	ary Hwy	7											
17 George Washington Hwy	City of Chesapeal		14000	G	96%	0%	1%	1%	1%	0%	С	0.082	F		14000	G
	,		1066 17													
Casasa Washington Lluci	From:		196 Canal R		000/	00/	40/	40/	40/	00/	F	NIA			07000	
George Washington Hwy	City of Chesapeak		27000	G	96%	0%	1%	1%	1%	0%	г	NA			27000	G
~	From:		CL Portsmout CL Portsmou				-									
17 Western Branch Blvd	 City of Chesapeal		19000	G	99%	0%	0%	0%	0%	0%	F	0.092	F		19000	G
17 Western Branch Blvd	City of Chesapear	ike 0.03	19000		3370	070	0 70	070	076	0 70	'	0.032	•		13000	
~~~	To: From:		24 Churchlan	nd Blvd												
17)	City of Chesapeal		22000	Α	99%	0%	0%	0%	0%	0%	С	0.097	Α	0.522	23000	Α
~	To:	I	ECL Suffolk													
lorth	From	US 17	7 Dominion 1	Blvd												
17 Ramp	City of Chesapeake (Ma	aint: 64) 0.30	2400	F	96%	0%	1%	1%	2%	0%	F	NA			2500	F
÷)	To:	,	I-464 North													
outh	From:		US 17													
17 Ramp	City of Chesapeake (Ma	aint: 64) 0.29	1100	F	96%	0%	1%	1%	2%	0%	F	NA			1200	F
17) 1.4	To:	unit. 01) 0.20	I-64 East	•	0070	070		170	270	070	•				1200	•
	From	***														
Bus			7 Dominion 1		0.407	00/	40/	40/	E0/	007	_	0.000	_		4500	_
[17] George Washington Hwy	City of Chesapeal	ke 4.07	4400	G	94%	0%	1%	1%	5%	0%	F	0.092	F		4500	G
Due	To: From:	SR	165 Cedar R	Rd												
Bus 17 George Washington Hwy	City of Chesapeal	ke 1.19	25000	G	94%	0%	1%	1%	5%	0%	F	0.074	F		25000	G
17 George Washington Hwy	City of Chesapear	1.19		<u> </u>	J470	U70	1 70	1 70	J70	U 70	1-	0.074	ı		20000	G
•	Tar		I-64													

## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			Oity	of Chesape	care				Tru	l .			1/		D:-		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
	From:		1	ECL Suffolk				ZAXIE	3+AXIE	IIIali	ZIIdli		Factor		Factor		
Military Highway	City of Chesapeake	(Maint: 64)	2.41	68000	Α	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.611	70000	
	To	(		I-664													
58) (13) (460)	From: City of Chesapeake	(Maint: 64)	0.64	10000	F	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	
30) (13) (400)	To.		R 191 Jolliff R						.,.		-,-	· ·		-			
ALT	From:			•													
Airline Blvd	City of Chesap	oeake	1.72	7300	G	95%	2%	1%	0%	1%	0%	С	0.100	F		7900	
	10.			CL Portsmou													
ast (4)	City of Chesapeake	(Mainte C4)		Virginia Be		97%	0%		40/	20/	00/	_	0.096	В		04000	
64)	City of Chesapeake  Combined Traffic Estimates for 2 Paralle	•	0.98	65000	G G		0%	0% 0%	1% 1%	2% 2%	0% 0%			Ь		64000	
	Combined Trainic Estimates for 2 Paralle	Roadways on t				97%	0%	0%	1%	2%	0%	Г	NA			128000	
ast	To- From:		Gree	enbrier Parkv	way												
<u>ast</u> (54)	City of Chesapeake	,	2.13	42000	F	97%	0%	0%	1%	2%	0%	F	NA			45000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on t	his Route:	94000	G	97%	0%	0%	0%	1%	0%	F	NA			102000	
ast	To: From:		SR 16	8 Battlefield	Blvd												
34)	City of Chesapeake	(Maint: 64)	0.58	54000	F	93%	1%	1%	1%	4%	0%	С	0.081	F		58000	
	Combined Traffic Estimates for 2 Paralle	Roadways on t	his Route:	107000	F	96%	0%	1%	1%	2%	0%	F	NA			115000	
	To:	-		I-464													
ast —	City of Chesapeake	(Maint: 64)	4.31	40000	F	92%	1%	1%	1%	5%	0%	_	NA			42000	
54 (17)	Combined Traffic Estimates for 2 Paralle	,			F	92%	0%	1%	1%	5% 5%	0%	F	NA			83000	
	Combined Trainic Estimates for 2 Farane	i Koadways on t					076	1 /0	1 /0	3/0	076	-	INA			03000	
ast	From:		US 17 Ge	orge Washing	gton Hw	<i>y</i>											
54	City of Chesapeake	` ,	1.46	36000	F	92%	1%	1%	1%	5%	0%	F	NA			39000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on t	his Route:	71000	F	92%	0%	1%	1%	5%	0%	F	NA			76000	
ast	To- From:		US 13, US	460 Military	y Highw	ay											
<del>34</del> )	City of Chesapeake	(Maint: 64)	2.31	36000	Α	92%	1%	1%	1%	5%	0%	С	0.107	Α		39000	
	Combined Traffic Estimates for 2 Parallel	el Roadways on t	his Route:	72000	Α	92%	0%	1%	1%	5%	0%	С	0.104	Α	0.520	77000	
	To:			I-264, I-664													
ast	From:			I-64 East													
64) I-64 E Exit 290	City of Chesapeake	(Maint: 64)	0.60	17000	F								NA			17000	
	To:			4 E Exit 290													
est	From:	(1) (1-1-1-0-4)		Virginia Be		070/	00/		40/	407	00/	_	0.000	^		00000	
54	City of Chesapeake	,	0.89	58000	В	97%	0%	0%	1%	1%	0%	С	0.098	Α		63000	
	Combined Traffic Estimates for 2 Paralle	er Koadways on t			G	97%	0%	0%	1%	2%	0%	F	NA			128000	
est	Ta: From:		Gree	enbrier Parkv	way												
64)	City of Chesapeake	,	2.10	52000	G	98%	0%	0%	0%	1%	0%	F	NA			57000	
	Combined Traffic Estimates for 2 Parallel	el Roadways on t	his Route:	94000	G	97%	0%	0%	0%	1%	0%	F	NA			102000	
	To:		SR 16	8 Battlefield	Blvd												

## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			0,	of Chesar	Journo				Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	20vlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
West	From:		SR 16	8 Battlefield	d Blvd			ZANIC	JIANIC	TTTGII	ZITAII		1 actor		1 actor		
64 (168)	City of Chesapeake	(Maint: 64)	0.50	53000	N	98%	0%	0%	0%	1%	0%	Ν	0.074	Ν		57000	Ν
	Combined Traffic Estimates for 2 Paralle		on this Route:	107000	N	96%	0%	1%	1%	2%	0%	N	NA			115000	Ν
	To:			US 17					.,.		-,-						
West	From:			8 Battlefield													
64	City of Chesapeake		0.49	53000	F	98%	0%	0%	0%	1%	0%	F	0.074	F		57000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways o	on this Route:	107000	F	96%	0%	1%	1%	2%	0%	F	NA			115000	F
West	To: From:			I-464													
(64) (17)	City of Chesapeake	(Maint: 64)	0.41	36000	F	92%	0%	1%	1%	5%	0%	F	NA			38000	-
04) (17)	Combined Traffic Estimates for 2 Paralle	,			F	92%	0%	1%	1%	5%	0%	F	NA			81000	
	Combined Traine Estimates for 21 arange	ci rtoadways c				JZ /0	070	170	170	370	070	•	INA			01000	,
Vest	From:		SR 190	Great Brid	ge Blvd												
(64) (17)	City of Chesapeake	(Maint: 64)	3.86	38000	F	92%	0%	1%	1%	5%	0%	F	NA			41000	I
$\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways d	on this Route:	78000	F	92%	0%	1%	1%	5%	0%	F	NA			83000	ı
	To		US 17 Ge	orge Washii	ngton Hw	v		_									
West 64	City of Chesapeake	(Maint: 64)	1.86	35000	F	92%	0%	1%	1%	5%	0%	F	NA			37000	
64)	Combined Traffic Estimates for 2 Paralle	,			F							F					
	Combined Trainic Estimates for 2 Paralle	ei Roadways C				92%	0%	1%	1%	5%	0%	Г	NA			76000	
Vest	To: From:		US 13, U	JS 460 Mili	tary Hwy												
64)	City of Chesapeake	(Maint: 64)	1.65	36000	Α	92%	0%	1%	1%	5%	0%	С	0.105	Α		38000	
	Combined Traffic Estimates for 2 Paralle	el Roadways d	on this Route:	72000	Α	92%	0%	1%	1%	5%	0%	С	0.104	Α	0.520	77000	
	To:			I-264, I-664													
West	From:			I-64 West													
(64) Ramp	City of Chesapeake	(Maint: 64)	0.24	5000	F	96%	0%	1%	1%	2%	0%	F	NA			5200	
	To:			US 17													
	From:		Bus US 17 (	George Wasi	hington F	łwy											
165)Cedar Rd	City of Chesap	peake	2.70	5600	G	97%	2%	1%	0%	0%	0%	С	0.096	F		6000	(
<u> </u>	То:			7 Dominion													
	From:	L		R 104 Domi								_		_			
165 Cedar Rd	City of Chesar	peake	0.28	24000	G	97%	1%	1%	1%	1%	0%	С	0.085	F		26000	(
