### 2010

# 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.

			***		4.7"			Tru	ck			K	014	Dir	A A) A (D.T.	
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
13 58 460 Military Highway	City of Chesapeake (N		ECL Suffolk 67000	Α	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	Α
13 (58) (460) Military Highway	Oity of Officsapeake (iv	7.54 2.54	I-664		3370	070		1 70	370	070	0	0.000		0.000	70000	
(13) (58) (460)	From:City of Chesapeake (M	Maint: 64) 0.11	11000	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	G
	To:	,	Bus US 13													
(13) (460) (191)	City of Chesapea		S 58; SR 191 <b>6900</b>	G	97%	0%	1%	1%	1%	0%	F	NA			7500	G
(13) (400) (191)	Two		1, S Military		0170	070		170	170	070	•				7.000	
13 (460 Military Highway	From: City of Chesapea		5700	G	97%	0%	1%	1%	1%	0%	F	0.116	F		6200	G
(13) (400)	Combined Traffic Estimates for 2 Parallel F		5700	G								NA			NA	
	To	Ramp from	m I-664; Shae	efer Av	;											
13 460 Military Highway	City of Chesapea	ake 2.44	9000	G	97%	0%	1%	1%	1%	0%	F	NA			9800	G
	To- From:		I-64				$\neg$									
(13) (460) Military Highway	City of Chesapea	ake 1.37	18000	G	97%	0%	1%	1%	1%	0%	F	0.098	F		20000	G
<u> </u>	To- From:	US 17 Geo	orge Washing	ton Hw	y											
(13) (460) Military Highway	City of Chesapea	ake 1.01	17000	G	97%	0%	1%	1%	1%	0%	F	0.102	F		19000	G
<del>~~~</del>	To: From	SR	196 Canal D				$\Box$ $\vdash$									
(13) (460) Military Highway	City of Chesapea	ake 2.20	23000	F	97%	0%	1%	1%	1%	0%	С	0.109	В	0.526	26000	F
<del>*</del> *	To- From:		6 Bainbridge													
Military Highway	City of Chesapea	ake 0.31	27000	G	97%	0%	1%	1%	1%	0%	F	0.096	F		31000	G
~	To- From:		I-464													
13 Military Highway	City of Chesapea	ake 0.78	28000	G	97%	0%	1%	1%	1%	0%	F	0.092	F		31000	G
	To- From:		ampostella Ro		070/	00/		407	407	00/		0.400	_		0.1.000	
(13) Military Highway	City of Chesapea		29000	G	97%	0%	1%	1%	1%	0%	F	0.103	F		31000	G
A A Company of the Landson	To: From:		8 Battlefield l		070/	40/	40/	40/	40/	00/	_	NIA			00000	
Military Highway	City of Chesapea	ake 0.72	30000	G	97%	1%	1%	1%	1%	0%	F	NA			33000	G
NACISES AND STREET	To: From:	-1 0.44	Allison Dr	_	070/	40/	40/	40/	40/	00/		NIA			22000	
Military Highway	City of Chesapea		30000	G	97%	1%	1% ——	1%	1%	0%	С	NA			33000	G
13 Military Highway	City of Chesapea		eenbrier Pkwy	y G	98%	1%	1%	0%	1%	0%	F	0.093	F		35000	G
13 Military Highway	To:		Virginia Bea		90 /0	1 /0	1/0	0 /6	1 /0	0 /0	-	0.093			33000	G
	From:	US 13	3 TO I-64 WI	EST												
Ramp	City of Chesapeake (N		NA									NA			NA	
<u> </u>	To:	I-64-W FROM RT	1300- MILIT.	ARY H	IGHWAY											
~~ <u>-</u>	From:		3 TO I-64 EA	AST												
13 Ramp	City of Chesapeake (N		NA 1200 MILIT	ADVI	CINVAY		<del></del> 1					NA			NA	
-	IV.	I-64-E FROM RT														
13 Ramp	City of Chesapeake (M		AND FROM <b>NA</b>	1 KT 46	4							NA			NA	
[13] Ramp	To:		-S FROM RT	F 12								1 1/-1			11/7	

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction	n L	ength A	AADT	QA 4	Tire	Bus			ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
~~	From:			2A TO ANI	D FROM I	RT											
(13) Ramp	City of Chesapeake	(Maint: 64)	0.23	NA									NA			NA	
~	10:		I-464-N	FROM RT	13												
~~~	From:			rolina State													
(17) George Washington Hwy	City of Chesap	peake :	3.58	12000	<b>A</b> 9	94%	0%	1%	0%	4%	0%	С	0.1	Α	0.653	13000	Α
<u> </u>	To: From:		131-879	6 Ballahack	Rd												
(17) George Washington Hwy	City of Chesap	oeake (	6.71 ′	13000	<b>G</b> 9	94%	0%	1%	0%	4%	0%	F	0.083	F		13000	G
<u> </u>	To	Bus	US 17 Geo	orge Washin	ngton Hwy	7		$\neg$ $\vdash$									
17 Dominion Blvd	City of Chesap			_			0%	1%	1%	2%	0%	F	0.078	F		11000	G
	Tool		SD 14	65 Cedar Rd	4												
17 Dominion Blvd	From:I City of Chesap	peake (				96%	0%	1%	1%	2%	0%	С	0.084	Α	0.695	31000	Α
11)									.,.	_,,	-,-	_					
C Dominion Blad	From City of Change	a a a la a		Bainbridge E		96%	0%	10/	10/	2%	0%	F	0.075	F		20000	G
17 Dominion Blvd	City of Chesap	Deake	1.60 2	26000	<b>G</b> 9	10%	0%	1%	1%	2%	0%	Г	0.075	Г		28000	G
~~~	To: From:			reat Bridge													
(17) Dominion Blvd	City of Chesap			40000		96%	0%	1%	1%	2%	0%	F	0.078	F		42000	G
<del>~</del>	To: From:	S		k Grove Con	nnector												
17 (17) Ramp	City of Chesapeake	(Maint: 64)	0.30	17 (Ramp)		Sec	1 2 ا ا ۵	7 for dir	ectional	traffic v	volume e	etimat	tes for thi	2 2001	ment		
17 (17) Ramp	Tro	(IVIAITIL O-1)		64 (Ramp)		000	0001	7 101 011	Cotiona	traine v	Oldine C	Juna	103 101 1111	3 3cgi	non.		
	From:	S		k Grove Con	nnector												
17 (464)	City of Chesapeake	(Maint: 64)	0.15			Se	e I-464	for dire	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this F	Route:	59000	<b>G</b> 9	95%	0%	1%	1%	2%	0%	F	NA			67000	G
	To:	·		I-64													
$\sim$	From:	(14.1 + 0.1)		I-464				<u> </u>									
(17) (64)	City of Chesapeake	• •	4.31										s for this	segm	ent.		_
<b>~ ©</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this F	Route: 7		<b>G</b> 9	2%	0%	1%	1%	5%	0%	F	NA			83000	G
	From:	IS-00064-E(B	3)/IS-0006	I-64 4-F296A(R)	)/TO RT 1	17 NORT	Γ										
17 (64) Ramp	City of Chesapeake		0.23	T LL27071(IV,	), TORT			for dire	ctional t	raffic vo	lume est	timate	s for this	seam	ent.		
(17) (64)	To:	3US-00017-P0		)64-E296A(	R)/FROM									5			
~~	From:			I-64													
(17) George Washington Hwy	City of Chesap	oeake (	0.90	24000	<b>G</b> 9	96%	0%	1%	1%	1%	0%	F	0.078	F		24000	G
<u> </u>	Too	Ţ	JS 13: US	460 Militar	v Hwv			<b>—</b> —									
(17) George Washington Hwy	City of Chesap			15000		6%	0%	1%	1%	1%	0%	С	0.082	F		15000	G
	Tool		SD 10	96 Canal Rd	1												
17 George Washington Hwy	From: City of Chesap	neake (				96%	0%	1%	1%	1%	0%	F	NA			28000	G
17) George Washington Twy	To:	Journal		Portsmouth		,0 /0	070	1/0	1 /0	1 /0	0 /0	'	14/7			20000	J
	From:			Portsmouth													
17 Western Branch Blvd	City of Chesap	peake	0.69 ′	19000	<b>G</b> 9	9%	0%	0%	0%	0%	0%	F	0.092	F		20000	G
$\smile$	Too		131-8524	Churchland	Blvd												
~~	From:						007					_	0.404	^	0.544	00000	Α
17	City of Chesap	neake i	0.56	22000	<b>A</b> 9	9%	0%	0%	0%	0%	0%	С	0.101	Α	0.541	23000	A

		City of Chesapeake			<del>-</del>				17		D:-		
Route	Jurisdiction	Length AADT QA	4Tire Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	- 1			2AxI	e 3+Axle	11 rail	21 rail		Factor		Factor		
North	City of Change and (Mainty Cd)	US 17 TO I-64 WEST							NIA			NΙΔ	
(17) Ramp	City of Chesapeake (Maint: 64)	0.17 <b>NA</b> I-64-W FROM US 17 NORTH		_					NA			NA	
North	From:	US 17 I-64-E296B FROM IS 64 EA	ST										
(17) Ramp	City of Chesapeake (Maint: 64)								NA			NA	
	10:	I-64-E FROM US 17 NORTH											
North	From	US 17 TO RT 168 SOUTH											
(17) Ramp	City of Chesapeake (Maint: 64)								NA			NA	
<u> </u>	To:	I-64-W291B FROM RT 17 NORT	Ή										
North	From:	US 17 TO RT 464 NORTH											
(17) Ramp	City of Chesapeake (Maint: 64)								NA			NA	
<u> </u>	To:	SR 168-N015B FROM RT 17 NORTH TO	464 NOR										
North	From:	US 17-N017D TO RT 64 WEST										-	
(17) Ramp	City of Chesapeake (Maint: 64)	0.10 <b>NA</b>							NA			NA	
<u> </u>	To	SR 168-N015A TO RT 64 WEST	r										
North	From:												
(17) Ramp	City of Chesapeake (Maint: 64)								NA			NA	
	Tor	I-64-W I-64-W291X Gap											
North	From:	US 17 Dominion Blvd											
(17) Ramp	City of Chesapeake (Maint: 64)		96% 0%	1%	1%	2%	0%	F	NA			2600	G
<u> </u>	To	I-464 North											
South	From:	US 17 TO I-64 WEST											
17 Ramp	City of Chesapeake (Maint: 64)	0.19 <b>NA</b>							NA			NA	
	То:	I-64-W FROM US 17 SOUTH											
South	From:	US 17											
17 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>1200 G</b>	96% 0%	1%	1%	2%	0%	F	NA			1200	G
	To:	I-64 East											
Bus	From:	US 17 Dominion Blvd											
(17) George Washington Hwy	City of Chesapeake		94% 0%	1%	0%	4%	0%	F	0.092	F		4600	G
(17) conge in animagina in a	T-1												_
Bus	From:	SR 165 Cedar Rd											
17 George Washington Hwy	City of Chesapeake	1.19 <b>25000 G</b>	94% 0%	1%	0%	4%	0%	F	0.074	F		26000	G
$\bigcirc$	To:	I-64											
	From:	ECL Suffolk											
(58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)		93% 0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	Α
	Tai												
	City of Chesapeake (Maint: 64)	I-664	93% 0%	10/	10/	<b>5</b> 0/	00/	F	0.000	F	O F12	11000	G
(58) (13) (460)	City of Chesapeake (Maint: 64)	0.11 <b>11000 G</b>	33% U%	1%	1%	5%	0%	Г	0.090	r	0.513	11000	G
ALT	To- From:	SR 191 Jolliff Rd; US 13 Military Hig	hway										
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	City of Chesapeake	1.72 <b>7600 G</b>	95% 2%	1%	0%	1%	0%	С	0.100	F		8200	G
58 460 Airline Blvd	To-	WCL Portsmouth	2270 270		370	. 70	J / 0	0	0.700	•		0200	_
	I	CL i Ottaniouui											

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdictio	n Len	gth <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East (58) Ramp	From: City of Chesapeake To:	(Maint: 64) 0.	ROUTE 664 EA 77 NA ROM ROUTE 5									NA			NA	
East (58) Ramp	City of Chesapeake	(Maint: 64) 0.	O ROUTE 664 17 NA ROM ROUTE :									NA			NA	
West 58 Ramp	City of Chesapeake	(Maint: 64) 0.2	O ROUTE 664 29 <b>NA</b> COM ROUTE 5									NA			NA	
West 58 Ramp	City of Chesapeake	(Maint: 64) 0.3	O ROUTE 664 22 NA ROM ROUTE 5									NA			NA	
East (64)	City of Chesapeake Combined Traffic Estimates for 2 Paralle			G	97% 97%	0% 0%	1% 0%	1% 1%	2% 2%	0% 0%	F F	NA NA			65000 130000	G G
East 64	City of Chesapeake Combined Traffic Estimates for 2 Paralle	, ,		G	97% 97%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F F	NA NA			46000 102000	G G
East (64)	City of Chesapeake Combined Traffic Estimates for 2 Paralle	(Maint: 64) 0.5	ute: 107000	G	93% 95%	1% 0%	1% 1%	1% 1%	4% 3%	0% 0%	C F	0.081 NA	F		59000 115000	G G
East (17)	City of Chesapeake Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ute: <b>77000</b>		92% 92%	1% 0%	1% 1%	1% 1%	5% 5%	0% 0%	F F	NA NA			42000 83000	G G
East 64	City of Chesapeake Combined Traffic Estimates for 2 Paralle	(Maint: 64) 1.		ington H G G	92% 92%	1% 0%	1% 1%	1% 1%	5% 5%	0% 0%	F F	NA NA			39000 76000	G G
East 64	City of Chesapeake Combined Traffic Estimates for 2 Paralle	(Maint: 64) 2.3		A A	92% 92%	1% 0%	1% 1%	1% 1%	5% 5%	0% 0%	C C	0.105 0.102	A A	0.536	39000 76000	A A
East 64 Ramp	From: City of Chesapeake	(Maint: 64) 0.3	TO GREENB	RIER PA								NA			NA	
East 64 Ramp	City of Chesapeake	(Maint: 64) 0.2	TO GREENB 25 <b>NA</b> 8665 FROM R									NA			NA	