<u> </u>	To: From:		Bel	ls Mill Rd V	Vest			$\Box$ $\vdash$									
165)Cedar Rd	City of Chesar	peake	2.01	28000	G	97%	1%	1%	1%	1%	0%	F	0.093	F		30000	(
$\smile$	To:	-	131-879	8 Bells Mill	Rd East			$\neg$ $\vdash$									
165)Cedar Rd	City of Chesa	peake	1.73	24000	G	97%	1%	1%	1%	1%	0%	F	NA			26000	
	To:		Due CD	168 Battlefi	ald Dlvd												
Bus	From:																
165 168 Battlefield Blvd	City of Chesar	peake	0.26	27000	G	98%	0%	1%	0%	0%	0%	С	NA			30000	
$\sim$	To: From:		BUS SR	168 Battlef	ield Blvd												
165) Mt Pleasant Rd	City of Chesa	peake	0.75	17000	G	97%	1%	1%	1%	1%	0%	F	0.101	F		19000	
$\smile$	To:		SR 168	Great Bridg	e Rynace												
165)Mt Pleasant Rd	City of Chesa	peake	2.57	17000	G G	97%	1%	1%	1%	1%	0%	С	0.101	F		19000	(
100/	5y or or or or				_	3. ,5	. , .	.,5	. , .	. , .	0,0	_	0	•		.0000	

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

_						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	131-866 Centerville Tpke	:											
Mt Pleasant Rd	City of Chesapeake	4.53 <b>10000 G</b>	97%	0%	1%	1%	1%	0%	С	0.11	F		11000	(
	To- From:	131-8667 Fentress Airfield												
165 Mt Pleasant Rd	City of Chesapeake	0.91 <b>10000 G</b>	97%	0%	1%	1%	1%	0%	F	0.114	F		11000	(
<u> </u>	To:	WCL Virginia Beach												
	From:	US 17 Dominion Blvd	000/	407		00/	00/	00/	_	0.400	_	0.040	5000	
166 Bainbridge Blvd	City of Chesapeake	2.05 <b>5300 G</b>	86%	1%	2%	6%	6%	0%	F	0.126	F	0.819	5300	
	To: From:	SR 190 Great Bridge Blvd												
166 Bainbridge Blvd	City of Chesapeake	0.69 <b>9600 G</b>	86%	1%	2%	6%	6%	0%	С	0.094	F		9600	
	To: From:	US 13 Military Hwy												
166)(460)Bainbridge Blvd	City of Chesapeake	0.74 <b>11000 G</b>	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	
	To- From:	Freeman Ave			$\Box$ $\vdash$									
166) 460 Bainbridge Blvd	City of Chesapeake	1.25 <b>11000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			12000	
	To:	Chesapeake Dr												
166)(460)Bainbridge Blvd	City of Chesapeake	0.81 <b>8400 G</b>	97%	1%	1%	1%	1%	0%	С	NA			9100	
100 (400)	To:	SR 337 Poindexter St												
	From:	Bainbridge Blvd												
166 (460) Poindexter St	City of Chesapeake	0.56 <b>8300 G</b>	96%	1%	1%	1%	1%	0%	С	0.092	F		9000	
	To: From:	Liberty St												
166)(460)22nd St	City of Chesapeake	0.39 <b>6000 G</b>	96%	1%	1%	1%	1%	0%	F	NA			6500	
	To:	SCL Norfolk												
	From:	North Carolina State Line	:											
168 Battlefield Blvd	City of Chesapeake	1.79 <b>24000 A</b>	97%	0%	0%	1%	1%	0%	С	0.177	Α	0.575	22000	
	FIOIII:	Bus SR 168 Battlefield Blvd; Gall	bush Rd		$\Box$ $\vdash$									
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.92 <b>11000 G</b>	97%	0%	0%	1%	1%	0%	F	0.088	F		11000	
<u> </u>	From: Bus S	SR 168 Battlefield Blvd; Near Ind	ian Creek R	2d	$\neg \vdash$									
168) Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.94 <b>11000 G</b>	97%	0%	0%	1%	1%	0%	F	0.088	F		11000	
$\smile$	To:	Hillcrest Pkwy			<b>—</b> —									
Chesapeake Expressway	City of Chesapeake (Maint: TOL)	0.25 <b>30000 G</b>	97%	0%	0%	1%	1%	0%	F	0.085	F		28000	
1 7	To	End Toll Road												
168 Great Bridge Bypass	City of Chesapeake	1.76 <b>30000 G</b>	97%	0%	0%	1%	1%	0%	F	0.085	F		28000	
108) 2.001 2.1090 2.75000	any en emesapeante					.,,	.,0	0,0	·	0.000	•			
168)Great Bridge Bypass	City of Chesapeake	Bus SR 168 Battlefield Blv 0.20 <b>27000 G</b>	97%	0%	0%	1%	1%	0%	F	0.085	F		25000	
168 Great Bridge Bypass	City of Chesapeake		91 /0	076	0 /6	1 /0	1 /0	0 /6		0.005			23000	
Occasi Bridge Br	From:	Hanbury Rd	0701	001		407	401	001		0.004			44000	
Great Bridge Bypass	City of Chesapeake	1.50 <b>44000 G</b>	97%	0%	0%	1%	1%	0%	F	0.094	F		41000	
	To: From:	SR 165 Mt Pleasant Rd			$\Box$ $\vdash$									
₁₆₈ )Great Bridge Bypass	City of Chesapeake	2.49 <b>66000 G</b>	97%	0%	0%	1%	1%	0%	F	0.094	F		61000	(
	To:	Bus SR 168 Battlefield Blv	rd											

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

<b>.</b>						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		168 Battlefi													
168 Oak Grove Connector	City of Chesapeak	ke 1.82	66000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		61000	(
	To- From:		I-64													
168) (64)	City of Chesapeake (Ma	,				See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
$\circ$	Combined Traffic Estimates for 2 Parallel Ro			N	96%	0%	1%	1%	2%	0%	Ν	NA			115000	
Desc	To: From:		I-64; US 17 Bus SR 168													
Bus 168) 168) Battlefield Blvd	City of Chesapeak		55000	N	98%	0%	1%	0%	0%	0%	Ν	0.081	N		60000	
168 Battlefield Blvd	To:		nd Bus SR 1		3070	070	170	070	070	070	.,	0.001	.,		00000	
	From		I-64; US 17													
168 Battlefield Blvd	City of Chesapeak	(e 0.54	43000	G	96%	0%	1%	1%	2%	0%	С	NA			43000	
<u> </u>	To:	US	13 Military	Hwv			<b>—</b> —									
168)Battlefield Blvd	City of Chesapeak		20000	G	97%	0%	1%	1%	1%	0%	F	0.084	F		22000	
	To		ampostella F	D.A												
168) Atlantic Ave	From: City of Chesapeak		14000	G	97%	0%	1%	1%	1%	0%	F	0.094	F		15000	
100) / 1					0.70	0,0		. , ,	.,0	0,0	-	0.00	•		.0000	
168) Atlantic Ave	City of Chesapeak		rovidence R 16000	A A	97%	0%	1%	1%	1%	0%	С	0.117	Α	0.65	17000	
168 Atlantic Ave	City of Chesapeak	te 1.10	10000	A	91%	0%	170	1 70	170	076	C	0.117	А	0.05	17000	
	To- From:		Atlantic Ave										_			_
168 Atlantic Ave	City of Chesapeak	ce 0.39	9500	G	97%	0%	1%	1%	1%	0%	F	0.110	F		10000	
<u> </u>	To- From:		246 Liberty	Rd												
168)	City of Chesapeak		16000	G	97%	0%	1%	1%	1%	0%	F	NA			17000	
$\smile$	To:	9	SCL Norfolk	X.												
Bus	From:	SR 168 Chesapeak														
168 Battlefield Blvd	City of Chesapeak	ke 2.70	13000	G	97%	0%	0%	1%	1%	0%	F	0.086	F		14000	
Due	To: From:	In	dian Creek I	Rd												
Bus 168) Battlefield Blvd	City of Chesapeak	ke 1.55	15000	G	97%	0%	0%	1%	1%	0%	F	0.086	F		17000	
108) Battieriele Bive	and a suppose				01 70	070		170	170	070	•	0.000	•		11000	
Bus	From:	Ce	nterville Tp	oke												
168)Battlefield Blvd	City of Chesapeak	ke 3.78	15000	G	97%	0%	0%	1%	1%	0%	F	0.083	F		16000	
	To	SR 168	Great Bridge	e Bypass	1		<u> </u>									
Bus 168)Battlefield Blvd	City of Chesapeak	ke 0.28	8500	G	98%	0%	1%	0%	0%	0%	F	0.086	F		9200	
168 Battlefield Bivd	City of Chesapean				30 /6	070	1 70	070	070	070	'	0.000	'		9200	
Bus	To: From:	131-8	3802 Hanbu	ry Rd												_
168 Battlefield Blvd	City of Chesapeak	re 1.70	15000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		16000	
<u> </u>	To:	SR 165 S, Moun	t Pleasant R	d, Johns	town Rd		$\neg$ $\vdash$									
Bus Bottlefield Blad	From:	·				007	40/	007	007	00/	0	NIA.			20000	
168 165 Battlefield Blvd	City of Chesapeak		27000	G	98%	0%	1%	0%	0%	0%	С	NA			30000	
Bus	To: From:	SR 165	North; Ced	ar Road												
168 Battlefield Blvd	City of Chesapeak	ke 1.24	33000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		36000	
	То:		Great Bridg				Ti.									

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

-						Tru	ıck			K	011	Dir		-011
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	VDT	QW
Bus	From:	SR 190 Great Bridge Blvd												
168 Battlefield Blvd	City of Chesapeake	0.19 <b>34000 G</b>	98%	0%	1%	0%	0%	0%	F	NA		37	000	G
Bus	To: From:	SR 168 Great Bridge Bypas	s											—
168 Battlefield Blvd	City of Chesapeake	1.37 <b>41000 G</b>	98%	0%	1%	0%	0%	0%	F	NA		45	000	G
Bus	To: From:	Hollywood Rd; Oak Grove F	Rd											
168) Battlefield Blvd	City of Chesapeake	0.68 <b>49000 G</b>	98%	0%	1%	0%	0%	0%	F	NA		53	000	G
$\smile$	To- From:	Volvo Pkwy			$\neg$ $\vdash$									
Bus 168 Battlefield Blvd	City of Chesapeake	0.58 <b>55000 G</b>	98%	0%	1%	0%	0%	0%	F	0.081	F	60	000	G
	To-	I-64												
Bus 168 168 Battlefield Blvd	City of Chesapeake	0.35 <b>55000 N</b>	98%	0%	1%	0%	0%	0%	N	0.081	N	60	000	N
168 Battlefield Blvd	Tr.	SR 168 Battlefield Blvd	3070	070		070	070	070	.,	0.001	.,	00	000	.,
	From:	SR 166 Bainbridge Blvd												
190 Great Bridge Blvd	City of Chesapeake	0.83 <b>4600 G</b>	88%	2%	3%	5%	3%	0%	С	0.120	F	50	000	G
<u></u>	To: From:	131-8763 Campostella Rd												
Great Bridge Blvd	City of Chesapeake	0.30 <b>9700 G</b>	88%	2%	3%	5%	3%	0%	F	0.096	F	11	000	G
	To: From:	I-64												
190 Great Bridge Blvd	City of Chesapeake	0.26 <b>12000 G</b>	96%	2%	1%	0%	0%	0%	F	NA		13	000	G
	From:	US 17 Dominion Blvd	2001	00/		201	00/	201	_		_	40	000	_
Great Bridge Blvd	City of Chesapeake	2.34 <b>12000 G</b>	96%	2%	1%	0%	0%	0%	С	0.1	F	13	000	G
	To: From:	Bus SR 168 Battlefield Blv	d											_
190 Kempsville Rd	City of Chesapeake	0.48 <b>26000 G</b>								0.107	F	28	000	G
	To: From:	Clearfield Ave												
190 Kempsville Rd	City of Chesapeake	0.81 <b>29000 G</b>								NA		31	000	C
<u> </u>	To: From:	Greenbrier Pkwy												
190 Kempsville Rd	City of Chesapeake	1.81 <b>19000 G</b>	99%	0%	0%	0%	0%	0%	F	NA		21	000	G
<u> </u>	To. From:	Volvo Pkwy												
190)Kempsville Rd	City of Chesapeake	0.49 <b>30000 G</b>	99%	0%	0%	0%	0%	0%	F	NA		33	000	C
<u> </u>	То:	WCL Virginia Beach												
	From:	SR 191, S Military Hwy												
191) { 13 } { 460 }	City of Chesapeake	0.18 <b>6600 G</b>								NA		72	200	G
	To:	AIRLINE BLVD												
191)Jolliff Rd	City of Chesapeake	US 58 Airline Blvd 2.22 <b>3000 G</b>	98%	1%	1%	0%	0%	0%	С	0.100	F	33	800	G
	Tou	Dock Landing Rd												
191)Jolliff Rd	City of Chesapeake	0.91 <b>3000 G</b>	99%	0%	1%	0%	0%	0%	С	0.162	F	33	300	G
191)	To:	SR 337 Portsmouth Blvd	0070	370		J /0	J / U	J / 0	9	0.102	•	30		_

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			реаке				Tru	ıck			K		Dir		—
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	-actor AA	WDT	Q١
	From:	US 13 Militar	/ Hwy				017.040				. 4515.	•			
96)Canal Dr	City of Chesapeake	0.96 14000	G	98%	0%	1%	0%	0%	0%	С	NA		15	5000	(
<u> </u>	To:	US 17 George Wash	ington Hy	vy											
	From:	US 460 Poinde	xter St												_
246 Liberty St	City of Chesapeake	0.39 <b>7400</b>	G	96%	1%	2%	1%	1%	0%	С	NA		8	8000	
<u> </u>	To	Latham Str	eet			_									
Liberty St	City of Chesapeake	0.37 <b>4800</b>	G	96%	1%	2%	1%	1%	0%	F	NA		5	200	
	To	SR 168 Campos	tella Rd												
ast	From:	I-64; I-66	4												_
East 264)	City of Chesapeake (Maint: 6	(4) 1.10 <b>27000</b>	F	96%	0%	1%	1%	3%	0%	F	NA		28	8000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 54000	F	96%	0%	0%	1%	2%	0%	F	NA		57	7000	
	То:	WCL Portsm	outh												
/est	From:	I-64; I-66	4												
264)	City of Chesapeake (Maint: 6	(4) 1.17 <b>27000</b>	F	96%	0%	0%	1%	2%	0%	F	NA		29	9000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 54000	F	96%	0%	0%	1%	2%	0%	F	NA		57	7000	
	То:	WCL Portsm	outh												
_	From:	ECL Suffe	lk												_
337)Portsmouth Blvd	City of Chesapeake	0.72 <b>12000</b>	G	94%	1%	1%	2%	2%	0%	С	0.086	F	13	3000	
<u> </u>	To-	SR 191 Jolif	f Rd			_									_
Portsmouth Blvd	City of Chesapeake	0.68 <b>17000</b>	G	94%	1%	1%	2%	2%	0%	F	0.082	F	18	8000	
	Too	I-664													
Portsmouth Blvd	City of Chesapeake	0.60 <b>32000</b>	G	98%	0%	1%	0%	1%	0%	F	0.086	F	34	4000	
537). G.	and the second s			0070	0,0		0,70	.,0	0,0	•	0.000	•	· ·	.000	
Portsmouth Blvd	City of Chesapeake	Capri Circle 0.67 <b>22000</b>	West <b>G</b>	98%	0%	1%	0%	1%	0%	С	0.083	F	2.	4000	_
337 Portsmouth biva	City of Chesapeake	0.67 22000	<u> </u>	90%	0%	1 70	0%	170	0%	C	0.063	Г	22	4000	
	Too From:	Taylor Re										_			_
Portsmouth Blvd	City of Chesapeake	0.24 <b>26000</b>	G	98%	0%	1%	0%	1%	0%	F	0.083	F	29	9000	
<u> </u>	To: From:	Dock Landin	g Rd												_
Portsmouth Blvd	City of Chesapeake	0.49 <b>28000</b>	G	98%	0%	1%	0%	1%	0%	F	0.084	F	3′	1000	
<u> </u>	To:	WCL Portsm													
Laudan Dridas	City of Chesapeake (Maint: To	ECL Portsm		96%	1%	40/	00/	40/	00/	N.	NIA		7	2000	
Jordan Bridge	City of Chesapeake (Maint. 10	OL) 0.39 <b>6800</b>	N	90%	1%	1%	0%	1%	0%	N	NA		,	'300	
	Ta: From:	Toll Authority B								_					_
Poindexter St	City of Chesapeake	0.11 <b>6800</b>	G	96%	1%	1%	0%	1%	0%	F	NA		7	'300	
<u> </u>	To: From:	I-464													_
Poindexter St	City of Chesapeake	0.56 <b>12000</b>	G	96%	1%	1%	0%	1%	0%	F	NA		13	3000	
$\smile$	To:	US 460 Bainbrio													
337)Bainbridge Blvd	From:	US 460; Poinde			4					_		_			
and I Rainhridge Rlvd	City of Chesapeake	0.74 <b>1700</b>	G	96%	1%	1%	0%	1%	0%	F	0.153	F	0.82 1	800	

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Oricsape					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		ECL Norfolk													
407 Indian River Rd	City of Chesapeake	0.71	20000	G	99%	0%	1%	0%	0%	0%	F	0.095	F		22000	G
<u> </u>	To- From:		Oaklette Ave													
407 Indian River Rd	City of Chesapeake	0.90	27000	G	99%	0%	1%	0%	0%	0%	С	NA			29000	G
	To:	WC	L Virginia Bea	ach												
~~~~	From:		ECL Suffolk								_					
(460) (58) (13) Military Highway	City of Chesapeake (Maint:	64) 2.41	68000	Α	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.611	70000	Α
~~~	To: From:		I-664													
(460) (58) (13)	City of Chesapeake (Maint:	64) 0.64	10000	F	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	F
	To: From:		JS 58; SR 191													
{460}{13}(191 <i>)</i>	City of Chesapeake	0.18	6600	G								NA			7200	G
<del>* * * *</del>	Ta: From:	SR 19	1, S Military I	Hwy												
(460) (13) Military Highway	City of Chesapeake	0.45	5500	G								0.116	F		6000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	5500	G								NA			NA	
	To: From:	S	Military Hwy													
(460) (13) Military Highway	City of Chesapeake	2.44	7900	G								NA			8600	G
	To:		I-64													
(460) (13) Military Highway	City of Chesapeake	1.37	17000	G	98%	0%	1%	1%	0%	0%	F	0.098	F		19000	G
	To	US 17 Ge	orge Washingt	ton Hw	/V											
(460) (13) Military Highway	City of Chesapeake	1.01	17000	G	98%	0%	1%	1%	0%	0%	F	0.102	F		19000	G
	То	CI	R 196 Canal Di													
460 13 Military Highway	City of Chesapeake	2.20	30000	G	98%	0%	1%	1%	0%	0%	С	0.126	В		31000	G
400 (13)	To:		Military Hwy		0070	0,0		.,,	0,0	0,0	Ū	020	_		0.000	
~~~	From:		13 Military Hv	_												
(460) 166 Bainbridge Blvd	City of Chesapeake	0.74	11000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
<u> </u>	Ta: From:	I	Freeman Ave													
(460) (166) Bainbridge Blvd	City of Chesapeake	1.25	11000	G	97%	1%	1%	1%	1%	0%	F	NA			12000	G
\bigcirc	To: From:	Cl	hesapeake Ave													
(460) (166) Bainbridge Blvd	City of Chesapeake	0.81	8400	G	97%	1%	1%	1%	1%	0%	С	NA			9100	G
	To:		337 Poindexter													
Pain day to a Qu	From:		ainbridge Blvd		000/	40/	40/	40/	407	00/	_	0.000	_		0000	_
Poindexter St	City of Chesapeake	0.56	8300	G	96%	1%	1%	1%	1%	0%	С	0.092	F		9000	G
~~~	To From:		Liberty St	_												