Route	Jurisdiction	Longth AADT OA ATiro Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East (64) Ramp	City of Chesapeake (Maint: 64)	4-E BEG. COLL ROAD TO GREENBRIER PA 0.14 <b>NA</b>	NA	NA
East	11000	I-64-E289A TO GREENBRIER PARKWAY		
64 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>NA</b> 565-W001A FROM GREENBRIER PARKWAY W	NA NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b>	NA	NA
East (64) Ramp	City of Chesapeake (Maint: 64)	I-64-E289B TO GREENBRIER PARKWAY  0.13 NA	NA	NA
East (64) Ramp	City of Chesapeake (Maint: 64)	665-E001A FROM GREENBRIER PARKWAY EA 0.22 NA	NA NA	NA
East East	Gity of Griesapeake (Mairit, 64)	SLIP RAMP TO EXIT 290 COLL RD	IVA	INA
Ramp	City of Chesapeake (Maint: 64)	0.40 <b>NA</b> LE END COLL RD FROM GREENBRIER PAR	NA NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64)	4-E TO RT 168 NORTH-BATTLEFIELD PAR 0.27 <b>4200 G</b> SR 168 FROM I-64 EAST	NA NA	4200 G
East 64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>10000 G</b> SR 168 FROM I-64 EAST	NA NA	10000 G
East   1-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 East 0.60 <b>17000 G</b>	NA NA	17000 G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 A 0.10 NA	NA NA	NA
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefield Blvd N  0.20 NA	NA	NA
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)	I-64 E Exit 290 B 0.12 <b>NA</b>	NA	NA
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefield Blvd S  0.20 NA  I-64 E	NA NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64-E TO RT 464 NORTH 0.25 NA I-464-N FROM I-64 EAST	NA	NA
East 64 Ramp	City of Chesapeake (Maint: 64)	I-464-N FROM I-64 EAST  I-64-E TO RT 104 VIA RT 464  0.23 NA	NA NA	NA

Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	I-64-E	TO RT 17 NOF	RTH			ZAXIE	STAXIC	IIIali	ZIIali		racioi		racioi		
64) (17) Ramp	City of Chesapeake (N		NA									NA			NA	
$\smile \smile$	To:		FROM I-64 EA													
East	City of Chesapeake (N		TO RT 17 SOU NA	JTH								NA			NΙΔ	
64 Ramp	City of Chesapeake (N		NA N014B FROM	I-64 F	EAST							INA			NA	
East	From	I-64-E TO RT 13														
Ramp	City of Chesapeake (N		NA NA	TINC	,11,1,7,11							NA			NA	
•	To:		8599 FROM I-	64 EA	ST											
Vest	From:	WCI	L Virginia Beac	ch												
64)	City of Chesapeake (N	,		F	97%	0%	0%	1%	1%	0%	С	0.096	Α		65000	F
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	126000	G	97%	0%	0%	1%	2%	0%	F	NA			130000	G
Vest	To: From:	Gre	enbrier Parkwa	y												
64)	City of Chesapeake (N	Maint: 64) 2.10	51000	G	97%	0%	1%	1%	2%	0%	F	NA			57000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	94000	G	97%	0%	1%	1%	2%	0%	F	NA			102000	G
A/ 4	To:	SR 16	8 Battlefield B	lvd												
West (168)	City of Chesapeake (N	Maint: 64) 0.50	53000	N	97%	0%	1%	1%	2%	0%	N	0.074	N		56000	N
04) (100)	Combined Traffic Estimates for 2 Parallel I	,		N	95%	0%	1%	1%	3%	0%	N	NA			115000	N
	To:	· ·	US 17													
West	City of Changeston (A		8 Battlefield B		070/	00/	10/	40/	20/	00/	_	0.074	F		E6000	_
64	City of Chesapeake (N Combined Traffic Estimates for 2 Parallel I	•		G G	97% 95%	0% 0%	1% 1%	1% 1%	2% 3%	0% 0%	F	0.074 NA	Г		56000 115000	G G
		Roadways on this Route.		<u> </u>	95%	0%	170	170	3%	0%	Г	INA			113000	G
West	From:		I-464													
64 [17]	City of Chesapeake (N	,		G	92%	0%	1%	1%	5%	0%	F	NA			38000	G
~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	75000	G	92%	0%	1%	1%	5%	0%	F	NA			80000	G
West	To: From:	SR 190	Great Bridge I	Blvd												
64) (17)	City of Chesapeake (N	,		G	92%	0%	1%	1%	5%	0%	F	NA			41000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	77000	G	92%	0%	1%	1%	5%	0%	F	NA			83000	G
West	To: From:	US 17 Ge	orge Washingto	on Hw	y											
64	City of Chesapeake (N	Maint: 64) 1.86	35000	G	92%	0%	1%	1%	5%	0%	F	NA			37000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	71000	G	92%	0%	1%	1%	5%	0%	F	NA			76000	G
	Tax	US 13, U	JS 460 Military	Hwy												
West 64	City of Chesapeake (N		-	Α	92%	0%	1%	1%	5%	0%	С	0.104	Α		37000	Α
04)	Combined Traffic Estimates for 2 Parallel I			A	92%	0%	1%	1%	5%	0%	С	0.104	A	0.536	76000	Α
	To:	,	I-264, I-664	,·	JZ /0	070		1 /0	070	070		0.102	, ·	3.000	70000	,,
West	From:	I-64-W289X TO GR	EENBRIER PA	ARKV	VAY WES	ST										
(64) Ramp	City of Chesapeake (N	,		G								NA			5400	G
$\smile$	To:	131-8665	FROM RT 64	WEST	Γ											

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	us 2Axle 3+Axle 1Trail 2Trail Facto	QK Dir AAWDT QV or Factor
West		64-W289X TO GREENBRIER PARKWAY EAST		
64 Ramp	City of Chesapeake (Maint: 64)	0.25 <b>NA</b> 131-8665 FROM RT 64 WEST	NA	NA
	From		L	
West (64) Ramp	City of Chesapeake (Maint: 64)	64-W END COLL ROAD TO GREENBRIER PAR 0.66 <b>NA</b>	I NA	NA
64) Kamp			TVA	ING
West	110iii.	64-W289B TO GREENBRIER PARKWAY EAST		
Ramp	City of Chesapeake (Maint: 64)	0.10 <b>NA</b>	NA	NA
Most	To From: 13	1-8665-E001B FROM GREENBRIER PARKWAY		
Nest Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b>	NA	NA
• •	· · · · · ·	54-W289A TO GREENBRIER PARKWAY WEST		
<u>Vest</u>	11041.			
Ramp	City of Chesapeake (Maint: 64)	0.16 <b>NA</b>	NA	NA
West	To: 131-	8665-W001B FROM GREENBRIER PARKWAY W		
(64) Ramp	City of Chesapeake (Maint: 64)	0.14 <b>NA</b>	NA	NA
$\smile$	To: I-6	54-W END COLL ROAD FROM GREENBRIER P		
West	From:	I-64 W		
(168) Ramp	City of Chesapeake (Maint: 64)	0.18 <b>2600 G</b>	NA	2600 G
$\smile$	To	Bus SR 168 N		
West	From:	I-64 W		
Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64)	0.30 <b>7800 G</b> Bus SR 168 Battlefield Blvd S	NA	7800 G
	From			
Nest (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W 0.10 <b>15000 G</b>	NA	15000 G
64 (168) I-64 W Exit 290	Only of Officsapearce (Warte, 04)		IVA	13000
West	From:	I-64 W Exit 290 B		
64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10 <b>NA</b>	NA	NA
Mont	To: From:	Ramp From Bus SR 168 Battlefield Blvd S		
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20 <b>NA</b>	NA	NA
04) (100)	Tool	I-64 W Exit 290 S		
West	From:			
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.12 <b>NA</b>	NA	NA
Vest	To: From:	Ramp From Bus SR 168 Battlefield Blvd N		
64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.35 <b>NA</b>	NA	NA
	To	Ramp to I-64 E Exit 289		
West	City of Change and (Maint CA)	•		N I A
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.51 <b>NA</b> I-64 W	NA	NA
NAI 4	From		<b>_</b>	
West 64 Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	SR 168 Oak Grove Connector  0.26 <b>2300 G</b> 96% 09	<b>_</b> %	2300 G
04) Ramp Between Six 100 and 1-404	To	I-464; US 17	70 170 170 270 070 1 NA	2000 0

		City of Chesap	care										
Route	Jurisdiction	Length AADT	QA 4Tire	Ruc		Truck- 3+Axle 17		()('	K Factor	QK F	Dir =actor	AAWDT	QW
West	From:	I-64-W TO RT 168 S	SOUTH										
64 Ramp	City of Chesapeake (Maint: 64)								NA			NA	
West	To: From:	US 17-N017A FROM RT	17 NORTH										
(64) Ramp	City of Chesapeake (Maint: 64)				_				NA			NA	
	To	1SR 168-P FROM RT 64 WES											
West (64) Ramp	City of Chesapeake (Maint: 64)	I-64-W BEGIN COLL ROA 0.40 <b>NA</b>	AD TO RT 464						NA			NA	
64 Kamp	To:	SR 104 N0007A Gap I	Fr Rt 104						INA			INA	
West	From:	I-64-W TO RT 190 EAST & W		EI .	l								
(64) Ramp	City of Chesapeake (Maint: 64)	0.20 <b>NA</b>							NA			NA	
	To:	SR 190 FROM I-64	WEST										
West	From:	I-64 West											
Ramp	City of Chesapeake (Maint: 64)	0.24 <b>5100</b> US 17	<b>G</b> 96%	0%	1%	1% 2	% 0%	F	NA			5300	G
NA .	From		DV INCIDVAY		+								
West (64) Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b>	AKY HIGHWAY						NA			NA	
64)	To:	US 13 FROM I-64	WEST										
	From:	Bus US 17 George Wash	ington Hwy										
165 Moses Grandy Trail	City of Chesapeake	2.70 <b>5800</b>	<b>G</b> 97%	2%	1%	0% 0	% 0%	С	0.096	F		6300	G
<u></u>	To: From:	US 17 Dominion											
165 Cedar Rd	City of Chesapeake	0.28 <b>25000</b>	<b>G</b> 97%	1%	1%	1% 1	% 0%	С	0.085	F		27000	G
<u></u>	To: From:	Bells Mill Rd W	/est										
165 Cedar Rd	City of Chesapeake	2.01 <b>29000</b>	<b>G</b> 97%	1%	1%	1% 1	% 0%	F	0.093	F		32000	G
	To: From:	131-8798 Bells Mill											
165 Cedar Rd	City of Chesapeake	1.73 <b>25000</b>	<b>G</b> 97%	1%	1%	1% 1	% 0%	F	NA			27000	G
Bus	To: From:	Bus SR 168 Battlefie	eld Blvd										
(165) (168) Battlefield Blvd	City of Chesapeake	0.26 <b>28000</b>	<b>G</b> 98%	0%	1%	0% 0	% 0%	С	NA			31000	G
	To-	BUS SR 168 Battlefic	eld Blvd										
(165) Mt Pleasant Rd	City of Chesapeake	0.75 <b>18000</b>	<b>G</b> 97%	1%	1%	1% 1	% 0%	F	0.101	F		20000	G
	To: From:	SR 168 Great Bridge	Bypass		$\neg$								
(165) Mt Pleasant Rd	City of Chesapeake	2.57 <b>18000</b>	<b>G</b> 97%	1%	1%	1% 1	% 0%	С	0.101	F		20000	G
<u></u>	To- From:	131-866 Centerville	e Tpke										
165 Mt Pleasant Rd	City of Chesapeake	4.53 <b>10000</b>	<b>G</b> 97%	0%	1%	1% 1	% 0%	С	0.11	F		11000	G
	To: From:	131-8667 Fentress Air											
165 Mt Pleasant Rd	City of Chesapeake	0.91 <b>11000</b>	<b>G</b> 97%	0%	1%	1% 1	% 0%	F	0.114	F		12000	G
	10:	WCL Virginia Be											
166 Bainbridge Blvd	City of Chesapeake	US 17 Dominion 2.05 <b>5500</b>	Blvd <b>G</b> 86%	1%	2%	6% 6	% 0%	F	0.126	F (	0.819	5500	G
166 Ballibridge bivo	City of Chesapeake	SR 190 Great Bridg		170	270	0%	1/0 0%	г	0.120	Г	0.019	5500	G
	l l	51. 170 Great Bridg	,										