460 166 22nd St	City of Chesapeake	0.39	6000	G	96%	1%	1%	1%	1%	0%	F	NA			6500	G
	10.	,	SCL Norfolk													
ALT Abdition Physics	From:	4.70	Joliff Rd		050/	00/	40′	00/	407	00/	_	0.400	_		7000	_
460 58 Airline Blvd	City of Chesapeake	1.72	7300	G	95%	2%	1%	0%	1%	0%	С	0.100	F		7900	G
* *	10.	W	CL Portsmouth	n												

## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesap					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	U	S 17; SR 16	58												
464) (17)	City of Chesapeake	(Maint: 64) 0.15	26000	F	95%	0%	1%	1%	2%	0%	F	NA			29000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	59000	F	95%	0%	1%	1%	2%	0%	F	NA			67000	F
North	To: From:		I-64													
North (464)	City of Chesapeake	(Maint: 64) 0.64	27000	F	95%	0%	1%	1%	2%	0%	F	NA			31000	F
404)	Combined Traffic Estimates for 2 Paralle	,		F	95%	0%	1%	1%	2%	0%	F	NA			58000	F
	To:		13 Military					.,.	_,,,		-					
North	From:			•	050/	00/	401	407	00/	00/	_				07000	_
464	City of Chesapeake	,	23000	F	95%	0%	1%	1%	2%	0%	F	NA			27000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	44000	F	95%	0%	1%	1%	2%	0%	F	NA			51000	F
North	Ta: From:	I	Freeman Ave	e												
464)	City of Chesapeake	(Maint: 64) 1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.156	Α		26000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	43000	Α	95%	0%	1%	1%	2%	0%	С	0.103	Α	0.819	48000	Α
	Tax	SR 3	37 Poindext	er St												
North	City of Chesapeake		25000	F	95%	0%	1%	1%	2%	0%	F	NA			28000	F
464)	Combined Traffic Estimates for 2 Paralle	,		F	95%	0%	1%	1%	2%	0%	F	NA			51000	F
	To:		SCL Norfolk		3370	070		1 70	270	070	•	INA			31000	'
South	From:	ŢJ	S 17; SR 16	58												
464) (17)	City of Chesapeake		34000	F	95%	0%	1%	1%	2%	0%	F	NA			38000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	59000	F	95%	0%	1%	1%	2%	0%	F	NA			67000	F
	To:	-	I-64													
South	City of Chesapeake	(Maint: 64) 0.98	24000	F	95%	0%	1%	1%	2%	0%	_	NA			27000	_
464	Combined Traffic Estimates for 2 Paralle			F	95%	0%	1%	1%	2%	0%	F	NA			58000	F
	Combined Traine Estimates for 21 arang	<u> </u>			9370	070	1 70	1 /0	2/0	070	'	INA			30000	'
South	From:		13 Military l	·												
464)	City of Chesapeake	,	20000	F	95%	0%	1%	1%	2%	0%	F	NA			23000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	44000	F	95%	0%	1%	1%	2%	0%	F	NA			51000	F
South	To: From:	Fre	eeman Aven	iue												
464)	City of Chesapeake	(Maint: 64) 2.01	20000	Α	95%	0%	1%	1%	2%	0%	С	0.14	Α		22000	Α
10.7	Combined Traffic Estimates for 2 Paralle	,	43000	Α	95%	0%	1%	1%	2%	0%	С	0.103	Α	0.819	48000	Α
	Ta	C	ollector Roa	nd												
South	From:				050/	00/	40/	407	207	00/	_	NIA			22222	_
464	City of Chesapeake		20000	F F	95%	0%	1%	1%	2%	0%	F	NA			23000	F
	Combined Traffic Estimates for 2 Paralle		SCL Norfolk		95%	0%	1%	1%	2%	0%	г	NA			51000	۲
Foot	From:		WCL Suffoll													
East 664 Hampton Roads Beltway	City of Chesapeake		39000	G	94%	0%	1%	1%	3%	0%	F	NA			42000	G
004)	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	NA			84000	G
		East I-664 is					.,3				-					
	Τα·		59 Pughsvill													

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesap					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	64-6	59 Pughsvill	le Rd				3171/10	ruii	ruii		1 40101		. 40101		
(664) Hampton Roads Beltway	City of Chesapeake		41000	G	94%	0%	1%	1%	3%	0%	F	NA			44000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	81000	G	94%	0%	1%	1%	4%	0%	F	NA			87000	G
		East I-664 is	signed as	s South	I-664											
	To:	SR 33'	7 Portsmout	h Blvd												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.10	42000	G	94%	0%	1%	1%	3%	0%	_	NA			45000	G
664 Hampton Roads Beitway	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	3% 4%	0%	F	NA			85000 85000	G
	Combined Hame Estimates for 2 Paralle	East I-664 is				U70	170	170	470	0%	Г	INA			63000	G
	Tol				17007											
East	From:	64-663	Dock Landii	ng Road												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.18	37000	G	94%	0%	1%	1%	3%	0%	F	NA			40000	G
	Combined Traffic Estimates for 2 Paralle			G	94%	0%	1%	1%	4%	0%	F	NA			85000	G
		East I-664 is	signed as	s South	I-664											
Foot	To: From:	US 13, US 58,	US 460 Mi	liatry Hig	ghway											
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.13	61000	G	94%	0%	1%	1%	3%	0%	F	NA			66000	G
664) rampton reads Bollinay	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	NA			121000	
	Combined Traine Learnaide for ET draine	East I-664 is				070	170	170	170	070	·				121000	Ŭ
	To:	US 13, US 46					1									
East	From:										_					
664 Hampton Roads Beltway	City of Chesapeake	'	56000	G	94%	0%	1%	1%	3%	0%	F	NA			61000	G
	Combined Traffic Estimates for 2 Paralle				94%	0%	1%	1%	4%	0%	F	NA			116000	G
	To:	East I-664 is		s South	1-664											
			I-64; I-264													
East	City of Change also	(Maint: 64) 0.12	I-664 East									NA			NΙΔ	
664 Ramp	City of Chesapeake		NA 3; 1US 13-P	FRO								INA			NA	
144	From:		VCL Suffoll													
West 664 Hampton Roads Beltway	City of Chesapeake		39000	G	94%	0%	1%	1%	4%	0%	F	NA			42000	G
664 Hampton Roads Bollway	Combined Traffic Estimates for 2 Paralle	'		G	94%	0%	1%	1%	4%	0%	F	NA			84000	G
	Combined Traine Estimates for 21 draine	West I-664 is		_		070	170	170	470	070	•	14/1			04000	Ŭ
	то:		Pughsville				1									
West	From:															
664 Hampton Roads Beltway	City of Chesapeake	,	40000	G	94%	0%	1%	1%	4%	0%	F	NA			43000	G
	Combined Traffic Estimates for 2 Paralle	•		G	94%	0%	1%	1%	4%	0%	F	NA			87000	G
		West I-664 is	signed a	s North	ı I-664											
West	To: From:	SR 33'	7 Portsmout	h Blvd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.03	37000	G	94%	0%	1%	1%	4%	0%	F	NA			40000	G
00-	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	NA			85000	G
		West I-664 is		_				, -		- / -						-
	To:		k Landing R													

## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction L	_ength	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	Doc	k Landing R	oad												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.48	42000	G	94%	0%	1%	1%	4%	0%	F	NA			46000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	79000	G	94%	0%	1%	1%	4%	0%	F	NA			85000	G
	West	I-664 is	signed as	s Norti	ı I-664											
-	To: US 13	3, US 58,	US 460 Mil	itary Hi	ghway											
West (664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.21	52000	G	94%	0%	1%	1%	4%	0%	F	NA			56000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	113000	G	94%	0%	1%	1%	4%	0%	F	NA			121000	G
	West	l-664 is	signed as	s Norti	ı I-664											
	To:		I-64; I-264													

					_		Tru	ck			K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
City of Chesapeake		From	n:			Bu	s SR 168				ı					
F144)	0.10	1200	R			20	5511100				NA			NA		04/28/200
		To					ead End									
F ₁₄₅ ) Bulldog Rd	0.06	From <b>840</b>				T	intern St				NA			840	G	2009
F145) Bulldog Rd	0.00	040 To				D	ead End							040	G	2009
		From	n:			D	ead End									
F ₁₄₆ Technology Dr	0.05	1500	G								NA			1500	G	2009
<u> </u>		To			131-		aun Ave; Li	ndale Dr								
F ₁₄₈ ) Tennyson St	0.10	40	G			D	ead End				NA			40	G	2009
F148) TGTIIIYGGTT GT	0.10	To				SR 190 G	reat Bridge l	Blvd						40		2000
		From	1:			M	ullen Rd									
F ₁₅₀ Libertyville Rd	0.34	1300	G								NA			1300	G	2009
		To	1				Bainbridge B	Blvd								
F ₁₅₁ ) Firman St	0.17	100	G			Soi	uthway St				NA			100	G	2009
FISI) T IIIII GE	0.17	To				D	ead End							.00		2000
		From	n-			US 13 M	lilitary High	way								
F ₁₅₃ Rotunda Ave	1.67	430	F	97%	1%	1%	1%	0%	0%	С	0.106	F	0.51	460	F	2009
<u> </u>		To From					Portsmouth									
F ₁₅₃ Rotunda Ave	0.69	430	. N	97%	1%	1%	1%	0%	0%	N	0.106	N	0.51	460	N	2009
		From					Greenwood	ı Dr								