							_		Tru	ck			K		Dir		
Route	Jurisdiction	on Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From			Great Bridg	-												
166 Bainbridge Blvd	City of Chesa	peake (	0.69	10000	G	86%	1%	2%	6%	6%	0%	С	0.094	F		10000	G
	To From			13 Military l													
166 (460) Bainbridge Blvd	City of Chesa	peake (	0.74	11000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
	To From		F	reeman Ave	e			-									
166) 460 Bainbridge Blvd	City of Chesa	peake 1	1.25	12000	G	97%	1%	1%	1%	1%	0%	F	NA			14000	G
			Cl	hesapeake I	Or												
166 460 Bainbridge Blvd	City of Chesa	peake (	0.81	8700	G	97%	1%	1%	1%	1%	0%	С	NA			9500	G
	То	:		37 Poindext													
Daire days or Ct	City of Chang	·		inbridge Bl		000/	40/	40/	40/	40/	00/	_	0.000	_		0.400	_
166 460 Poindexter St	City of Chesa	реаке (	0.56	8600	G	96%	1%	1%	1%	1%	0%	С	0.092	F		9400	G
	To From			Liberty St				<u> </u>									
166 460 22nd St	City of Chesa	peake (	0.39	6800	G	96%	1%	1%	1%	1%	0%	F	NA			7500	G
				CL Norfolk													
Dawletiald Divid	City of Chang			Carolina Stat		070/	00/		40/	40/	00/	_	0.470	^	0.545	00000	^
168 Battlefield Blvd	City of Chesa	реаке 	1.79	24000	Α	97%	0%	0%	1%	1%	0%	С	0.178	Α	0.515	22000	Α
	To From			ttlefield Blv													
Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 2	2.92	12000	G	97%	0%	0%	1%	1%	0%	F	0.088	F		11000	G
<u> </u>		Bus SR 168	Battlefie	eld Blvd; N	ear India												
168 Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 2	2.94	12000	G	97%	0%	0%	1%	1%	0%	F	0.088	F		11000	G
<u> </u>	To From		Н	illcrest Pkw	у												
168)Chesapeake Expressway	City of Chesapeake	(Maint: TOL)	0.25	32000	G	97%	0%	0%	1%	1%	0%	F	0.085	F		30000	G
<u> </u>	To	4	E	nd Toll Roa	nd												
168 Great Bridge Bypass	City of Chesa	peake 1	1.76	32000	G	97%	0%	0%	1%	1%	0%	F	0.085	F		30000	G
	To	· -	Rue SR	168 Battlefi	eld Rlvd												
168) Great Bridge Bypass	City of Chesa		0.20	29000	G	97%	0%	0%	1%	1%	0%	F	0.085	F		27000	G
100)	To., 201																_
168) Great Bridge Bypass	City of Chesa	neake 1	1.50	Hanbury Rd <b>47000</b>	G	97%	0%	0%	1%	1%	0%	F	0.094	F		44000	G
168 Great Bridge Bypass	Oity of Official	рсакс				31 70	070		1 /0	1 /0	070		0.054	'		44000	O
Conset Bridge By many	From			5 Mt Pleasa		070/	0%		40/	40/	00/	F	0.004	_		05000	
Great Bridge Bypass	City of Chesa	реаке 2	2.49	71000	G	97%	0%	0%	1%	1%	0%	г	0.094	F		65000	G
	To From			168 Battlefi													
168 Oak Grove Connector	City of Chesa	peake 1	1.82	70000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		65000	G
	To From			I-64													
168) (64)	City of Chesapeake	,	0.50				See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
$\smile$	Combined Traffic Estimates for 2 Parall	el Roadways on this R			N	95%	0%	1%	1%	3%	0%	Ν	NA			115000	Ν
	To Prom			I-64; US 17													
168 64 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.10	R 168 CD R	u		See I-6	4 for dire	ectional t	raffic vo	dume es	timate	s for this	seam	ent		
168 64 I-64 W Exit 290	Only of Officeapeake	(IVICIIII. OT)		to Bus SR	1.60.0		JUU 1-0	- IOI UII	ouona t	idilic VC	Mai 116 63	umate	IOI IIIIS	Jogili	OIII.		

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction	Length AADT QA	4Tire	Rus	Tr Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp to Bus SR 168 S 0.10		See I-64 fo	or directional	traffic v	olume es	stimate	s for this	segm	ent.		
	To:	Ramp From SR 168 S			<b></b>								
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20		See I-64 fo	or directional	traffic v	olume es	stimate	s for this	seam	ent.		
	To:	Ramp to SR 168, Bus SR 16											
	From:	Ramp to Bus SR 168		0 1011	⅃ <u>຺຺຺຺</u>								
(168) (64) Ramp	City of Chesapeake (Maint: 64)	0.18		See I-64 to	or directional	traffic vo	olume es	stimate	es for this	segm	ent.		
Bus	To: From:	Bus SR 168											
(168)(168)Battlefield Blvd	City of Chesapeake	0.35 <b>58000 N</b>	98%	0%	1% 0%	0%	0%	Ν	0.081	Ν		63000	Ν
	To:	End Bus SR 168											
Pottlefield Plyd	City of Changesolve	I-64; US 17 0.54 <b>45000 G</b>	97%	1%	10/ 10/	10/	0%	F	NΙΔ			44000	0
168 Battlefield Blvd	City of Chesapeake		97%	170	1% 1% 	1%	0%	Г	NA			44000	G
	From	US 13 Military Hwy	070/	407	10/	40/	201		0.004	_		00000	
168 Battlefield Blvd	City of Chesapeake	0.47 <b>21000 G</b>	97%	1%	1% 1%	1%	0%	F	0.084	F		22000	G
	To- From:	Campostella Rd											
168 Atlantic Ave	City of Chesapeake	0.42 <b>15000 G</b>	97%	1%	1% 1%	1%	0%	F	0.094	F		16000	G
<u> </u>	To- From:	Providence Rd											
168 Atlantic Ave	City of Chesapeake	1.16 <b>17000 A</b>	97%	1%	1% 1%	1%	0%	С	0.118	Α	0.634	18000	Α
$\overline{}$	Tax	Old Atlantic Avenue											
168 Atlantic Ave	City of Chesapeake	0.39 <b>9600 G</b>	97%	1%	1% 1%	1%	0%	F	0.110	F		10000	G
	To	SR 246 Liberty Rd			<b></b>								
(168)Campostella Rd	City of Chesapeake	0.35 <b>16000 G</b>	97%	1%	1% 1%	1%	0%	F	NA			17000	G
100)	To:	SCL Norfolk											
North	From:	SR 168; 1SR 168-P SR 168-N	)15B										
(168) Ramp	City of Chesapeake (Maint: 64)	0.21 <b>NA</b>			_				NA			NA	
	To:	US 17-N017C TO RT 64 WE	ST										
North	From:	SR 168; 1SR 168-P SR 168-N(	)15A										
(168) Ramp	City of Chesapeake (Maint: 64)	0.28 <b>NA</b>			_				NA			NA	
<u> </u>	To	SR 168-N015C TO RT 17 SOUTI	T & 190		1								
North	From:								NIA			NIA	
168 Ramp	City of Chesapeake (Maint: 64)	0.05 <b>NA</b>							NA			NA	
North	From: US	5 17-N017B FROM RT 17 NORTH	ΓO 464 NO	R									
168 Ramp	City of Chesapeake (Maint: 64)	0.07 <b>NA</b>							NA			NA	
	To	I-64-W291A US 17-N017											
North	From:	SR 168-N015B TO RT 17 SOUTI	I & 190										
168 Ramp	City of Chesapeake (Maint: 64)	0.38 <b>NA</b>			_				NA			NA	
$\overline{}$	To:	SR 168-S015A TO RT 17 SOUTH	I & 190										
South	From	1SR 168-P TO RT 190											
168 Ramp	City of Chesapeake (Maint: 64)	0.13 <b>NA</b>							NA			NA	
$\smile$	То:	SR 168-N015C TO RT 17 SOUTI	I & 190										

Route	Jurisdiction	Longth	AADT	OA 4	1T:ro	Due		Tru	ıck		00	K	QK ,	Dir	^ ^\^\DT	OV
	Junsaiction			QA 4		bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK F	actor	AAWDT	QV
South 168 Ramp	City of Chesapeake (Maint: 64)	SR 168-N015C 0.29	NA	WTH &	190							NA			NA	
168 Kamp	To:	US 17 SR 190 F		RT 464,6	4 &							INA			INA	
Bus	From:	SR 168 Chesapeak														
168 Battlefield Blvd	City of Chesapeake	2.70			97%	0%	0%	1%	1%	0%	F	0.086	F		14000	(
Bus	To: From:	Inc	dian Creek Rd													
168)Battlefield Blvd	City of Chesapeake	1.55	16000	<b>G</b> 9	97%	0%	0%	1%	1%	0%	F	0.086	F		18000	(
Bus	To: From:	Ce	nterville Tpke	:												
168)Battlefield Blvd	City of Chesapeake	3.78	16000	G 9	97%	0%	0%	1%	1%	0%	F	0.083	F		17000	(
Due .	To- From:	SR 168 0	Great Bridge B	Sypass												
Bus 168)Battlefield Blvd	City of Chesapeake	0.28	8800	G 9	98%	0%	1%	0%	0%	0%	F	0.086	F		9600	(
$\smile$	To- From:	131-8	3802 Hanbury l	Rd												
Bus 168)Battlefield Blvd	City of Chesapeake	1.70	15000	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.083	F		17000	(
$\smile$	Toc	SR 165 S, Mount	t Pleasant Rd,	Johnstow	vn Rd											
Bus 168) (165) Battlefield Blvd	City of Chesapeake	0.26			98%	0%	1%	0%	0%	0%	С	NA			31000	(
Bus	To- From:	SR 165	North; Cedar	Road												
168)Battlefield Blvd	City of Chesapeake	1.24	34000	G 9	98%	0%	1%	0%	0%	0%	F	0.083	F		37000	(
Bus	To- From:	SR 190	Great Bridge	Blvd												
168) Battlefield Blvd	City of Chesapeake	0.17	36000	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	NA			39000	(
D	To- From:	SR 168 0	Great Bridge B	Sypass			_									
Bus 168)Battlefield Blvd	City of Chesapeake	1.39	43000	G 9	98%	0%	1%	0%	0%	0%	F	NA			47000	(
$\smile$	Toc	Hollywoo	od Rd; Oak Gro	ove Rd												
Bus 168 Battlefield Blvd	City of Chesapeake	0.68			98%	0%	1%	0%	0%	0%	F	NA			55000	(
$\smile$	Too	7	Volvo Pkwy													
Bus 168 Battlefield Blvd	City of Chesapeake	0.58	-	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.081	F		63000	(
$\smile$	To		I-64													
Bus 168) (168) Battlefield Blvd	City of Chesapeake	0.35		<b>N</b> 9	98%	0%	1%	0%	0%	0%	N	0.081	N		63000	ı
168 Battlefield Blvd	To:		8 Battlefield B		90 /0	076		0 /0	076	0 /6	IN	0.001	IN		03000	'
Bus	From:	Ви	us SR 168 NB													_
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28		G								NA			10000	(
	10:		I-64- WB													_
Bus 168 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	 0.18	as SR 168 NB <b>8200</b>	G								NA			8200	(
108/ Trainp / Tolli Dus Six 100 ND to 1-04 EB	To:	0.10	I-64- EB									INA			0200	•

## 2010 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	QW
Bus	From:	SR 168 Battlefield Blvd S												
168)Ramp	City of Chesapeake (Maint: 64)	0.17 <b>3000 G</b>								NA			3000	G
<u> </u>	To:	I-64 W												
Bus	From:	Bus SR 168 Battlefield Blvd	S											
168)Ramp	City of Chesapeake (Maint: 64)	0.35 <b>2900 G</b>								NA			2900	G
$\mathcal{L}$	To:	I-64 E												
	From:	SR 166 Bainbridge Blvd												
190 Great Bridge Blvd	City of Chesapeake	0.83 <b>4800 G</b>	88%	2%	3%	5%	3%	0%	С	0.120	F		5200	G
<u> </u>	To:	131-8763 Campostella Rd			$\neg$ $\vdash$									
Great Bridge Blvd	City of Chesapeake	0.30 <b>10000 G</b>	88%	2%	3%	5%	3%	0%	F	0.096	F		11000	G
3	To:	I-64												
(190) Great Bridge Blvd	City of Chesapeake	0.26 <b>12000 G</b>	96%	2%	1%	0%	0%	0%	F	NA			13000	G
190) Great Bridge Bivd	Oity of Officsapeare		3070	270	170	070	070	070	'	INA			13000	
	To: From:	US 17 Dominion Blvd	2001	00/		00/	201	00/	_	0.4	_		40000	
Great Bridge Blvd	City of Chesapeake	2.34 <b>12000 G</b>	96%	2%	1%	0%	0%	0%	С	0.1	F		13000	G
	To: From:	Bus SR 168 Battlefield Blv	d											
190 Kempsville Rd	City of Chesapeake	0.48 <b>27000 G</b>								0.107	F		29000	G
	To:	Clearfield Ave												
(190) Kempsville Rd	City of Chesapeake	0.81 <b>30000 G</b>								NA			32000	G
	To:	Greenbrier Pkwy												
(190) Kempsville Rd	City of Chesapeake	1.81 <b>20000 G</b>	99%	0%	0%	0%	0%	0%	F	NA			22000	G
190) Kempsville Ka	Oity of Officsapeare		3370	070	070	070	070	070	'	INA			22000	
	To: From:	Volvo Pkwy	2001	00/		00/	201	00/	_				05000	_
(190) Kempsville Rd	City of Chesapeake	0.49 <b>32000 G</b>	99%	0%	0%	0%	0%	0%	F	NA			35000	G
	100	WCL Virginia Beach												
$\neg \sim \sim$	From:	SR 191, S Military Hwy	070/	201	401	407	407	00/	_				7500	_
191/ [13] [460]	City of Chesapeake	0.18 <b>6900 G</b>	97%	0%	1%	1%	1%	0%	F	NA			7500	G
	From:	AIRLINE BLVD US 58 Airline Blvd												
Jolliff Rd	City of Chesapeake	2.22 <b>3100 G</b>	98%	1%	1%	0%	0%	0%	С	0.100	F		3400	G
191)				.,,		0,0	0,0	0,0	Ū	000	•		0.00	
Idliff Dd	From:	Dock Landing Rd	000/	00/	10/	00/	00/	00/		0.460			2400	
Jolliff Rd	City of Chesapeake	0.91 <b>3200 G</b> SR 337 Portsmouth Blvd	99%	0%	1%	0%	0%	0%	С	0.162	F		3400	G
0.50 51 Do	Prom:	US 13 Military Hwy	000/	00/	40/	00/	007	00/	_	NIA			45000	_
96 Canal Dr	City of Chesapeake	0.96 <b>14000 G</b>	98%	0%	1%	0%	0%	0%	С	NA			15000	G
		US 17 George Washington H	wy											
Librarity Ct	Prom:	US 460 Poindexter St	000/	407		407	407	007	_	N 1 A			0.400	_
Liberty St	City of Chesapeake	0.39 <b>7700 G</b>	96%	1%	2%	1%	1%	0%	С	NA			8400	G
	To: From:	Latham Street												
Liberty St	City of Chesapeake	0.37 <b>5000 G</b>	96%	1%	2%	1%	1%	0%	F	NA			5400	G
$\smile$	Tn:	SR 168 Campostella Rd												