F ₁₅₆ ) Burns St	0.12	60	G			D	orcas Rd				NA			60	G	2009
1130		To				D	ead End									
		From				SR 19	91 Jolliff Rd									
F336 Jolliff Rd	0.19	<b>30</b>	G				15.1				NA			30	G	2009
		From					ead End									
F337) Branchview Way	0.47	60	G			D	ead End				NA			60	G	2009
1337) = 1 = 1 = 1 = 1		To				SR 19	91 Jolliff Rd									
		From	n:			SR 190 G	reat Bridge l	Blvd								
F683 Blake St	0.32	840	G								NA			840	G	2009
		From					ead End	D1 1								
F ₆₈₄ ) Finck Lane	0.13	690	G			SR 190 G	reat Bridge l	BIVa			NA			690	G	2009
1 004) 1		To	:			D	ead End									
		From	n:			D	ead End									
F808) W Military Hwy	0.06	40 Ta	G			***					NA			40	G	2009
		From	) ]				58; FR-923									
F809)	0.65	100	G			D	ead End				NA			100	G	2009
F809)	0.00	To				US 58	Military Hw	vy						100		2000
		From	n:			US 13	Military Hw	vy								
F812 Ridgeway Ave	0.46	70	G								NA			70	G	2009
<u> </u>		To	:				ead End									
F923) Snowden St	0.58	20	G			US 58	Military Hw	vy			NA			20	G	2009
F923) Snowden St	<u> </u>	<b>ZU</b> To				D	ead End				. 1/1					
		From	1:				chland Blvd									
1 Towne Point Rd	0.07	23000	G	96%	2%	1%	1%	1%	0%	F	0.086	F		25000	G	2009
. 1 )					10.4	0 - 40 Ym 4		acomoolra			- 1					
		To					31 NCL Ch									
2 Backwoods Rd	0.73	From <b>1600</b>		99%			31 NCL Ch rolina State 1 0%		0%	С	0.107	F		1700	G	2009

						City of Chesapea	inc								
Route	Length	AADT	QA	4Tire	Bus	Truc			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
O 5	0.05	From:		000/		5 17 George Washingto		001	_		_	0.050	000	_	0000
3 Douglas Rd	2.95	280 To:	G	96%	2%	1% 1%	1%	0%	С	0.106	F	0.656	300	G	2009
		From:				Benefit Rd	D1 1								
✓ Indian Creek Rd	5.92	2200	G	96%	1%	sus US 168 Battlefield 1% 1%	1%	0%	С	0.101	F	0.529	2400	G	2009
1 Indian Creek Rd	0.02	To:	Ť	3070	170	WCL Virginia Beac		070			•	0.020	2400	Ü	2000
		From:				Volvo Pkwy				i					
5 Crossways Blvd	0.32	12000	G	99%	0%	0% 0%	0%	0%	С	0.096	F		13000	G	2009
<u> </u>		To:				Eden Way North									
		From:				Greenbriar Pkwy									
6 Woodlake Dr	0.23	24000	G	97%	1%	1% 0%	1%	0%	С	0.081	F		26000	G	2009
$\overline{}$		To:				Old Greenbriar Pkw	/у								
_		From:				Woodlake Dr									-
7) Old Greenbriar Rd	0.43	11000	G	97%	1%	1% 0%	1%	0%	С	0.09	F		12000	G	2009
$\smile$		To: From:				US 13 Military Hw	У			_					
7 Old Greenbriar	0.46	4400	G	99%	0%	Military Hwy 1% 0%	0%	0%	F	0.098	F	0.584	4800	G	2009
7) Old Greenbridi	0.40	To:	Ť	3370	070	Providence Rd	070	070	•	7	•	0.004	4000	Ü	2000
		From:				Ballahack Rd				1					
8 Bunch Walnuts Rd	3.01	1200	G	99%	1%	0% 0%	0%	0%	С	0.128	F	0.699	1300	G	2009
		To:				Benefit Rd									
		From:				WCL Va Beach									
9 Paramont Ave	1.11	4700	G	98%	1%	1% 0%	0%	0%	С	0.110	F		5100	G	2009
<u> </u>		To:				US 13Military Hw	y								
		From:				Benefit Rd				1					
10) Sign Pine Rd	2.43	2300	G	99%	0%	1% 0%	0%	0%	С	0.097	F	0.72	2500	G	2009
$\overline{}$		To			Е	Bus SR 168 Battlefield	Blvd								
		From:			SR 16	8 Battlefield Blvd, At	lantic Av	e							
(11) Campostella Rd	0.44	13000	G	96%	0%	1% 1%	2%	0%	F	0.087	F		14000	G	2009
		To: From:				131-8640 Providence	Rd								
11) Campostella Rd	1.34	13000	G	96%	0%	1% 1%	2%	0%	F	0.082	F		14000	G	2009
$\overline{}$		To:			S	R 246 Liberty St; Boro	ler Rd								
		From:				SR 165 Cedar Rd									
(12)	3.05	NA								NA			NA		
		To:				SR 165 Cedar Rd									-
$\bigcirc$		From:				Western Branch Blv									
8524 Churchland Blvd	0.57	6300	G	99%	0%	1% 0%	0%	0%	С	0.080	F		6900	G	2009
<u> </u>		To: From:				Towne Point Rd									
8524) Churchland Blvd	0.09	13000	G	99%	0%	1% 0%	0%	0%	F	NA			14000	G	2009
<u> </u>		To:				WCL Portsmouth									-
		From:				SR 191 Jolliff Rd									
8527 Dock Landing Rd	0.27	5100	G	99%	0%	1% 0%	0%	0%	F	0.087	F		5500	G	2009
		To: From:				I-664									
8527 Dock Landing Rd	0.89	5400	G	99%	1%	0% 0%	0%	0%	С	0.103	F		5800	G	2009
		To: From:				Eagle Hill Dr				_					
Deale Law die o Del	0.24	4900	G	99%	1%	0% 0%	0%	0%	F	0.101	F	0.622	5300	G	2009
8527) Dock Landing Rd	·					Devon Dr									
DOCK Landing Rd		To					00/		_	0.405					0000
Dools Londing Dd	2.23	From:	G	99%	0%	1% 0%	0%	0%	С	0.105	F		5900	G	2009
Dealth and in a Rd		From: 5400	G	99%	0%	1% 0% SR 337 Portsmouth B		0%	C	0.105	F		5900	G	2009
		5400 To:	G	99%			lvd		C	0.105	F 		5900	G	2009
8527) Dock Landing Rd		To:	G G	99%		SR 337 Portsmouth B	lvd		С	0.105	F F		10000	G G	
8527 Dock Landing Rd	2.23	To:			133-6	SR 337 Portsmouth E 559 Pughsville Rd; EC 1% 2%	lvd L Suffolk	K							2009
Dock Landing Rd	2.23	To:			133-6	SR 337 Portsmouth E	lvd L Suffolk	K							

Taylor Rd							City Oi	Criesape	ake								
Papin-cibil Ral   Papin-cibi	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Second   1,85   15000     598%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   17%   1	City of Chesapeake																
Carrelloon   Car	Taylor Pd	1 65		<u></u>	080/	10/			Ω9/.	09/		NIA			16000	G	2000
Taylor Rd	8529 Taylor Ku	1.00	То		30 76					070					10000	O	2009
Comparison   Com			From									<u> </u>					
Brace Rd	Taylor Rd	1.70		G	99%	0%				0%	С	0.090	F		25000	G	2009
Taylor Rd   0.29   2000	16550) - 49101 - 14	0				0,0			0,0				•		20000		
Section   Common	Toylor Pd	0.20		<u> </u>	000/	00/			00/	00/		0.005	F		24000		2000
Dunedin Dr   0.99   1700   1700   38%   0.95   19% 0.96   0.66   0.60   0.66   F   0.63   1800   G   2009	8530) Taylor Ku	0.29	<b>22000</b> To		99%	0%				0%	Г	0.095	Г		24000	G	2009
Dunedin Dr   0.99   1700   C   98%   0%   1%   0%   0%   0%   C   0.086   F   0.63   1800   G   2009			From	1					o rea			<u>_</u>					
See   Service   Service	Dunedin Dr	0 99		G	98%	0%			0%	0%	C	0.086	F	0.63	1800	G	2009
Bruce Rd	8531 Duncuin Di	0.55		r –	3070					070		0.000	'	0.00	1000	O	2003
Bruce Rd			From						II DIVU			1					
Type Neck Rd	Rruce Rd	1 54		G	97%	0%		-	0%	0%	C	0.089	F		13000	G	2009
Second   Tyre Neck Rd   1.26   10000   G   93%   0%   0%   0%   0%   0%   0%   0%	8532 Brace Na	1.54	12000 To	ı –	31 /0	0 70			0 70	070		0.009	'		13000	G	2003
Sect   Deep Creek Blvd   0.60   5000   G   99%   0%   1%   0%   0%   0%   0%   0 0 085   F   5500   G   2009			From														
Company   Comp	8532) Tyre Neck Rd	1.26	10000	G	99%	0%	0%	0%	0%	0%	С	0.088	F		11000	G	2009
Deep Creek Blvd   0.60   5000   G   99%   0%   1%   0%   0%   0%   0%   0 0 0%   0 0 0 0	$\smile$		To		_	_	WCL	Portsmout	h	_	_						
SCL Portsmouth   SCL Norfolk   Sch Nor			From				G	ust Lane									
Liberty St   0.40   4200   G   93%   1%   1%   4%   2%   0%   F   0.086   F   0.517   4600   G   2009	8547) Deep Creek Blvd	0.60	5000	G	99%	0%	1%	0%	0%	0%	С	0.085	F		5500	G	2009
Company   Comp	$\smile$		To				SCL	Portsmouth	ı								
SCL Norfolk   School			From				US 4	160 22nd St									
Berkley Ave   0.39   1800   G   97%   1%   1%   1%   0%   0%   C   0.087   F   0.526   2000   G   2009	8591) Liberty St	0.40	4200	G	93%	1%	1%	4%	2%	0%	F	0.086	F	0.517	4600	G	2009
Berkley Ave   0.39   1800   G 97%   1% 1% 1% 0% 0% 0% C 0.087   F 0.526   2000   G 2009			To				SC.	L Norfolk									
Winspfield Ave   Bank Street   Bank Street			From				EC	L Norfolk									
Supplement   Sup	8592) Berkley Ave	0.39	1800	G	97%	1%	1%	1%	0%	0%	С	0.087	F	0.526	2000	G	2009
See   Rosemont Ave   0.13   1000   G   82%   1%   2%   2%   13%   0%   F   0.105   F   0.81   1100   G   2009	$\cup$		To				Win	gfield Ave									
Hill Street			From				Ba	ınk Street									
See   Hill Street	8596) Rosemont Ave	0.13	1000	G	82%	1%	2%	2%	13%	0%	F	0.105	F	0.81	1100	G	2009
See   Rosemont Ave   See   S	$\bigcirc$		To				Н	ill Street									
US 460 Bainbridge Blvd   US 460 Bainbridge B	O -											<u> </u>	_			_	
Sept   Chesapeake Dr   0.45   2700   G   98%   1%   1%   0%   0%   0%   0%   C   0.089   F   3000   G   2009	(8596) Rosemont Ave	0.37	1400	G	82%	1%				0%	С	0.106	F	0.715	1600	G	2009
Second Color   Seco			10				US 460 E	Bainbridge I	BIvd								
Chesapeake Ave   Substitute	O 01 . 5												_				
Section   Sect	(8597) Chesapeake Dr	0.45		G	98%	1%				0%	С	0.089	F		3000	G	2009
Sego   Freeman Ave   0.65   4800   G   61%   0%   3%   8%   28%   0%   C   0.102   F   5200   G   2009							Ches	apeake Ave	9								
Secondary Reserved   Seconda	O											<u></u>	_				
Secondary Research Ave   0.25   8000   G   61%   0%   3%   8%   28%   0%   F   0.089   F   8700   G   2009	(8598) Freeman Ave	0.65	4800	G	61%	0%	3%	8%	28%	0%	С	0.102	F		5200	G	2009
Second   Camelot Blvd   Second   Seco			To From					I-464									
C3 + C5 +	(8598) Freeman Ave	0.25		G	61%	0%	3%	8%	28%	0%	F	0.089	F		8700	G	2009
Segregation	$\smile$		To				US 460 I	Bainbridge 1	Blvd								
SCL Portsmouth   SCL			From				US 13 & 4	160 Military	y Hwy								
Beol   Deep Creek Blvd   0.94   3100   G   97%   1%   1%   0%   0%   0%   C   0.092   F   3300   G   2009	(8599) Cavalier Blvd	1.24	9200	G	93%	1%				0%	С	0.089	F		10000	G	2009
Solution   Single	$\overline{}$		To				SCL	Portsmouth	1								
Gust Lane			From				US 13 & 4	160 Military	y Hwy								
School   Gust Lane   O.44	(8601) Deep Creek Blvd	0.94	3100	G	97%	1%	1%	0%	0%	0%	С	0.092	F		3300	G	2009
Gust Lane	$\overline{}$				-												
SCL Portsmouth   Sir Galahad Dr   Sir	Guet Lone	0.44		<u> </u>	000/	00/				00/	^	0.005	_		GEOO	_	2000
Sir Galahad Dr   Sir	8601) Gust Lane	0.44			99%	υ%				U%	U	0.085	Г		0000	G	∠009
Camelot Blvd   0.59   7900   G   98%   1%   1%   0%   0%   0%   0%   C   0.085   F   0.594   8600   G   2009				l					1			<u> </u>					
Deep Creek Blvd	Complet Divid	0.50		<u> </u>	000/	40/			00/	00/	^		_	0.504	0600	_	2000
Camelot Blvd   0.32   5000   G   93%   1%   1%   4%   2%   0%   F   0.088   F   0.606   5400   G   2009	8602) Camelot Blvd	0.59	7900	G	98%	1%	1%	υ%	υ%	υ%	C	0.085	F	0.594	8600	G	2009
8602 Camelot Blvd 0.32 5000 G 93% 1% 1% 4% 2% 0% F 0.088 F 0.606 5400 G 2009    Strong   US 17 George Washington Hwy   US 13 & 460 Military Hwy						•	Deep	Creek Blv			•	$\Box$					
From: US 13 & 460 Military Hwy	(8602) Camelot Blvd	0.32		G	93%					0%	F	0.088	F	0.606	5400	G	2009
(8604) Galberry Rd 2.41 <b>3000 G</b> 97% 1% 1% 0% 0% 0% C 0.104 F 3200 G 2009	$\overline{}$		To			US	S 17 Georg	ge Washing	ton Hwy								
	$\widehat{}$		From														
US 17 George Washington Hwy	(8604) Galberry Rd	2.41	3000	G	97%					0%	С	0.104	F		3200	G	2009
	$\overline{}$		To			US	S 17 Georg	ge Washing	ton Hwy								

						City of C	hesapea	ake								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Trud 3+Axle	0.1	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From			***	15.0	***	**								
8604) Shell Rd	0.87	5100	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.599	5500	G	2009
8604 Shell Rd	0.81	4400 From	G	99%	1%	Firm 1%	nan St 0%	0%	0%	С	0.105	F		4800	G	2009
8604) Shell Rd	1.12	2900 To	G	98%	1%	Car 1% US 13 & 460	nal Dr 0%	0%	0%	F	0.113	F	0.702	3200	G	2009
		From	:I					Hwy								
(8605) Canal Dr Ext	0.51	5800 To	G	96%	1%	2% US 13 & 460	ell Rd 0% 0 Military	0% Hwv	0%	С	0.102	F		6300	G	2009
		From	:			460, SR 166					i					
Portlock Rd	0.89	<b>5900</b>	G	97%	1%	1%	0% ostella Rd	0%	0%	С	0.096	F		6400	G	2009
		From	:			Provid	lence Rd									
8635 Dunbarton Rd	0.06	2500 _{To}	G	99%	1%	0%	0% e Crescen	0%	0%	F	0.082	F		2700	G	2009
8635 Dunbarton Rd	0.18	1400 From	G	99%	1%	0%	0%	0%	0%	С	0.093	F	0.593	1500	G	2009
8635 Dunbarton Rd	0.16	630 From	G	99%	1%	0%	Crescent 0% e Crescen	0% t	0%	F	0.107	F	0.504	680	G	2009
		From	1				stella Rd									
8640 Providence Rd	1.55	16000	G	98%	1%	1%	0%	0%	0%	F	0.1	F		18000	G	2009
8640) Providence Rd	0.99	17000 To	G	98%	1%	1%	ora Dr 0% ginia Bead	0%	0%	С	0.104	F		19000	G	2009
		From					ary Hwy				i					
Sparrow Rd	0.23	5100	G	98%	1%	1%	0% lence Rd	0%	0%	F	NA			5500	G	2009
Sparrow Rd	0.84	10000 From	G	98%	1%	1%	0%	0%	0%	С	NA			11000	G	2009
8645) Sparrow Rd	0.57	3500 From	G	98%	1%	1%	River Rd 0%	0%	0%	F	0.099	F	0.594	3800	G	2009
8645) Sparrow Rd	0.28	1700 To	G	98%	1%	1%	Beaver Rd 0% crest Dr	0%	0%	F	0.088	F	0.525	1900	G	2009
		From				SR 168 Ca		DA								
8647) Border Rd	0.47	4500	G	97%	2%	1%	0%	0%	0%	С	0.097	F		4900	G	2009
		To				Wingf	ield Ave der Rd									
Wingfield Ave	0.08	2400 _{то}	G	97%	2%	1%	0% Berkley A	0%	0%	F	0.112	F	0.565	2600	G	2009
(8647) Wingfield Ave	0.48	1700 From	G	96%	2%	1%	1% stown Rd	0%	0%	С	0.103	F	0.532	1800	G	2009
(8647) Tatemstown Rd	0.34	3600	G	98%	1%	1%	ield Ave	0%	0%	С	0.095	F		4000	G	2009
		To	l			SR 407 Inc										
8648) Albemarle Dr	1.19	5800 To	G	99%	0%	0% Ced	Battlefield 0% dar Rd	Blvd 0%	0%	С	0.119	F		6300	G	2009
(8649) Woodford Dr	0.28	From <b>280</b>	G	95%	3%	Mt P	Pleasant 0% Oak Dr	0%	0%	С	0.104	F	0.514	310	G	2009
		From									<u> </u>					
8650) Cornick Ave	0.14	<b>790</b>	G	98%	1%	0%	0% Ider Ave	0%	0%	F	0.099	F	0.634	860	G	2009
						Sicuri										

						Oity Oi v	Criesape	anc								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	.1			Ol	1 A				i					
8650) Cornick Ave	0.60	1100	G	98%	1%	0%	ander Ave 0%	0%	0%	С	0.102	F	0.667	1200	G	2009
0000		To					arrow Rd									
		From				Do	uglas Rd									
(8653) West Rd	0.79	240	G	97%	1%	1%	0%	0%	0%	F	0.1	F	0.893	260	G	2009
		To From				Be	nefit Rd				$\neg$ —					
8653) West Rd	5.27	1200	G	97%	1%	1%	0%	0%	0%	С	0.097	F	0.526	1300	G	2009
		To	:			US 17 D	Oominion B	lvd								
		From	:				enefit Rd									
8655) Shillelagh Rd	6.96	660	G	97%	1%	1%	0%	0%	0%	С	0.116	F	0.634	720	G	2009
<u> </u>		To					Oominion B									
O Decertis Del	4.00	From	<u> </u>	050/			8 Battlefield		00/			_	0.070	4.400	0	0000
Benefit Rd	1.96	1300	G	95%	3%	1%	1%	0%	0%	С	0.13	F	0.673	1400	G	2009
0.5.		From					n Pine Rd	201			<u> </u>					
8656 Benefit Rd	1.92	1900	G	95%	3%	1%	1%	0%	0%	F	0.116	F	0.521	2100	G	2009
<u> </u>		From					nstown Rd									
8656 Benefit Rd	3.16	960	G	98%	1%	1%	0%	0%	0%	С	0.117	F	0.661	1000	G	2009
		To	<u> </u>				ouglas Rd									
Old Atlantia Ava	0.24	From	<u> </u>	000/	10/		Atlantic A		00/					F600	0	2000
Old Atlantic Ave	0.31	5100	G	98%	1%	1%	0%	0%	0%	F	NA —			5600	G	2009
Ode Bled	0.44	From		000/	40/		6 Liberty S		00/				0.50	000		0000
Cascade Blvd	0.41	830 To	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.58	900	G	2009
		From					dina Ave	N1 1			+					
8658 Booker St	0.58	930	G	97%	2%	1%	Bainbridge I 0%	0%	0%	С	0.153	F	0.725	1000	G	2009
Booker St	0.50	To	Ť	37 70			reat Bridge		070		0.133	•	0.720	1000	J	2003
		From	:				Battlefield				i					
8661) Centerville Tpke	3.76	6200	G	96%	2%	1%	1%	0%	0%	С	0.134	F		6700	G	2009
		To				Etheride	ge Manor B	lvd								
8661) Centerville Tpke	1.03	8400 From	G	96%	2%	1%	1%	0%	0%	F	0.104	F		9100	G	2009
0001)		To					ntress Rd				_					
8661) Centerville Tpke	1.14	8800	G	98%	1%	1%	1%	0%	0%	С	0.104	F		9600	G	2009
ooot) Contorvino i pito					170				070			•		0000	Ū	2000
8661) Centerville Tpke	1.25	15000	G	96%	1%	2%	Mt Pleasant 1%	0%	0%	F	0.101	F		16000	G	2009
661 Centerville Tpke	1.20	To	<u> </u>	30 /6	1 /0		Butts Static		070	'	0.101	'		10000	O	2003
_		From					Station Rd									
8661) Centerville Tpke	0.46	8800	G	96%	1%	2%	1%	0%	0%	С	0.102	F		9500	G	2009
<u> </u>		To From	:				05 Elbow R	d			_					
8661) Centerville Tpke	1.76	7200	G	96%	1%	2%	lbow Rd 1%	0%	0%	F	NA			7800	G	2009
Genterville i pke	1.70	To	Ť	3070	170		Va Beach	070	070		—j"`			7000	Ü	2000
		From	:				Kempsville	Rd			i					
8662) Green Tree Rd	0.73	6900	G	99%	0%	0%	0%	0%	0%	С	0.105	F		7500	G	2009
		To	:				Grove Rd									
O-1 O D-1	0.00	From	<u> </u>	000/			8 Battlefield		00/		0.005	_		7000	0	0000
8662 Oak Grove Rd	0.86	7300 To	G	98%	0%	0%	0%	1%	0%	С	0.095	F		7900	G	2009
		From					en Tree Rd									