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		Oil	v of Chesar	JCarc				Tru	ıck			K		Dir		
Route	Jurisdiction	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-64; I-664				ZAXIE	STAXIE	IIIali	ZIIali		racio		racioi		
264	City of Chesapeake (	(Maint: 64) 1.10		G	96%	0%	1%	1%	3%	0%	F	NA			29000	G
204)	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	0%	1%	2%	0%	F	NA			58000	G
	To:		WCL Portsmo	_	0070	070	Ť	1,0	270	070	•				00000	Ū
West	From:		I-64; I-664													
264)	City of Chesapeake (	(Maint: 64) 1.17		G	96%	0%	0%	1%	2%	0%	F	NA			29000	G
204)	Combined Traffic Estimates for 2 Parallel	•	e: <b>55000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			58000	G
	To:		WCL Portsmo						_,,		•					
West	From:	I-26	1-W TO I-664	WEST			Î									
(264) Ramp	City of Chesapeake (			11201								NA			NA	
204)	To:	,	W FROM I-26	64 WES	Γ		1									
	From		ECL Suffoll	k												
(337) Portsmouth Blvd	City of Chesap	eake 0.72		G	94%	1%	1%	2%	2%	0%	С	0.086	F		14000	G
337)	та-Г															_
(337) Portsmouth Blvd	City of Chesap		SR 191 Joliff <b>18000</b>	G	94%	1%	1%	2%	2%	0%	F	0.082	F		19000	G
337 Fortsmodin Biva	City of Chesap	teane 0.00			94 /0	1 /0	1 /0	2/0	Z/0	0 /6		0.002	-		19000	G
	Ta- From:		I-664													
9337 Portsmouth Blvd	City of Chesap	eake 0.60	33000	G	98%	0%	1%	0%	1%	0%	F	0.086	F		36000	G
	To- From:		Capri Circle W	/est												
(337) Portsmouth Blvd	City of Chesap	eake 0.67	23000	G	98%	0%	1%	0%	1%	0%	С	0.083	F		25000	G
	To		Taylor Rd				<u> </u>									
(337) Portsmouth Blvd	City of Chesap	eake 0.24	28000	G	98%	0%	1%	0%	1%	0%	F	0.083	F		30000	G
	To-		Dock Landing	Dd												
(337) Portsmouth Blvd	From: L City of Chesap			G	98%	0%	1%	0%	1%	0%	F	0.084	F		32000	G
337) I Grismodin Biva	To:		WCL Portsmo		3070	070		070	170	070	•	0.004	•		02000	Ü
	From:		ECL Portsmo													
(337) Jordan Bridge	City of Chesapeake (N	Maint: TOL) 0.39	7600	N	97%	1%	0%	1%	1%	0%	Ν	NA			8200	Ν
	To:	Tol	Authority Bo	undarv												
(337) Poindexter St	City of Chesap		7600	G	97%	1%	0%	1%	1%	0%	F	NA			8200	G
	To		I-464													
337) Poindexter St	From:L City of Chesap	eake 0.56		G	97%	1%	0%	1%	1%	0%	F	NA			13000	G
337) T GIT GENER OF	To:		460 Bainbridg		01 70	170		170	170	070	•	1471			10000	Ü
	From:		460; Poindex													
(337) Bainbridge Blvd	City of Chesap	eake 0.74	1700	G	97%	1%	0%	1%	1%	0%	F	0.153	F	0.82	1900	G
	To:		SCL Norfol	k												
East	From:		SR 337 TO I-6	564												
(337)Ramp	City of Chesapeake	(Maint: 64) 0.29	NA									NA			NA	
$\smile$	To:	I-6	54-E FROM R	RT 337												
East	From:	SR 337 I-66	4-W011A TO	I-664 A	ND FR											
(337) Ramp	City of Chesapeake	(Maint: 64) 0.28	NA									NA			NA	
$\smile$	To:	I-66	4-W FROM F	RT 337												

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdictio	n	Length A	AADT	QA	4Tire	BUS		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
East 337 Ramp	City of Chesapeake	(Maint: 64)	37 TRUXTON ST 0.15 -S004X FROM R	NA									NA			NA	
East 337 Ramp	City of Chesapeake	(Maint: 64)	0.17	TO RT 40  NA  FROM RT									NA			NA	
West 337 Ramp	City of Chesapeake		SR 337 I-664-E01 0.24 I-664-E I	1B TO AN  NA  FROM RT		M I-6							NA			NA	
West 337 Ramp	City of Chesapeake	(Maint: 64)	0.24	87 TO I-66 <b>NA</b> FROM RT									NA			NA	
West 337 Ramp	City of Chesapeake		SR 337 TO 0.18 S004X FROM RO	NA		00- POINI	)						NA			NA	
West 337 Ramp	City of Chesapeake		SR 337 TO RO 0.12 N FROM ROUTE	NA			E						NA			NA	
407 Indian River Rd	City of Chesap	peake	0.71 2	L Norfolk 21000	G	99%	0%	1%	0%	0%	0%	F	0.095	F		23000	G
407 Indian River Rd	City of Chesap	peake	0.90 2	tlette Ave 28000 Tirginia Bea	<b>G</b>	99%	0%	1%	0%	0%	0%	С	NA			30000	G
460 58 13 Military Highway	City of Chesapeake	(Maint: 64)	2.94 <b>6</b>	L Suffolk 67000	Α	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	Α
460 58 13	City of Chesapeake	(Maint: 64)	0.11 <b>1</b>	I-664 I <b>1000</b> 58; SR 191	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	G
460 13 191	City of Chesap	peake	0.18	6900 S Military	G Hwy	97%	0%	1%	1%	1%	0%	F	NA			7500	G
460 (13) Military Highway	City of Chesap Combined Traffic Estimates for 2 Paralle		0.45 this Route:	5700 5700	G G	97%	0%	1%	1%	1%	0%	F	0.116 NA	F		6200 NA	G
460 (13) Military Highway	Tion City of Chesap	peake		9000	G	97%	0%	1%	1%	1%	0%	F	NA			9800	G
460 (13) Military Highway	City of Chesar	oeake		I-64 <b>18000</b>	G	97%	0%	1%	1%	1%	0%	F	0.098	F		20000	G
(460) (13) Military Highway	To:	peake		e Washing 1 <b>7000</b> 96 Canal D	G	97%	0%	1%	1%	1%	0%	F	0.102	F		19000	G

									Tru	ıck			K		Dir		
Route	Jurisdictio	n Len	gth <i>I</i>	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:			96 Canal I					404	407							
460 (13) Military Highway	City of Chesar	peake 2.2		23000	F	97%	0%	1%	1%	1%	0%	С	0.109	В	0.526	26000	F
~ ~	From:			litary Hwy Military F				_									
460 (166) Bainbridge Blvd	City of Chesar			11000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
460 Bainbridge Blvd	ony or official	0.7				01 70	170		170	170	070	•	0.000	•		12000	Ŭ
Paintaidea Blad	From			eman Ave		070/	40/		40/	40/	00/		NIA			4.4000	_
460 166 Bainbridge Blvd	City of Chesap	peake 1.2	25 °	12000	G	97%	1%	1%	1%	1%	0%	F	NA			14000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:			apeake Av													
460 (166) Bainbridge Blvd	City of Chesar			8700	G	97%	1%	1%	1%	1%	0%	С	NA			9500	G
$\sim$	To:			Poindexte													
460 (166) Poindexter St	City of Chesar	Deake 0.5		bridge Blv <b>8600</b>	vd <b>G</b>	96%	1%	1%	1%	1%	0%	С	0.092	F		9400	G
166 Poindexter St	City of Criesal	Deake U.C	00	0000	<u> </u>	90%	170	170	170	170	0%	C	0.092	Г		9400	G
	To: From:			iberty St													
460 (166) 22nd St	City of Chesar	peake 0.3		6800	G	96%	1%	1%	1%	1%	0%	F	NA			7500	G
~	To:		SC	L Norfolk													
ALT	From:			oliff Rd													
460 \ \ 58 \ Airline Blvd	City of Chesar	peake 1.7		7600	G	95%	2%	1%	0%	1%	0%	С	0.100	F		8200	G
<del></del>	То:		WCL	Portsmou	ıth												
orth	From:		US	17; SR 16	8												
164) (17)	City of Chesapeake	(Maint: 64) 0.1	15 2	26000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ute:	59000	G	95%	0%	1%	1%	2%	0%	F	NA			67000	G
	Ta			I-64													
lorth	From:	(14 : 4 : 04)			_	050/	00/	40/	407	00/	00/	_				04000	_
464)	City of Chesapeake	,		27000	G	95%	0%	1%	1%	2%	0%	F _	NA			31000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ute:	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	G
lorth	To: From:		US 13	Military F	łwy												
464)	City of Chesapeake	(Maint: 64) 1.0	16 5	23000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
164	Combined Traffic Estimates for 2 Paralle	,			G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
	Combined Trainic Estimates for 21 araile	r Roadways on this Ro				3376	070	1 70	1 /0	2/0	070	'	INA			31000	O
lorth	To: From:		Fre	eman Ave	)												
164)	City of Chesapeake	(Maint: 64) 1.8	39 2	23000	Α	95%	0%	1%	1%	2%	0%	С	0.149	Α		26000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ute: 4	42000	Α	95%	0%	1%	1%	2%	0%	С	0.103	Α	0.76	49000	Α
	Ta-		SR 337	Poindexte	er St												
lorth	From:									_	_	_					
164)	City of Chesapeake			25000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro			G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
	To:		SC	L Norfolk													
lorth	From:			N TO RT	13												
Ramp	City of Chesapeake			NA									NA			NA	
<u> </u>	То:	US 13 US	S 13- 36	B TO AN	D FRO	M RT											
North	From:	I-464-N	N TO FI	REEMAN	AVEN	IUE											
Ramp	City of Chesapeake	(Maint: 64) 0.1	10	NA									NA			NA	
	To:	131-8598;	131-859	98- B FRC	OM ANI	D TO R											

		<u> </u>	5. 01.00ap0a.to				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		4-N TO RT 337												
Ramp	City of Chesapeake		NA 7 FROM RT 464								NA			NA	
North	From:		4-N TO RT 337												
Ramp	City of Chesapeake		NA								NA			NA	
1	To:		337 TO RT 464												
South	From		S 17; SR 168												
464 (17)	City of Chesapeake	, ,	34000 G	95%	0%	1%	1%	2%	0%	F	NA			38000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	59000 G	95%	0%	1%	1%	2%	0%	F	NA			67000	G
South	To: From:		I-64												
464)	City of Chesapeake	(Maint: 64) 0.98	24000 G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	51000 G	95%	0%	1%	1%	2%	0%	F	NA			58000	G
South	To: From:	US	13 Military Hwy												
South 464)	City of Chesapeake	(Maint: 64) 0.84	20000 G	95%	0%	1%	1%	2%	0%	F	NA			23000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	44000 G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
Cauth	To: From:	Fre	eeman Avenue												
South 464)	City of Chesapeake	(Maint: 64) 2.01	20000 A	95%	0%	1%	1%	2%	0%	С	0.138	Α		22000	Α
404)	Combined Traffic Estimates for 2 Paralle		42000 A	95%	0%	1%	1%	2%	0%	С	0.103	Α	0.76	49000	Α
	Toc	C	ollector Road												
South 464	City of Chesapeake	(Maint: 64) 0.43	20000 G	95%	0%	1%	1%	2%	0%	F	NA			23000	G
404	Combined Traffic Estimates for 2 Paralle	,		95%	0%	1%	1%	2%	0%	F	NA			51000	G
	To:		SCL Norfolk												
South	From		4 TO I-64 WEST												
Ramp	City of Chesapeake		NA								NA			NA	
	10:	•	FROM RT 464 SC	DUTH											
South (464) Ramp	City of Chesapeake		S TO I-64 EAST								NA			NA	
464 (Kamp	To:		OM RT 464 SOUT	ГН							INA			INA	
South	From:		54-S TO RT 13												
(464) Ramp	City of Chesapeake		NA								NA			NA	
$\overline{}$	To	US 13 TO	AND FROM RT	464											
South	From:	D	ΓΟ FREEMAN AV	/e											
Ramp	City of Chesapeake			EDOMI							NA			NA	
	10:	•			'D										
	City of Chesaneake			INDEXTE	K						NA			NA	
404) 1 (311)	To:		M ROUTE 464 SC	OUTH											
South Ramp	City of Chesapeake To  City of Chesapeake To:	(Maint: 64) 0.13 131-8598; 131-4 1-464-S004X TO R1 (Maint: 64) 0.11	NA 8598- A TO AND 1 7 337 EAST00- PO NA	FROM I DINDEXTE	ER						NA NA			NA NA	

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

				or Criesar					Tru	ıck			K		Dir		
Route	Jurisdictio	on -	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	actor	AAWDT	QW
South	From:		464-S BEG COLLI		D-RT 337	POINDE	X										
Ramp	City of Chesapeake	` ,	0.16	NA									NA			NA	
South	To: From:	SR	337-W023A FROM	M ROUTE :	337 WES	TOO- POI	ND										
A64 Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
South	To: From:	I-	464-S004A TO RT	T 337 EAST	700- POI	NDEXTE	}										
Ramp	City of Chesapeake	(Maint: 64)	0.09	NA									NA			NA	
South	To: From:	SR	337-E023A FROM	M RT 337 E	AST00-	POINDEX	Т										
(464) Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
1	To		464-S END COLL	ECTOR RI	000- RT	337 POINI	)										
East	From:		V	WCL Suffol	k												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.16	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways			G	94%	0%	1%	1%	4%	0%	F	NA			90000	G
	_		East I-664 is	signed a	s Soutl	ı I-664											
East	To: From:		64-65	59 Pughsvil	le Rd												
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	46000	G	94%	0%	1%	1%	4%	0%	F	NA			50000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	92000	G	94%	0%	1%	1%	4%	0%	F	NA			99000	G
			East I-664 is	signed a	s Soutl	ı I-664											
Facel	To: From:		SR 337	7 Portsmout	h Blvd			$\exists$ ⊢									
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.10	47000	G	94%	0%	1%	1%	4%	0%	F	NA			51000	G
(604)	Combined Traffic Estimates for 2 Paralle	'			G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
		,	East I-664 is		s Soutl	ı I-664											
	To:		64-663	Dock Landi	ng Road			$\neg$ $\vdash$									
East (664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
664 Hampton Roads Beitway	Combined Traffic Estimates for 2 Paralle	` ,			G	94%	0%	1%	1%	4%	0%	, E	NA			97000	G
	Combined Frame Estimates for 21 drains	orroadwayo	East I-664 is				070	1 70	170	470	070	•	14/1			37 000	Ŭ
	To:		US 13, US 58,	_													
East	From:	(14: 4.04)				-	00/		407	407	00/	_				74000	_
Hampton Roads Beltway	City of Chesapeake	` ,	1.13	69000	G	94%	0%	1%	1%	4%	0%	-	NA			74000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways			<b>G</b> South	94%	0%	1%	1%	4%	0%	F	NA			138000	G
	- 1		East I-664 is														
East	From:	1	US 13, US 46	•													
664 Hampton Roads Beltway	City of Chesapeake	,	0.73	63000	G	94%	0%	1%	1%	4%	0%	F	NA			68000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways			G	94%	0%	1%	1%	4%	0%	F	NA			132000	G
	To:		East I-664 is	Signed at I-64; I-264		1 1-664											
		 	I-664-E TO			AD.		+									
F4					H K()												
East (664) Ramp	City of Chesapeake	(Maint: 64)	0.35	NA	LLL RO	ш							NA			NA	

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	Axle 3-				QC	K Factor	QK	Dir Factor	AAWDT	QW
East 664 Ramp	City of Chesapeake		0.08 0.131-8529 FROM	NA				]					NA			NA	
East 664 Ramp	City of Chesapeake To:		-664-E010A TO P		LE ROAI			<u> </u>					NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	I-66 0.36	54-E TO RT <b>NA</b> 337 FROM I	337			] 					NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	I-66 0.22 SR 337 SR 337-	54-E TO RT <b>NA</b> W014A TO		OM I-6		]					NA			NA	
East 664 Ramp	City of Chesapeake	,	I-664-E TO D 0.06	NA	DING RO	OAD		<u> </u>					NA			NA	
East 664 Ramp	City of Chesapeake		0.17 131-8527 FROM	NA									NA			NA	
East 664 Ramp	City of Chesapeake		0.08 131-8527	CK LANDII NA 7 TO & FRO		D00- NORT		] ]					NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	I-664-E TO R 0.47 US 58 FROM I	NA				]					NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	I-664-E TO R 0.25 US 58 FROM I	OUTE 58,11	3&460 E	AST		] ]					NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.12 US 1	I-664 East <b>NA</b> 3; 1US 13-P	FRO			] ]					NA			NA	
East 664 Ramp	City of Chesapeake	(Maint: 64)	0.56	E TO I-264 I <b>NA</b> FROM I-66				]					NA			NA	
West   Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Paralle	. ,	0.62		G G	94%			1% 1%	4% 4%	0% 0%	F F	NA NA			45000 90000	G G
West 664 Hampton Roads Beltway	City of Chesapeake Combined Traffic Estimates for 2 Paralle	,	2.10		G G	94%			1% 1%	4% 4%	0% 0%	F F	NA NA			49000 99000	G G
	To:			7 Portsmoutl		11-004		1									

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

									Tru	ıck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		SR 33	7 Portsmout	th Blvd												
664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.03	42000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	90000	G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
			West I-664 is	signed a	as Norti	h I-664											
	To:		Doc	k Landing F	Road												
West	From:	(1.4-1-1.04)				0.40/	00/	40/	40/	407	00/	_	NIA			50000	_
664 Hampton Roads Beltway	City of Chesapeake	,	1.48	49000	G	94%	0%	1%	1%	4%	0%	-	NA			52000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways o			G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
	_		West I-664 is	signea a	as inorti	n I-664											
West	To: From:		US 13, US 58,	US 460 Mi	ilitary Hi	ghway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.21	59000	G	94%	0%	1%	1%	4%	0%	F	NA			64000	G
	Combined Traffic Estimates for 2 Paralle	el Roadwavs	on this Route:	128000	G	94%	0%	1%	1%	4%	0%	F	NA			138000	G
		, , , , , , , , , , , , , , , , , , , ,	West I-664 is														
	To:			I-64; I-264													
West	From:		I-664-W TC	PUGHSVI	ILLE RO	AD											
664)Ramp	City of Chesapeake	(Maint: 64)	0.19	NA									NA			NA	
	To	· ,	I-664-W010B T	O DITCHE	VILLE	OUTH											
West	From:				VILLE S	OUTH											
Ramp	City of Chesapeake	(Maint: 64)	0.10	NA									NA			NA	
<u> </u>	10:			529 Pughsvi													
West	From		I-664-W010A 7		VILLE S	OUTH											
Ramp	City of Chesapeake		0.05	NA									NA			NA	
<u> </u>	10:		131-8529 FROM			NORTH											
West	From:	(4.1 + 6.1)		4-W TO RT	Г 337												
Ramp	City of Chesapeake	(Maint: 64)	0.22	NA									NA			NA	
	10.		SR 337 SR 337			ND FR											
West	From:	(1.1 : 4 . 0.4)		4-W TO RT	T 337												
Ramp	City of Chesapeake	(Maint: 64)	0.36	NA 27 FROM 1	T CC1								NA			NA	
		<u>                                     </u>		37 FROM													
West	From:	(1) (1)	I-664-W TO I		IDING R	OAD							NIA			NIA	
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
West	To: From:	I-66	54-W012B TO DO	OCK LAND	ING RO	AD-SOUT	ГН										
Ramp	City of Chesapeake	(Maint: 64)	0.10	NA									NA			NA	
004)	To:		131-8527 FROM		64 WEST	NORTH											
Vest	From:	I-66	64-W012A TO DO	OCK LAND	ING RO	AD-SOUT	ГН										
Ramp	City of Chesapeake		0.07	NA		5501							NA			NA	
'	To:	· · · ·		TO & FRO	OM DOC	2											
West	From:		I-664-W TO R					i									
Ramp	City of Chesapeake	(Maint: 64)	0.06	NA									NA			NA	
3037	То:		I-664-W013		8&460 E	AST											

Route	Jurisdiction	Length AADT	QA 4Tire	Rus	Truck Axle 3+Axle 1Trail 2Trail	OC	QK Dir Factor	AAWDT QW
West	From:	I-664-W013B TO 58,13	&460 EAST					
West 664 Ramp	City of Chesapeake (Maint: 64)	0.53 <b>NA</b>				NA		NA
	To:	US 58 TO ROUTE	664 EA					
West	From:	I-664-W013A TO 58,13	&460 EAST					
(664) Ramp	City of Chesapeake (Maint: 64)	0.10 <b>NA</b>			•	NA		NA
$\smile$	To:	US 58 FROM ROUTE 664	WESTNORTH					

							Опозаро									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				Dı	o CD 169									
(F144)	0.10	1200	R			В	ıs SR 168				NA			NA		04/28/200
		To				D	ead End									
		From				Т	intern St									
F <sub>145</sub> Bulldog Rd	0.06	840	G								NA			840	G	2010
<u> </u>		To				D	ead End									
O = 0:	0.40	From	<u> </u>			D	ead End							40	_	2012
F <sub>148</sub> Tennyson St	0.10	<b>40</b>	G			SD 100 C	reat Bridge	Dlvd			NA			40	G	2010
		From						Divu								
F <sub>150</sub> ) Libertyville Rd	0.34	1300	G			IV	Iullen Rd				NA			1300	G	2010
1 130) = 130		То				SR 166 I	Bainbridge 1	Blvd								
		From				So	uthway St									
F <sub>151</sub> Firman St	0.17	100	G								NA			100	G	2010
$\overline{}$		То				D	ead End									
$\sim$		From					lilitary High	nway								
F <sub>153</sub> Rotunda Ave	1.67	450	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.51	480	G	2010
$\frac{\circ}{\circ}$		To From					Portsmout									
F <sub>153</sub> Rotunda Ave	0.69	450	N	97%	1%	1%	1%	0%	0%	N	0.106	Ν	0.51	480	N	2010
<u> </u>		To				124-8540	) Greenwoo	d Dr								
Duran Ot	0.40	From	<u> </u>			D	orcas Rd							00	_	2040
F <sub>156</sub> Burns St	0.12	60 To	G			Г.	and End				NA			60	G	2010
_		From					ead End	1			_					
F336) Jolliff Rd	0.19	30	G			SR I	91 Jolliff R	1			NA			30	G	2010
F336) JOHITT Rd	0.10	To				D	ead End							00	Ū	2010
		From					ead End				İ					
F337) Branchview Way	0.47	60	G								NA			60	G	2010
$\overline{}$		To				SR 1	91 Jolliff R	d								
		From				SR 190 G	reat Bridge	Blvd								
F683 Blake St	0.32	840	G								NA NA			840	G	2010
		To					ead End									
Cinal Lana	0.40	From	<u> </u>			SR 190 G	reat Bridge	Blvd						000	_	2040
F <sub>684</sub> Finck Lane	0.13	690 To	G			Г	ead End				NA			690	G	2010
		From					ead End									
F <sub>808</sub> W Military Hwy	0.06	40	G			L	eau Enu				NA			40	G	2010
1000) 11 111111111111111111111111111111		То	Ť			US	58; FR-923									
		From				D	ead End									
F809)	0.65	100	G								NA			100	G	2010
		To				US 58	Military H	wy								
		From				US 13	Military H	wy								
F812 Ridgeway Ave	0.46	70	G								NA			70	G	2010
<u> </u>		To					ead End									
O 0 1 0	0.50	From				US 58	Military H	wy						00	_	0040
F <sub>923</sub> Snowden St	0.58	<b>20</b>	G			T	ead End				NA			20	G	2010
		From						1			<del>-  </del>					
1 Towne Point Rd	0.07	24000	G	96%	2%	1%	chland Blvo	1%	0%	F	0.086	F		26000	G	2010
1 Samo i Santi Nu	0.07	_ 7000 To	Ť	5070			1 70 131 NCL C			•	7.000	•		20000	5	2010
		From					rolina State									
2 Backwoods Rd	0.73	1600	G	99%	0%	0%	0%	0%	0%	С	0.107	F		1800	G	2010
$\overline{}$		To					6 Ballahack									
_		From			US	S 17 Georg	ge Washing	ton Hwy								
3 Douglas Rd	2.95	290	G	96%	2%	1%	1%	1%	0%	С	0.106	F	0.656	320	G	2010
· /		To				D	enefit Rd									