8663 Johnstown Rd	5.94	3200	G	98%	1%	Ве	nefit Rd 0%	0%	0%	С	0.095	F		3500	G	2009
3663 Johnstown Rd	5.54	<b>3200</b> To		5570			Battlefield		0 /0		0.000	'		3300	5	2003
		From	:				nstown Rd				1					
8664) Woodbridge Dr	0.19	900	G	99%	0%	1%	0%	0%	0%	С	0.107	F	0.664	980	G	2009
		To	:				arfield Dr									
<u> </u>		From					dbridge Dr					_		-		
8664 Briarfield Dr	0.68	2500	G	98%	0%	1%	0%	0%	0%	С	0.113	F	0.547	2700	G	2009
		To	:			Sr 16	5 Cedar Rd									

						Oity of C	chesapea	arco								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Durch auton Del	0.05	From	<u> </u>	000/	40/		idence Rd	00/	00/		0.445	_		0500	_	2000
Dunbarton Rd	0.65	6000	G	98%	1%	1%	0%	0%	0%	С	0.115	F		6500	G	2009
		From					Military Hv				<u> </u>					
Greenbrier Pkwy	0.28	31000	G	98%	0%	1%	1%	0%	0%	F	NA			33000	G	2009
<u> </u>		From					odlake Dr									
665 Greenbrier Pkwy	0.22	52000	G	98%	0%	1%	1%	0%	0%	F	NA			57000	G	2009
<u>~</u>		To From					I-64									
Greenbrier Pkwy	0.94	73000	G	98%	0%	1%	1%	0%	0%	F	NA			80000	G	2009
<u> </u>		To From				Ed	en Way				$\Box$ —					
Greenbrier Pkwy	0.42	40000	G	98%	0%	1%	1%	0%	0%	F	NA			44000	G	2009
<u> </u>		To				Vol	vo Pkwy				$\neg$ —					
Greenbrier Pkwy	1.78	26000	G	98%	0%	1%	1%	0%	0%	С	0.094	F		28000	G	2009
,		To				CD 100 E	Kempsville	DA								
Butts Station Rd	2.08	11000	G	98%	0%	1%	1%	0%	0%	F	0.105	F		12000	G	2009
2000		То	Ť	0070		131-8661 C			- 70	•		•		000	•	_000
		From	:				Va Beach				i					
Blackwater Rd	2.62	2600	G	93%	1%	1%	3%	2%	0%	С	0.092	F		2900	G	2009
3007) = 1		To			.,.		s Airfield R					-				
$\widehat{}$		From		_	_	Blacl	kwater Rd					_			_	_
Fentress Airfield Rd	0.15	4300	G	85%	2%	9%	1%	2%	0%	С	0.1	F		4700	G	2009
		To				SR 165 N	At Pleasant	Rd								
<u> </u>		From				Bus SR 168										
Hickory Rd East	0.81	3800	G	94%	3%	2%	0%	0%	0%	С	0.173	F		4200	G	2009
		To From				Cente	rville Tpke									
Head Of River Rd	4.89	1700	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.625	1800	G	2009
<u> </u>		То				WCL V	irginia Bea	ch								
_		From			F	Bus SR 168	Battlefield	Blvd								
Ashley Rd	0.42	3400	G	98%	1%	1%	0%	0%	0%	С	0.114	F	0.61	3700	G	2009
<u> </u>		To	:			SR 165 N	It Pleasant	Rd								
		From				Camp	ostella Rd									
S ₆₉₅ Lindale Dr	0.70	3000	G	99%	0%	0%	0%	0%	0%	С	0.087	F		3300	G	2009
<u> </u>		To					Baun Ave									
8695) DeBaun Ave	0.33	3900	G	98%	0%		ndale Dr	Ω0/	0%	С	0.084	F	0.561	4300	G	2009
DeBaun Ave	0.33	<b>3900</b> To		90%	0%	0% SR 168 B	0% attlefield B	0%	076		0.064	Г	0.561	4300	G	2008
		From	1 -T								_					
Nolvo Pkwy	0.30	820	G	99%	0%	Crystal 0%	wood Circl 0%	e 0%	0%	F	0.084	F	0.553	890	G	2009
Volvo Pkwy	0.30	020		JJ /0	0 /0			U /0	0 /0	ı	0.004	-	0.000	090	J	2008
	2.55	From	<u> </u>	0001	001		yron St	607	601		0.000			0000		000
Volvo Pkwy	0.26	8500	G	99%	0%	0%	0%	0%	0%	С	0.096	F		9200	G	2009
		From					ndence Pkw	•								
Nolvo Pkwy	0.25	13000	G	99%	0%	0%	0%	0%	0%	F	0.098	F		14000	G	2009
		To From			F	Bus SR 168	Battlefield	Blvd			$\Box$ —					
Nolvo Pkwy	1.38	25000	G	98%	0%	1%	0%	1%	0%	С	0.093	F		27000	G	2009
$\overline{}$		To	-			Green	brier Pkwy									
Nolvo Pkwy	0.45	22000 From	G	98%	0%	1%	0%	1%	0%	F	0.102	F		24000	G	2009
, , , , , , , , , , , , , , , , , , ,		То					en Way									
$\sim$	,	From				806 Eden W			_							
Volvo Pkwy	1.49	24000	G	98%	0%	1%	0%	1%	0%	F	0.106	F		27000	G	2009
<u> </u>		То	<u> </u>			De	ead End									
$\widehat{}$		From	:				landing Rd									
Coffman Blvd	0.70	1800	G	97%	1%	1%	0%	0%	0%	С	0.110	F	0.562	1900	G	2009
$\smile$		To	]			SR 337 Pc	ortsmouth I	Blvd								
$\widehat{}$		From				SR 190 Gr		Blvd								
\ Campantalla Dal	1 2 1	7800	G	98%	1%	1%	00/	00/	∩0/	С	0.002	F		8500	G	2009
(8763) Campostella Rd	1.34	7000		0070	1 /0	1 /0	0%	0%	0%	<u> </u>	0.092	Г		0300	0	2000

						City of Ches	Bapcanc								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake						27 040 017	buo IIIan	ZIIGII		1 dotoi		1 40101			
O	4.00	From	<u> </u>	050/	40/	US 13 Milita		00/		0.007	_		47000	0	0000
Campostella Rd	1.06	15000	G	95%	1%		% 1%	0%	С	0.087	F		17000	G	2009
			l			SR 168 Battle									
8771) Virginia Ave	0.50	1500	G	98%	1%	1% 0	ndge Blvd % 0%	0%	С	0.130	F	0.565	1600	G	2009
Virginia Ave	0.50	1300 To		90 /6	1 /0	Chesapeak		076		0.130		0.505	1000	G	2009
		From				Virginia									
8771) Chesapeake Ave	1.12	3500	G	96%	2%	1% 0	% 0%	0%	С	0.101	F		3800	G	2009
$\bigcirc$		To From				Park A	ve			$\neg$ —					
(8771) Chesapeake Ave	0.41	2500	G	96%	2%	1% 0	% 0%	0%	F	0.104	F		2700	G	2009
<u> </u>		То				SR 246 Point	lexter St								
		From				US 460 Bainbi	idge Blvd								
8776) Park Ave	0.37	1500	G	97%	1%	1% 1	% 0%	0%	С	0.097	F	0.568	1600	G	2009
$\bigcirc$		To From	-			Chesapeak	e Ave								
8776) Park Ave	0.35	4300	G	97%	1%		% 0%	0%	F	0.097	F	0.6	4700	G	2009
$\overline{}$		To				Old Atlant	ic Ave								
		From				Dead E	nd								
8778) Barnes Rd	0.45	1400	G	74%	0%	4% 3	% 19%	0%	С	0.127	F		1500	G	2009
$\bigcirc$		То				US 460 Bainbi	idge Blvd								
<u> </u>		From			U\$	S 17 George Wa	shington Hwy								
8796) Ballahack Rd	11.72	770	G	97%	0%	1% 1	% 0%	0%	С	0.104	F	0.798	830	G	2009
<u> </u>		To				Old Battlefie	eld Blvd			$\neg$ —					
8796) Ballahack Rd	0.10	5200	G	97%	0%	1% 1	% 0%	0%	F	0.104	Ν	0.798	5700	G	2009
		To				SR 168 Battle	field Blvd								
_		From			Ţ	JS 17 Western I	Branch Blvd								
8797) Poplar Hill Rd	0.23	14000	G	99%	0%	0% 0	% 0%	0%	С	NA_			15000	G	2009
<u> </u>		To				Churchland	l Blvd								
		From				SR 165 W, C									
8798) Bells Mill Rd	2.38	1700	G	98%	1%		% 0%	0%	С	0.106	F	0.779	1900	G	2009
		То				SR 165 E, C	edar Rd								
$\sim$		From				Washingto									
8799) Waters Rd	0.36	8900	G	97%	1%		% 0%	0%	С	0.094	F		9700	G	2009
<u> </u>		To	<u> </u>			SR 165 Ce	dar Rd								
O		From				SR 165 Ce				<b>_</b>	_			_	
8800) Millville Rd	1.11	1700	G	98%	1%	1% 0	% 0%	0%	С	0.106	F	0.726	1800	G	2009
		To From				Burson	Dr								
8800) Millville Rd	0.65	NA								NA			NA		
<u> </u>		To				Shipyard									
$\bigcirc$		From				SR 165 Ce									
Shipyard Rd	0.99	940	G	98%	1%	1% 0	% 0%	0%	С	0.082	F	0.578	1000	G	2009
		To From				Burson	Dr								
8801) Shipyard Rd	1.28	NA								NA_			NA		
$\overline{}$		To				Millville	Rd								
$\overline{}$		From				Johnstow									
8802 Hanbury Rd	1.00	8000	G	98%	1%	1% 0	% 0%	0%	С	0.098	F		8700	G	2009
<u> </u>		To From				Bus SR 168 Bat	tlefield Rd			$\Box$					
8802) Hanbury Rd	0.51	NA					-			NA			NA		
$\overline{}$		To				Hillwell	Rd								
		From			I	Bus SR 168 Batt	lefield Blvd								
8803) Hillwell Rd	2.36	2900	G	98%	1%		% 0%	0%	С	0.094	F	0.562	3100	G	2009
$\overline{}$		To				SR 165 Mt Pl	easant Rd								
		From				SR 165 Mt Pl	easant Rd								
8804) Fentress Rd	1.80	3100	G	98%	1%		% 0%	0%	С	0.107	F		3300	G	2009

							Oity Oi	Chesapea	anc								
	Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv o	f Chesapeake																
	Elbow Rd	0.87	From:				Butts	s Station Rd				NA			NA		
3805)	LIDOW IXG	0.07	11/4												INA		
$\bigcap$	Elbow Rd	3.05	6700	G	100%	0%	Cent	erville Tpke 0%	0%	0%	С	0.114	F		7300	G	2009
3805)	LIDOW NO	3.03	Th-		100 /6	0 /6		Virginia Bea		0 /6		0.114	-		7300	G	2008
			From:					olvo Pkwy	-								
3806)	Eden Way N	0.49	10000	G	99%	1%	0%	0%	0%	0%	F	0.101	F		11000	G	2009
	•		To														
806)	Eden Way N	0.68	12000	G	99%	1%	0%	Oak Crossir 0%	0%	0%	С	NA			13000	G	2009
000	Lucii II ay II	0.00	.2000		0070	170				0,0					10000	Ū	2000
$\sim$	Eden Way N	0.85	12000	G	99%	1%	0%	nbrier Pkwy 0%	0%	0%	F	0.106	F		13000	G	2009
806)	Lucii Way N	0.00	To:	Ü	33 /6	1 /0		sways Blvd	0 70	070	'	0.100	'		13000	O	2003
			From:					Bainbridge I	Dlud								
	Anne Ave		450	G			03 400 1	Damoriuge 1	oivu			NA			450	G	2009
			To:					Arlie St				Ti.					