						City of t										
Route	Length	AADT	QA	4Tire	Bus		True			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From			т	one IIC 169	O Dottlefield	Dlad								
4 Indian Creek Rd	5.92	2300	G	96%	1%	1%	8 Battlefield 1%	1%	0%	С	0.101	F	0.529	2500	G	2010
4) 5755	0.02	To		00,0	. , ,		irginia Bead		0,0			•	0.020		•	
		From	•			Vo	lvo Pkwy				1					
5 Crossways Blvd	0.32	12000	G	99%	0%	0%	0%	0%	0%	С	0.096	F		13000	G	2010
<u> </u>		To	:			Eden	Way North									
$\sim$		From					nbriar Pkwy									
6 Woodlake Dr	0.23	25000	G	97%	1%	1%	0%	1%	0%	С	0.081	F		27000	G	2010
		10	1				eenbriar Pkv	vy								
7 Old Greenbriar Rd	0.43	11000	G	97%	1%		odlake Dr 0%	1%	0%	С	0.09	F		12000	G	2010
7 Old Greenbriar Rd	0.43	To		91 /0	1 /0		Military Hw		0 /6		0.09	-		12000	G	2010
		From					itary Hwy	,								
7 Old Greenbriar	0.46	4600	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.584	5000	G	2010
		To	<u> </u>			Prov	ridence Rd									
	• • •	From		000			lahack Rd	00.	601			_	0.55-		_	
8 Bunch Walnuts Rd	3.01	1300 <sub>To</sub>	G	99%	1%	0%	0%	0%	0%	С	0.128	F	0.699	1400	G	2010
		- 10	] .i				enefit Rd				<del></del>					
9 Paramont Ave	1.11	4900	G	98%	1%	WCI 1%	Va Beach 0%	0%	0%	С	0.110	F		5300	G	2010
9 Paramont Ave	1.11	4900 To		JU /0	1 /0		Military Hw		U /0		0.110	1		3300	J	2010
		From	:				enefit Rd				<del>-                                    </del>					
10) Sign Pine Rd	2.43	2400	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.72	2600	G	2010
		To	:	- / -			8 Battlefield									
		From	:		SR 16	58 Battlefie	eld Blvd, At	lantic Av	/e		1					
11) Campostella Rd	0.44	14000	G				<u> </u>				0.087	F		15000	G	2010
$\bigcup$		To				131-8640	Providence	Rd								
11) Campostella Rd	1.34	13000	G			101 0010	- 110 yraenee	Ttu			0.082	F		15000	G	2010
		To	:		S	R 246 Lib	erty St; Boro	ler Rd								
		From				SR 16	55 Cedar Rd									
12)	3.05	NA									NA			NA		
<u> </u>		To	:			SR 16	65 Cedar Rd									
O		From					n Branch Bl									
8524 Churchland Blvd	0.57	6600	G	99%	0%	1%	0%	0%	0%	С	0.080	F		7200	G	2010
<u> </u>		To From					ne Point Rd									
8524 Churchland Blvd	0.09	13000	G	99%	0%	1%	0%	0%	0%	F	NA			14000	G	2010
		To	1				Portsmouth									
Dook Landing Dil	0.07	From	<u> </u>	0007	001		1 Jolliff Rd		00/		0.007	_		F700	0	0040
Dock Landing Rd	0.27	5300	G	99%	0%	1%	0%	0%	0%	F	0.087	F		5700	G	2010
O Parilla II Di	0.00	From		0007	407		I-664	001	001	-	0400	_		0400		
8527 Dock Landing Rd	0.89	5600	G	99%	1%	0%	0%	0%	0%	С	0.103	F		6100	G	2010
<u> </u>		From					gle Hill Dr					_				
Dock Landing Rd	0.24	5100	G	99%	1%	0%	0%	0%	0%	F	0.101	F	0.622	5500	G	2010
<u> </u>		From					evon Dr									
Dock Landing Rd	2.23	5700	G	99%	0%	1%	0%	0%	0%	С	0.105	F		6100	G	2010
		To	1				ortsmouth E									
Domr	0.07	From			1	31-8527-S	000A FROM	M DO						NIA		
3527) Ramp	0.27	<b>NA</b>	:		I-66/ E	EROM D	OCK LAND	INGPO	ıΔD		NA			NA		
$\sim$									עניי		_					
		Err														
OF Ramp	U 28	From <b>NA</b>			1	31-852/-N	1000B FRO	M DO			NΔ			NΔ		
8527) Ramp	0.28	From NA	·						)AD		NA			NA		
	0.28		·		I-664-W	FROM D	OCK LANI	DING RO			NA			NA		
Ramp North Ramp	0.28	NA To			I-664-W	FROM D		DING RO			NA NA			NA NA		

ŀ	Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of	Chesapeake															
orth .		0.00	From:			131	1-8527 TO & FRO	M DOCK			<u> </u>					
3527) I	Ramp	0.03	NA To			121 0525	7 COOOD 121 0525	, p.epoM	DO		NA			NA		
							7-S000B; 131-8527		DO							
South .	_		From			131	1-8527 TO & FRO	M ROUT			<u> </u>					
8527) I	Ramp	0.05	NA								NA			NA		
$\stackrel{\smile}{=}$			To:				'-N000A; 131-852'									
South			From			131-8527	TO ROUTE 664	WESTNO	RTH							
3527) I	Ramp	0.05	NA To:								NA			NA		
$\subseteq$						13	31-8527-N000B FF	ROM DO								
			From				59 Pughsville Rd;									
8529) F	Pughsville Rd	0.85	9600	G	93%	1%	1% 2%	4%	0%	С	0.093	F		10000	G	2010
$\overline{}$			To:				I-664									
3529) F	Pughsville Rd	0.16	22000	G	98%	1%	1% 1%	0%	0%	С	NA			24000	G	201
			To:				131-8530; Taylo									
<u> </u>			From				Pughsville R								_	
3529)	Taylor Rd	1.65	16000	G	98%	1%	1% 1%	0%	0%	F	NA			17000	G	201
			To:	<u> </u>			S 17 Western Bran									
$\bigcirc$			From:			13	31-8529-S000A TO	ROUT								
3529) F	Ramp	0.09	NA								NA_			NA		
$\overline{}$			To:	<u> </u>		I-664-E	FROM PUGHS	ILLE ROA	AD .							
North			From			131-8529	9 TO ROUTE 664	EASTSOU	TH							
8529) F	Ramp	0.07	NA								NA			NA		
			To:			13	31-8529-S000A TO	ROUT								
lorth			From			131-8529	TO ROUTE 664	WESTNO	RTH							
	Ramp	0.19	NA								NA			NA		
											INA			11/7		
			To:			I-664-W	V FROM PUGHS	/ILLE ROA	AD					14/3		
									AD					10/1		
South	Ramp		From				V FROM PUGHSV 1-8529 TO & FRO		AD							
South	Ramp	0.05	To			131	1-8529 TO & FRO	M ROUT			NA NA			NA		
South 8529	Ramp		From			131 131-8529	1-8529 TO & FRO 9-N000A; 131-852	M ROUT 9- A TO RO	DUT							
South 8529 I		0.05	From:  NA  To:			131 131-8529	1-8529 TO & FRO	M ROUT 9- A TO RO	DUT		NA			NA		
South South	Ramp		From: NA To:			131-8529 131-8529	1-8529 TO & FRO 9-N000A; 131-852 9 TO ROUTE 664	M ROUT 9- A TO RO WESTNO	OUT RTH							
South South		0.05	To:  From:  NA  To:  From:  NA  To:			131-8529 131-8529 I-664-W	1-8529 TO & FRO 2-N000A; 131-852 2 TO ROUTE 664 V FROM PUGHSV	M ROUT 9- A TO RO WESTNOR	OUT RTH		NA			NA		
South 8529   South	Ramp	0.05	From: NA To: From: NA To:		009/	131-8529 131-8529 I-664-W	0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout	M ROUT 9- A TO RO WESTNOD VILLE ROA h Blvd	DUT RTH		NA NA NA			NA NA		201
South (3529)   South (3529)		0.05	To:  From:  NA  To:  From:  NA  To:	G	99%	131-8529 131-8529 I-664-W	1-8529 TO & FRO 2-N000A; 131-852 2 TO ROUTE 664 V FROM PUGHSV	M ROUT 9- A TO RO WESTNOR	OUT RTH	C	NA	F		NA	G	2010
South (3529) I (3530) -	Ramp Taylor Rd	0.05	From: NA To: From: NA To: 24000			131-8529 131-8529 1-664-W	0-8529 TO & FRO 0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd	M ROUT 9- A TO RO WESTNOR VILLE ROA h Blvd 0%	OUT RTH AD 0%		NA NA NA O.090			NA NA 26000		
South 8529   South 8529   South 8530   South	Ramp	0.05	From: NA To: NA To: 24000 23000	G	99%	131-8529 131-8529 1-664-W	0-8529 TO & FRO 0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd 0% 0%	M ROUT 9- A TO RO WESTNOR VILLE ROA h Blvd 0%	DUT RTH	C	NA NA NA	F		NA NA	G G	
South 8529   South 8529   South 8530   South	Ramp Taylor Rd	0.05	From: NA To: From: NA To: 24000			131-8529 131-8529 1-664-W	0-8529 TO & FRO 0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd	M ROUT 9- A TO RO WESTNOR VILLE ROA h Blvd 0%	OUT RTH AD 0%		NA NA NA O.090			NA NA 26000		
South 8529   South 8529   South 8530 -	Ramp Taylor Rd Taylor Rd	0.05	From: NA To: NA To: 24000 23000			131-8529 131-8529 1-664-W	0-8529 TO & FRO 0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd 0% 0%	M ROUT 9- A TO RO WESTNOR VILLE ROA h Blvd 0%	OUT RTH AD 0%		NA NA NA O.090			NA NA 26000		
South (3529)   South (3529)   South (3530)   South	Ramp Taylor Rd	0.05	From: NA To: Prom: NA To: 24000 To: 23000 To:			131-8529 131-8529 1-664-W	P-N000A; 131-852 P-N000A; 131-852 P-TO ROUTE 664 V FROM PUGHS\(\text{SR}\) 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi	M ROUT 9- A TO RO WESTNOR VILLE ROA h Blvd 0%	OUT RTH AD 0%		NA NA NA O.090		0.63	NA NA 26000		201
South 8529   South 8529   South 8530 -	Ramp Taylor Rd Taylor Rd	0.05 0.29 1.70 0.29	From: NA To: Prom: NA To: 24000 To: 23000 To: From: Fr	G	99%	131-8529 131-8529 1-664-W 0%	0-8529 TO & FRO 0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSS SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd	M ROUT  9- A TO RO WESTNOI  //ILLE RO/ h Blvd 0%  0%  lle Rd	OUT RTH AD 0%	F	NA NA NA 0.090 0.095	F	0.63	NA NA 26000 25000	G	2010
South 8529   South 8529   South 8530 -	Ramp Taylor Rd Taylor Rd	0.05 0.29 1.70 0.29	From: NA To: Prom: NA To: 24000 To: From: 1800	G	99%	131-8529 131-8529 1-664-W 0%	P-N000A; 131-852 P-N000A; 131-852 P-TO ROUTE 664 V FROM PUGHS\(\text{SR 337 Portsmout}\) 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0%	M ROUT  9- A TO RO WESTNOI  //ILLE RO/ h Blvd 0%  0%  lle Rd	OUT RTH AD 0%	F	NA NA NA 0.090 0.095	F	0.63	NA NA 26000 25000	G	201
South (1952)   South	Ramp Taylor Rd Taylor Rd	0.05 0.29 1.70 0.29	To:  From:  NA  To:  From:  Prom:  24000  To:  23000  To:  1800  To:	G	99%	131-8529 131-8529 1-664-W 0%	0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Brar	M ROUT  9- A TO RO WESTNOI  //ILLE RO/ h Blvd 0%  0%  lle Rd	OUT RTH AD 0%	F	NA NA NA 0.090 0.095	F	0.63	NA NA 26000 25000	G	201
South    Ramp Taylor Rd Taylor Rd Dunedin Dr	0.05 0.29 1.70 0.29	From: NA To: From: NA To: 24000 To: 23000 To: From: 1800 To: From:	G G	99%	131-8529 131-8529 1-664-W 0% 0% U	0-N000A; 131-852 0 TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S17 Western Brar	M ROUT  9- A TO RO WESTNOI  7/ILLE RO h Blvd  0%  0%  1lle Rd  0%  nch Blvd	OW 0%	F C	NA NA 0.090 0.095 0.086	F	0.63	NA NA 26000 25000	G G	2010	
South    Ramp Taylor Rd Taylor Rd Dunedin Dr	0.05 0.29 1.70 0.29 0.99	From: NA To:  Prom: NA To:  24000  From: 1800 To:  12000 To:  From: 17000 To:  From: 17000 To:  From: 17000 To:  From: 17000 To:	G G	99%	131-8529 131-8529 1-664-W 0% 0% U	P-N000A; 131-852 P-N000A; 131-852 P-N000A; 131-852 P-N000A; 131-852 P-N000TE 664  V-FROM PUGHSV SR 337 Portsmout 0% 0%  Bruce Rd 0% 0% 131-8529 Pughsvi  Taylor Rd 1% 0% S 17 Western Brat  Taylor Rd 0% 2%  Tyre Neck R Bruce St	M ROUT  9- A TO RO WESTNOI  7/ILLE RO h Blvd  0%  0%  1lle Rd  0%  nch Blvd  0%	OW 0%	F C	NA NA NA 0.090 0.095 0.086 0.089	F	0.63	NA NA 26000 25000 1900	G G	2010	
south south   5553)	Ramp Taylor Rd Taylor Rd Dunedin Dr	0.05 0.29 1.70 0.29	From: NA To:  From: NA To:  24000  From: 23000 To:  1800 To:  12000 To:  To:  To:  To:  To:  To:  To:  T	G G	99%	131-8529 131-8529 1-664-W 0% 0% U	P-8529 TO & FRO P-N000A; 131-852 P TO ROUTE 664 W FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Bran Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0%	M ROUT  9- A TO RO WESTNOI  7/ILLE RO h Blvd  0%  lle Rd  0%  ach Blvd  0%  d  0%	OW 0%	F C	NA NA 0.090 0.095 0.086	F	0.63	NA NA 26000 25000	G G	2010
South    Ramp Taylor Rd Taylor Rd Dunedin Dr	0.05 0.29 1.70 0.29 0.99	From: NA To:  Prom: NA To:  24000  From: 1800 To:  12000 To:  From: 17000 To:  From: 17000 To:  From: 17000 To:  From: 17000 To:	G G G	99%	131-8529 131-8529 1-664-W 0% 0% U	P-N000A; 131-852 P-N000A; 131-852 P-N000A; 131-852 P-N000A; 131-852 P-N000TE 664  V-FROM PUGHSV SR 337 Portsmout 0% 0%  Bruce Rd 0% 0% 131-8529 Pughsvi  Taylor Rd 1% 0% S 17 Western Brat  Taylor Rd 0% 2%  Tyre Neck R Bruce St	M ROUT  9- A TO RO WESTNOI  7/ILLE RO h Blvd  0%  lle Rd  0%  ach Blvd  0%  d  0%	OW O%	F C	NA NA NA 0.090 0.095 0.086 0.089	F F	0.63	NA NA 26000 25000 1900	G G	2010	
outh   Outh   S529   I   S530   S531   I   S532   I   S532   S532   S533   S533	Ramp Taylor Rd Taylor Rd Dunedin Dr Bruce Rd Tyre Neck Rd	0.05 0.29 1.70 0.29 0.99	From: NA To:  Prom: NA To:  24000  From: 1800 To:  12000 To:  From: 17000 To:  From: 17000 To:  From: 17000 To:  From: 17000 To:	G G G	99%	131-8529 131-8529 1-664-W 0% 0% U	P-8529 TO & FRO P-N000A; 131-852 P TO ROUTE 664 W FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Bran Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0%	M ROUT  9- A TO RO WESTNOI  7/ILLE RO h Blvd  0%  lle Rd  0%  ach Blvd  0%  d  0%	OW O%	F C	NA NA NA 0.090 0.095 0.086 0.089	F F	0.63	NA NA 26000 25000 1900	G G	2010
outh outh   5529	Ramp Taylor Rd Taylor Rd Dunedin Dr	0.05 0.29 1.70 0.29 0.99	From: NA To: From: NA To: 24000 To: 1800 From: 12000 To: 11000 To:	G G G	99%	131-8529 131-8529 1-664-W 0% 0% U	D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Brar Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0% WCL Portsmo	M ROUT  9- A TO RO WESTNOI  7/ILLE RO h Blvd  0%  lle Rd  0%  ach Blvd  0%  d  0%	OW O%	F C	NA NA NA 0.090 0.095 0.086 0.089	F F	0.63	NA NA 26000 25000 1900	G G	2010
South South S5529   S5530 - S5530 - S5530   S5	Ramp Taylor Rd Taylor Rd Dunedin Dr Bruce Rd Tyre Neck Rd	0.05 0.29 1.70 0.29 0.99 1.54 1.26	From: NA To: From: NA To:  24000 To:  1800 From: 12000 To: From: 11000 To: From: Fro	G G G	99% 98% 97%	131-8529 131-8529 1-664-W 0% 0% U 0%	D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-TO ROUTE 664 V FROM PUGHSV SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Brar Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0% WCL Portsmo	M ROUT  9- A TO RO WESTNOI  VILLE RO/ h Blvd  0%  O%  ch Blvd  0%  dd  0%  dd  0%  uth	OW O% O%	F C C	NA N	F F	0.63	NA NA 26000 25000 1900 14000 11000	G G G	201
South    Ramp Taylor Rd Taylor Rd Dunedin Dr Bruce Rd Tyre Neck Rd	0.05 0.29 1.70 0.29 0.99 1.54 1.26	From: NA To: From: NA To: 24000 To: 23000 To: 1800 From: 12000 To: 11000 To: From: 5200	G G G	99% 98% 97%	131-8529 131-8529 1-664-W 0% 0% U 0%	D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Brar Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0% WCL Portsmo Gust Lane 1% 0% SCL Portsmout	M ROUT  9- A TO RO WESTNOI  VILLE RO h Blvd  0%  1lle Rd  0%  1ch Blvd  0%  d  0%  uth	OW O% O%	F C C	NA N	F F	0.63	NA NA 26000 25000 1900 14000 11000	G G G	201	
South   S5529   S5530   S5530   S5532   S5522	Ramp Taylor Rd Taylor Rd  Dunedin Dr  Bruce Rd  Tyre Neck Rd  Deep Creek Blvd	0.05  0.29  1.70  0.29  0.99  1.54  1.26  0.60	From: 1800 12000 11000 11000 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200	G G G G	99% 98% 97% 99%	131-8529 131-8529 1-664-W 0% 0% 0% 0% 0%	D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Brar Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0% WCL Portsmo Gust Lane 1% 0% SCL Portsmot US 460 22nd	M ROUT  9- A TO RO WESTNOI  VILLE ROA h Blvd 0%  Ulle Rd  0% ch Blvd 0% d  0% uth 0%	OW O% O%	F C C C	NA N	F F F		NA NA 26000 25000 1900 14000 11000	G G G	2010 2010 2010 2010
South   S5529   S5530   S5530   S5532   S5522   S5522   S5522   S5522   S5522   S5522   S5522   S5522   S5522	Ramp Taylor Rd Taylor Rd Dunedin Dr Bruce Rd Tyre Neck Rd	0.05 0.29 1.70 0.29 0.99 1.54 1.26	From: NA To: Prom: NA To: Prom: 124000 To: Prom: 1800 To: Prom: 11000 To: From: 11000 To: From: 11000 To:	G G G	99% 98% 97%	131-8529 131-8529 1-664-W 0% 0% U 0%	D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Brar Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0% WCL Portsmo Gust Lane 1% 0% SCL Portsmout US 460 22nd 1% 4%	M ROUT  9- A TO RO WESTNOI  VILLE ROA h Blvd 0%  1lle Rd  0% ach Blvd  0% d  0% tth  St 2%	OW O% O%	F C C	NA N	F F	0.63	NA NA 26000 25000 1900 14000 11000	G G G	2010 2010 2010 2010
South	Ramp Taylor Rd Taylor Rd  Dunedin Dr  Bruce Rd  Tyre Neck Rd  Deep Creek Blvd	0.05  0.29  1.70  0.29  0.99  1.54  1.26  0.60	From: 1800 1000 11000 1500 11000 1000 1000 10	G G G G	99% 98% 97% 99%	131-8529 131-8529 1-664-W 0% 0% 0% 0% 0%	P-N000A; 131-852 P-N000	M ROUT  9- A TO RO WESTNOI  7ILLE RO h Blvd 0% lle Rd  0% ach Blvd 0% d  0% d  0% tth St 2% c	OW O% O%	F C C C	NA N	F F F		NA NA 26000 25000 1900 14000 11000	G G G	2010 2010 2010 2010
South    Ramp Taylor Rd Taylor Rd  Dunedin Dr  Bruce Rd  Tyre Neck Rd  Deep Creek Blvd	0.05  0.29  1.70  0.29  0.99  1.54  1.26  0.60	From: 1800 12000 11000 11000 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200 15200	G G G G	99% 98% 97% 99%	131-8529 131-8529 1-664-W 0% 0% 0% 0% 0%	D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 D-N000A; 131-852 SR 337 Portsmout 0% 0% Bruce Rd 0% 0% 131-8529 Pughsvi Taylor Rd 1% 0% S 17 Western Brar Taylor Rd 0% 2% Tyre Neck R Bruce St 0% 0% WCL Portsmo Gust Lane 1% 0% SCL Portsmout US 460 22nd 1% 4%	M ROUT  9- A TO RO WESTNOI  7ILLE RO h Blvd 0% lle Rd  0% ach Blvd 0% d  0% d  0% tth St 2% c	OW O% O%	F C C C	NA N	F F F		NA NA 26000 25000 1900 14000 11000	G G G	2010 2010 2010 2010 2010 2010	