			From:				(	Canal Dr				1					
	Baywood Trail		370	G								NA			370	G	2009
			To:				M	leiggs Rd									
			From:				Centerv	ille Tpke So	outh								
	Beaver Dam Rd		500	G								NA			500	G	2009
			To:				Lon	g Ridge Rd									
			From:				Will	low Oak Dr									
	Beckley Lane		330	G								0.132	F	0.582	360	G	2009
			To:				Grai	ntham Lane									
			From:				Brie	r Cliff Crest									
	Birchleaf Rd		180	G								0.133	F	0.589	190	G	2009
			To:				Mi	ll Pond Dr									
	_		From:				Sh	ipyard Rd									
	Burson Dr		800 To:	G								NA			800	G	2009
							Oran	igewood Rd									
	01 " 01		From:				De	enver Ave					_		500	_	000
	Chattanooga St		480	G			**	7-4 D.1				0.106	F		520	G	2009
								/aters Rd									
	Coastal Way		1200	G		Ŀ	Bus SR 16	8 Battlefield	l Blvd			0.146	F	0.819	1300	G	2009
	Coasiai Way		1200 To:				•	Sams Dr				0.146	Г	0.619	1300	G	2008
			From:														
	Conquest Dr		1300	G			SK I	65 Cedar Rd	ı			0.118	F		1400	G	2009
	Conquest Di		To:	Ť				Shea Dr				<u> </u>	·		1100	Ū	2000
			From:			HS		ge Washingt	on Hwy								
	Conrad Ave		1300	G		0.0	o ir dedig	se musininge	onmy			0.105	F	0.548	1400	G	2009
			To:				E	Butler St									
			From:				G	ibson Dr				1					
	Cottonwood Lane		180	G								0.112	F		200	G	2009
			To:				Le	nore Trail									
			From:				W	ilson Rd									
	Cypress St		840	G								NA			840	G	2009
			To:					Isaac St									
			From:				V	ellen St									
	Debbs Lane		230	G								0.145	F	0.554	250	G	2009
			To				R	Rellen St									
			From:				W	arrick Rd									
	Dove Dr		300	G								0.132	F	0.579	320	G	2009
			To:				Bu	tterfly Dr				1					

					, -	Oncoapeane								
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Tı		OC.	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	Fron	c			V.	almar Dr			-1					
Essex Dr	670	G			- Ka	iiiiai Di			0.126	F	0.694	720	G	2009
	Т				Kin	gs Way Dr								
	Fron	:			J	Jule Dr								
Etheridge Manor Blvd	13000	G							0.097	F	0.585	14000	G	2009
	To	:			Shif	fford Lane								
	Fron	:			Eder	nbridge Dr								
Etheridge Rd	<b>2500</b>	G							NA			2500	G	2009
		1				ntress Rd								
Eva Blvd	From <b>640</b>	G			S	Saul Dr			0.097	F		700	G	2009
Eva bivu	Т				M	large Dr			0.097	Г		700	G	200
	Fron	:				nbrier Pkwy								
Fairway Dr	2000	G			Green	iblici Fkwy			NA			2000	G	200
	To				Cra	anston Dr								
	Fron	:			S	Shell Rd								
Firman St	630	G							0.094	F		680	G	200
	To	:			Т	uttle St								
	Fron				Ceci	ilia Terrace								
Fleming Circle	350	G							NA			350	G	200
	Ti				Sr 16.	55 Cedar Rd								
	Fron	<u> </u>			Bram	blewood Ct				_				
Forest Cove Rd	<b>290</b>	G			***	1 1			0.12	F	0.557	290	G	200
		1				nslow Ave								
Frank Dr	1000	G			Johr	nstown Rd			0.109	F	0.539	1100	G	200
FIANK DI	1 <b>000</b>	_		F	Rus SR 169	8 Battlefield Blv	d		0.109	Г	0.559	1100	G	200
	Fron	:				ountry Rd	u							
Franklin St	2400	G				unu y Ku			NA			2400	G	200
	To				US 460 F	Bainbridge Blvd			7				_	
	Fron	:			Al	bert Ave								
Gilmerton Rd	4900	G							0.089	F	0.534	5300	G	200
	To	:			Ger	neva Ave								
	Fron	:			Col	llins Blvd								
Greendell Rd	290	G							0.104	F	0.530	310	G	200
	To	c			As	shland Dr								
	Fron				Ga	ılahad Dr								
Guenevere Dr	1300 _{то}	G							0.098	F	0.546	1400	G	200
						Sean Dr								
Houdreles: Dr	From				Barl	ksdale Rd				_		0.40	^	000
Hawksley Dr	310	G			Gla	enview Rd			0.104	F		340	G	200
	Fron								_					
Holly Gate Lane	360	G			Pin	necliff Dr			0.098	F		390	G	200
Tiony Gate Lane	Т	Ť			Bria	arwood Dr				•		000	Ü	200
	Fron	:				acid Way								
Hunningdon Woods Blv	840	G			110	iciu way			0.1	F	0.511	910	G	200
	т				SR 190 I	Kempsville Rd								
	Fron					anal Rd						-		
Iowa St	710	G							0.156	F	0.711	770	G	200
	Т	:			Okl	ahoma Dr								
	Fron				C	Gregg St						<u> </u>		
Joyner Rd	310	G							0.112	F	0.543	330	G	200
	To				C	Grant St								
	Fron	:			Pa	arker Rd								
Keeling Dr	550	G							NA			550	G	200
	To				Lo	obdell Ct								

					Oity Oi	Oricoapcano								
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1		O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Chesapeake	Fron	c			SD 407	Indian River Ro	1		-					
Kemp Lane	250	G			SK 407	ilidiali Kivel Ko	<u>.                                    </u>		0.087	F	0.66	270	G	2009
'	Т				Ke	mp Lane E								
	Fron	:			C	Cobb Ave								
Laurel Ave	550	G							0.113	F		600	G	2009
	To	c			Ro	okeby Ave								
	Fron				Co	ornick Ave								
Lilac Ave	1300 _T	G							0.101	F		1500	G	2009
		1				Davis Ave								
Lincoln Rd	170	G				Dunn St			NA			170	G	200
LINCOIN NO	To To				(	Outlaw St						170	G	200
	Fron	:				indale Dr								
Lindsey Ave	240	G				made Di			NA			240	G	200
,	To	:			Wat	terfield Ave								
	Fron				Ba	ugher Ave								
Lofurno Rd	170	G							0.118	F	0.659	180	G	200
	To	:			Во	ounds Ave								
	Fron	·		1	Bus SR 16	8 Battlefield Bl	vd							
Marion Dr	1200	G							NA			1200	G	200
	Ti					nstown Rd								
Marilla and Ot	Fron	<u> </u>			Cui	lpeper Ave			0.400	_	0.5	400	_	000
Marlboro St	110	G			W	nslow Ave			0.126	F	0.5	120	G	200
		1												
Masters Row Ct	510	G			Ва	ff Loop Ct			0.105	F		550	G	200
Masters Now Ct	310 To	ı –			В	Brassie Ct			0.103	'		330	G	200
	Fron	:				aledon Rd								
McCosh Dr	880	G			110	nedon Ru			0.091	F	0.56	950	G	200
	To	:			D	uffield Pl								
	Fron				Broa	admoor Ave								
Michael Dr	80	G							0.139	F	0.826	90	G	200
	Т	:			7	Texas St								
	Fron				C	Clover Dr								
Millwood Ave	1400	G							0.112	F		1500	G	200
	To					Royce Dr								
	Fron				P	Parker Rd			<u> </u>				_	
Natchez Terrace	540	G			F				NA			540	G	200
						gate Quarter								
Newberry Dr	From <b>840</b>	G			Joh	nstown Rd			0.101	F		910	G	200
NOWDOITY DI	040 To				Но	rse Run Dr				'		310	5	200
	Fron					odcroft Lane			$\equiv$					
Oak Dr	350	G			*****				0.089	F	0.667	380	G	200
	To	:			Tyr	re Neck Rd								
	Fron	:			V	ictoria Dr			1					
Old Dr	1900	G							0.216	F	0.628	2100	G	200
	Т	·			В	Barlett Dr								
	Fron	:			Can	npostella Rd								
Omar St	530	G							0.098	F	0.67	580	G	200
	To					Faye St								
	Fron				Er	nglish Ave								
Philadelphia St	40	G							0.2	F	0.522	40	G	200
	To	:				Iiller Ave								
Danier Di L. D	Fron	L			Etl	heridge Rd						670	_	000
Poplar Ridge Dr	270	G			0 1	1 d Y			NA			270	G	200
	10	1			Sand	lewood Lane								

Length AADT	QA	4Tire	Bus					K	QK	Dir	AAWDT	QW	Year
	<u>.</u>					ali 21rai	I	Factor		Factor			
From <b>700</b>				Eri	k Paul Dr			NΑ			790	G	2000
790 To				Lor	etta Lane						790	G	2009
From				Gre	enway Dr								
130	G							0.144	F		140	G	2009
To	<u> </u>												
	G			Cam	postella Rd			 NA			530	G	2009
To				В	ooker St						000		2000
From	:			SR 168 I	Battlefield Blvd								
				TIC 12	3 4°1°			0.092	F	0.604	5300	G	2009
	1							1					
	G			She	pherds Ct			0.1	F	0.578	320	G	2009
To	:			Logans	Mill Terrace			I.	-				
From				Sir	Meliot Ct								
330	G				4.:4. B			0.129	F	0.585	360	G	200
From								$\exists$					
870	G							NA			870	G	200
				Cı	ricket Ct						1200	G	200
1300 To	_			Woo	dwind Way						1300	G	200
From	c							i					
90	G							0.119	F	0.5	90	G	2009
Tri				В	artell Dr								
				Sc	arlett Dr			0.169	_	0.562	1900	G	200
To				SR 165 l	Mt Pleasant Rd			0.100		0.302	1000	G	200
From													
360	G							0.089	F	0.583	400	G	200
	l .												
				Gol	dcrest Dr			0.128	F		340	G	200
<b>320</b>				Т	rilby Ct			0.120			340	G	200
From				Fa	irview St								
2700	G							0.078	F	0.557	2900	G	200
To	c			P	eter Rd								
	<u> </u>			В	ruin Rd			0.00	_	0.509	1700	C	200
				Bri	tany Way			0.09	Г	0.506	1700	G	200
From													
2400	G				· ·			0.1	F	0.521	2600	G	2009
								1					
				Cam	postella Rd			NA			840	G	200
				G	ratton St						U4U	_	200
From	L												
900	G					-		0.086	F	0.598	980	G	200
	<u> </u>			W	aters Rd			NIA			760	<u></u>	200
					E St			TNA			100	G	200
From				Mas	gnolia Ave			i					
	790 To 790 To 790 To 700 To 70	From:	From:	790 G Tro  From  130 G To  From  530 G To  From  4900 G To  From  290 G To  From  1300 G To  From  1300 G To  From  1300 G To  From  1300 G To  From  1400 G To  From  1500 G To  From  1600 G To  From  2700 G To  From  2400 G To  From  1600 G To	From	AADI	AAD   CA	Part	Carrell	Triangle   Substitute   Subst	April   Apri	Carrier   Carr	Pactor   P

Route City of Chesapeake	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
		From	US 17 George Washington Hwy											_
Yadkin Rd		4400	G						0.099	F		4800	G	2009
		To				I-64								