						City of Chesape	аке								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			1												
8596) Rosemont Ave	0.13	1100	G	82%	1%	Bank Street 2% 2%	13%	0%	F	0.105	F	0.81	1200	G	2010
Rosemont Ave	0.10	To	$lue{}$	02 /0	1 /0	Hill Street	1370	070	'	0.103	'	0.01	1200	J	2010
$\overline{}$		From				Hill St									
8596 Rosemont Ave	0.37	1500	G	82%	1%	2% 2%	13%	0%	С	0.106	F	0.715	1600	G	2010
		То				US 460 Bainbridge				_					
Chananaska Dr	0.45	2900	G	98%	1%	US 460 Bainbridge	Blvd 0%	0%	С	0.090	F		3100	G	2010
Chesapeake Dr	0.43	<b>2900</b> To		90%	170	Chesapeake Av		0%	C	0.089	Г		3100	G	2010
		From	:			Buell St									
8598) Freeman Ave	0.65	5000	G	61%	0%	3% 8%	28%	0%	С	0.102	F		5400	G	2010
		To				I-464									
8598) Freeman Ave	0.25	8400 From	G	61%	0%	3% 8%	28%	0%	F	0.089	F		9100	G	2010
5559		To	:			US 460 Bainbridge	Blvd								
		From	:		131-859	8 I-464-S003A TO A	ND FRO	M I-							
3598) Ramp	0.13	NA								NA			NA		
<u> </u>		To	•		I-4	64-S FROM FREEM	IAN Ave								
$\bigcirc$		From			131-8598	I-464-N003A FROM	AND T	O RT							
8598) Ramp	0.13	NA To								NA			NA		
<u> </u>						64-N FROM FREEN									
Counties Dhad	4.04	From	<u> </u>	000/		US 13 & 460 Militar		00/		0.000	_		40000	_	2040
Cavalier Blvd	1.24	9600 To	G	93%	1%	1% 4% SCL Portsmouth	2%	0%	С	0.089	F		10000	G	2010
		From								_					
8601) Deep Creek Blvd	0.94	3200	G	97%	1%	US 13 & 460 Militar 1% 0%	у нwу 0%	0%	С	0.092	F		3500	G	2010
8601) 2 cop crock 2.10	0.0 .	То	:	0.70	.,,	Gust Lane	0,0	0,0			•		0000		_0.0
$\sim$		From				Deep Creek Blv									
Gust Lane	0.44	6200 <sub>To</sub>	G	99%	0%	0% 0%	0%	0%	С	0.085	F		6800	G	2010
		From	]			SCL Portsmouth									
Renz) Camelot Blvd	0.59	8200	G	98%	1%	Sir Galahad Dr 1% 0%	0%	0%	С	0.085	F	0.594	8900	G	2010
8602) Camelot Blvd	0.55	0200		30 76	1 /0			076		0.003	'	0.554	0300	J	2010
8602) Camelot Blvd	0.32	5200	G	93%	1%	Deep Creek Blv 1% 4%	d 2%	0%	F	0.088	F	0.606	5600	G	2010
8602) Camelot Blvd	0.32	<b>J200</b> To		93 /0		S 17 George Washing		0 /6		0.000	-	0.000	3000	G	2010
		From	: :			US 13 & 460 Militar				+					
8604) Galberry Rd	2.41	3100	G	97%	1%	1% 0%	0%	0%	С	0.104	F		3400	G	2010
,		To			TIC	S 17 George Washing	ton Univ								
Shell Rd	0.87	5300 From	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.599	5700	G	2010
8004)		То									-				
Shell Rd	0.81	4600	G	99%	1%	Firman St 1% 0%	0%	0%	С	0.105	F		5000	G	2010
8004) 6.18.174	0.0.	To	.—	0070	. , ,		0,0	0,0			•		0000		
8604) Shell Rd	1.12	3100	G	98%	1%	Canal Dr 1% 0%	0%	0%	F	0.113	F	0.702	3300	G	2010
Shell Rd	1.12	То	Ť	3070		US 13 & 460 Militar		070	•		•	0.702	0000	Ü	2010
		From	:			Shell Rd				i					
8605) Canal Dr Ext	0.51	6000	G	96%	1%	2% 0%	0%	0%	С	0.102	F		6600	G	2010
		То	:		Ì	US 13 & 460 Militar	y Hwy								
		From			US	460, SR 166 Bainbri	dge Blvd								
Portlock Rd	0.89	6100	G	97%	1%	1% 0%	0%	0%	С	0.096	F		6600	G	2010
		То	1			Campostella Ro	1								
<u> </u>		From				Providence Rd		26:			_				
Dunbarton Rd	0.06	2600	G	99%	1%	0% 0%	0%	0%	F	0.082	F		2800	G	2010
		From			_	Longdale Cresce		_							
8635 Dunbarton Rd	0.18	1500	G	99%	1%	0% 0%	0%	0%	С	0.093	F	0.593	1600	G	2010
<u> </u>		To From				Crown Crescen									
8635 Dunbarton Rd	0.16	650	G	99%	1%	0% 0%	0%	0%	F	0.107	F	0.504	710	G	2010
$\smile$		To	1			Longdale Cresce	nt								

						City of C	chesape	eake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake							•									
		From					ostella Ro									
(8640) Providence Rd	1.55	17000	G	98%	1%	1%	0%	0%	0%	F	0.1	F		18000	G	2010
		To From				An	gora Dr									
8640) Providence Rd	0.99	18000	G	98%	1%	1%	0%	0%	0%	С	0.104	F		19000	G	2010
$\bigcirc$		To				WCL V	irginia Bea	ach								
		From	:			Mili	tary Hwy									
8645) Sparrow Rd	0.23	5300	G	98%	1%	1%	0%	0%	0%	F	NA			5700	G	2010
		To					· 1 D 1									
8645) Sparrow Rd	0.84	11000	G	98%	1%	1%	idence Rd 0%	0%	0%	С	NA			12000	G	2010
Sparrow Rd	0.04	11000		90 /0	1 /0	1 /0	076	0 /6	076	C	INA			12000	G	2010
$\widehat{}$		From					n River Ro									
(8645) Sparrow Rd	0.57	3700	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.594	4000	G	2010
<u> </u>		To	-			Little	Beaver Ro	d								
8645) Sparrow Rd	0.28	1800 From	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.525	2000	G	2010
		To	:			Gol	dcrest Dr									
		From	:			SR 168 C	ampostell	a Rd								
8647) Border Rd	0.47	4700	G	97%	2%	1%	0%	0%	0%	С	0.097	F		5100	G	2010
Border Rd	0.47	-77 OO	Ť	31 70	2.70		gfield Ave		070		0.007	•		3100	O	2010
		From	:				rder Rd									
8647) Wingfield Ave	0.08	2500	G	97%	2%	1%	0%	0%	0%	F	0.112	F	0.565	2800	G	2010
		To														
Min of ald Aug	0.40	From		000/	20/		2 Berkley .		00/	_	0.400		0.500	4000		2046
8647) Wingfield Ave	0.48	1800	G	96%	2%	1%	1%	0%	0%	С	0.103	F	0.532	1900	G	2010
		From	:				nstown Ro									
8647 Tatemstown Rd	0.34	3800	G	98%	1%	1%	gfield Ave 0%	0%	0%	С	0.095	F		4100	G	2010
1 atemstown Rd	0.54	To	_	30 /0	1 /0		ndian Rive		070		0.033	•		4100	G	2010
<u> </u>	4.40	From	<u> </u>	000/		Bus SR 168			00/			_		0000	_	0040
8648 Albemarle Dr	1.19	6000 <sub>To</sub>	G	99%	0%	0%	0%	0%	0%	С	0.119	F		6600	G	2010
		10	•			Ce	dar Rd									
		From	:			Mt	Pleasant									
(8649) Woodford Dr	0.28	290	G	95%	3%	1%	0%	0%	0%	С	0.104	F	0.514	320	G	2010
<u> </u>		To	:			Roy	al Oak Dr									
		From	:			Wa	lnut Ave									
8650) Cornick Ave	0.14	820	G	98%	1%	0%	0%	0%	0%	F	0.099	F	0.634	890	G	2010
		To				01	1 4				_					
8650 Cornick Ave	0.60	1100	G	98%	1%	0%	nder Ave 0%	0%	0%	С	0.102	F	0.667	1200	G	2010
(8650) Cornick Ave	0.00	To		90 /0	1 /0			0 /6	0 /0	C	0.102		0.007	1200	G	2010
							irrow Rd				<u> </u>					
O		From					uglas Rd					_			_	
8653) West Rd	0.79	250	G	97%	1%	1%	0%	0%	0%	F	0.1	F	0.893	270	G	2010
<u> </u>		To				Be	nefit Rd									
8653) West Rd	5.27	1200	G	97%	1%	1%	0%	0%	0%	С	0.097	F	0.526	1300	G	2010
		To	:				ominion E	Blvd								
		From	:				nefit Rd									
8655) Shillelagh Rd	6.96	690	G	97%	1%	1%	0%	0%	0%	С	0.116	F	0.634	750	G	2010
Shillelagh Rd	0.00	То		01 70	170		ominion E		070			•	0.004	700	Ü	2010
											+					
Demotit Dat	4.00	From		0501		3us US 168			00/			_	0.070	4.400	^	0045
8656 Benefit Rd	1.96	1300	G	95%	3%	1%	1%	0%	0%	С	0.13	F	0.673	1400	G	2010
		To From				Sigr	Pine Rd									
8656) Benefit Rd	1.92	2000	G	95%	3%	1%	1%	0%	0%	F	0.116	F	0.521	2200	G	2010
$\bigcirc$		To	_			Yah	etown D.1				—					
8656 Benefit Rd	2 16	1000	G	98%	1%	1%	stown Rd 0%	0%	0%	С	0 117	F	0 661	1100	G	2010
8656 Benefit Rd	3.16	To		30%	1 70		uglas Rd	U-/0	U70	U	0.117	۲	0.661	1100	G	2010
			<u> </u>								<u></u>					
O 211111		From					Atlantic A				<u> </u>					
(8657) Old Atlantic Ave	0.07	5300	_N_	98%	1%	1%	0%	0%	0%	N	<u>N</u> A			5800	N	2010
$\overline{}$		То	:			Pa	ırk Ave									

						City of t	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From														
Old Atlantic Ave	0.24	5300	G	98%	1%	1%	ark Ave 0%	0%	0%	F	NA			5800	G	2010
8657) Cascade Blvd	0.41	860 From	G	98%	1%	1%	6 Liberty S 0%	0%	0%	F	0.1	F	0.58	940	G	2010
			<u> </u>				dina Ave									
8658 Booker St	0.58	970 To	G	97%	2%	1%	0% reat Bridge	0%	0%	С	0.153	F	0.725	1100	G	2010
		From	1				Battlefield				1					
8661 Centerville Tpke	3.76	6400	G	96%	2%	1%	1%	0%	0%	С	0.134	F		7000	G	2010
8661) Centerville Tpke	1.03	8800 From	G	96%	2%	Etheridg 1%	ge Manor B 1%	lvd 0%	0%	F	0.104	F		9500	G	2010
<u> </u>		To From					ntress Rd									
8661 Centerville Tpke	1.14	9200	G	98%	1%	1% SR 165 I	1% Mt Pleasant	0%	0%	С	0.104	F		10000	G	2010
8661) Centerville Tpke	1.25	16000	G	96%	1%	2%	1%	0%	0%	F	0.101	F		17000	G	2010
· .		To					Butts Statio									
8661) Centerville Tpke	0.46	9100	G	96%	1%	2%	Station Rd	0%	0%	С	0.102	F		9900	G	2010
		From					05 Elbow F bow Rd	Rd								
8661 Centerville Tpke	1.76	8200 <sub>то</sub>	G	96%	1%	2%	1% Va Beach	0%	0%	F	NA			8900	G	2010
		From					Kempsville	Rd			i					
Green Tree Rd	0.73	<b>7200</b>	G	99%	0%	0%	0% Grove Rd	0%	0%	С	0.105	F		7900	G	2010
		From					Battlefiel	d Blvd								
Oak Grove Rd	0.86	7600 To	G	98%	0%	0% Gree	n Tree Rd	1%	0%	С	0.095	F		8300	G	2010
		From					nefit Rd				ĺ					
Johnstown Rd	5.94	<b>3400</b>	G	98%	1% E	1%	0% Battlefield	0% d Blvd	0%	С	0.095	F		3700	G	2010
		From					nstown Rd									
8664) Woodbridge Dr	0.19	940	G	99%	0%	1%	0%	0%	0%	С	0.107	F	0.664	1000	G	2010
$\overline{}$		To					arfield Dr									
8664) Briarfield Dr	0.68	2600	G	98%	0%	1%	dbridge Dr 0%	0%	0%	С	0.113	F	0.547	2800	G	2010
0004) =		To					5 Cedar Rd									
		From				Prov	ridence Rd									
8665 Dunbarton Rd	0.65	6200	G	98%	1%	1%	0%	0%	0%	С	0.115	F		6800	G	2010
<u> </u>		To From					Military H	_								
665 Greenbrier Pkwy	0.28	32000	G	98%	0%	1%	1%	0%	0%	F	NA			35000	G	2010
<u> </u>		From					odlake Dr			_						
Greenbrier Pkwy	0.22	55000	G	98%	0%	1%	1% I-64	0%	0%	F	NA ———			59000	G	2010
Greenbrier Pkwy	0.94	76000	G	98%	0%	1%	1%	0%	0%	F	NA			83000	G	2010
8665 Greenbrier Pkwy	0.42	42000	G	98%	0%	1%	len Way 1%	0%	0%	F	NA			46000	G	2010
		From					lvo Pkwy		96:							
Greenbrier Pkwy	1.78	27000	G	98%	0%	1% SR 1901	1% Kempsville	0% : Rd	0%	С	0.094	F		29000	G	2010
8665) Butts Station Rd	2.08	12000	G	98%	0%	1%	1%	0%	0%	F	0.105	F		13000	G	2010
		To					Centerville									
East		From				131-8665	ΓΟ RT 64 I	EAST								
(8665) Ramp	0.35	NA									NA			NA		
$\smile$		To		I-64-I	E289X F	ROM GRI	EENBRIE	R PARKV	VAY EAS							

						City of C	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:	1		1	121 0005 T	O DT (4.1	VECT								
East 8665) Ramp	0.19	NA	<u> </u>			131-8665 T	O K1 64 V	VEST			NA			NA		
0003) * ********************************		To		I-64	4-W289X	K FROM G	REENBR	IER PAR	KWAY							
West		From			1	131-8665 T	O RT 64 I	EAST			1					
8665) Ramp	0.20	NA									NA			NA		
$\bigcirc$		To:		I-64-E	E289X FI	ROM GRE	ENBRIEF	R PARKV	VAY WES							
West		From:			1	131-8665 T	O RT 64 V	VEST								
8665) Ramp	0.38	NA									NA			NA		
$\overline{}$		To:		I-64-V	V289X F	ROM GRE	ENBRIE	R PARKV	VAY WES							
$\bigcirc$		From:					Va Beach									
Blackwater Rd	2.62	2700	G	93%	1%	1%	3%	2%	0%	С	0.092	F		3000	G	2010
		From:					s Airfield I kwater Rd	₹d			-					
8667) Fentress Airfield	Rd 0.15	4500	G	85%	2%	9%	1%	2%	0%	С	0.1	F		4900	G	2010
0007)		To:					It Pleasant				TÎ.	•			-	
		From			В	Bus SR 168	Battlefield	1 Blvd								
Hickory Rd East	0.81	4000	G	94%	3%	2%	0%	0%	0%	С	0.173	F		4300	G	2010
, ,		To					rville Tpke									
8668) Head Of River Ro	d 4.89	1800	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.625	1900	G	2010
0000 11000 01 11101 11		To:	Ť	-0/0	.,0		irginia Bea		2,3			•		.000	-	_5.0
		From			R	Bus SR 168										
8674) Ashley Rd	0.42	3600	G	98%	1%	1%	0%	0%	0%	С	0.114	F	0.61	3900	G	2010
		To:				SR 165 N	It Pleasant	Rd								
		From	:			Camp	ostella Rd									
8695) Lindale Dr	0.70	3200	G	99%	0%	0%	0%	0%	0%	С	0.087	F		3400	G	2010
		To:				DeF	Baun Ave									
O = = .		From					idale Dr					_		.=	_	
DeBaun Ave	0.33	4100	G	98%	0%	0%	0%	0%	0%	С	0.084	F	0.561	4500	G	2010
							attlefield I									
Volvo Plant	0.20	From:	G	00%	00/		wood Circ		00/		0.094	_	0.552	020	C	2010
Volvo Pkwy	0.30	850	<u> </u>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.553	930	G	2010
<u> </u>		From					yron St				<u> </u>					
8717) Volvo Pkwy	0.26	8800	G	99%	0%	0%	0%	0%	0%	С	0.096	F		9600	G	2010
		To: From:				Indeper	dence Pky	vy								
8717) Volvo Pkwy	0.25	14000	G	99%	0%	0%	0%	0%	0%	F	0.098	F		15000	G	2010
<u> </u>		To:			В	Bus SR 168	Battlefield	d Blvd								
8717) Volvo Pkwy	1.38	26000	G	98%	0%	1%	0%	1%	0%	С	0.093	F		28000	G	2010
<u> </u>		To				Green	brier Pkwy	7			$\neg$ —					
8717) Volvo Pkwy	0.45	23000	G	98%	0%	1%	0%	1%	0%	F	0.102	F		24000	G	2010
		To:				Ed	en Way									
O		From				306 Eden W										
8717) Volvo Pkwy	1.49	25000	G	98%	0%	1%	0%	1%	0%	F	0.106	F		28000	G	2010
		To					ad End									
Coffman Divis	0.70	From:	<u> </u>	070/	407		landing Rd		00/			_	0.500	0000	0	0046
8757 Coffman Blvd	0.70	1800 <sub>To</sub> .	G	97%	1%	1% SR 337 Pc	0%	0%	0%	С	0.110	F	0.562	2000	G	2010
Compostella Dd	4 0 4	From:	<u> </u>	000/		SR 190 Gr			00/		0.002	_		9000	C	2040
(8763) Campostella Rd	1.34	8100	G	98%	1%	1%	0%	0%	0%	С	0.092	F		8900	G	2010
0 0 1 1 5 1		From:	<u> </u>	0=0:			Military H							4=0		
8763 Campostella Rd	1.06	16000	G	95%	1%	1%	1%	1%	0%	С	0.087	F		17000	G	2010
~		To	<u> </u>				attlefield I									
		From	لب	0001	401		ainbridge l		001	^	0.155	_	0.555	4700	_	00:
8771) Virginia Ave	0.50	1500 To:	G	98%	1%	1%	0%	0%	0%	С	0.130	F	0.565	1700	G	2010
		To:	1			( 'hocce					1					
$\bigcup$		From:					peake Ave	;								
(8771) Chesapeake Ave	1.12	3700	G	96%	2%		ginia Ave 0%	0%	0%	С	0.101	F		4000	G	2010

						City of C	hesapeake								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From													
Chesapeake Ave	0.41	2600	G	96%	2%	1%	k Ave 0% 0%	0%	F	0.104	F		2800	G	2010
8771) Chesapeake Ave	0.41	<b>2000</b>		30 /0	2 /0		oindexter St	070	-	0.104	'		2000	G	2010
		From								1					
8776) Park Ave	0.27	1600	G	97%	1%		inbridge Blvd 1% 0%	0%	С	0.097	F	0.569	1700	G	2010
Park Ave	0.37	1600	<u> </u>	97%	170	1%	1% 0%	0%	C	0.097	Г	0.568	1700	G	2010
<u> </u>		From				Chesap	eake Ave								
<sub>8776</sub> ) Park Ave	0.35	4500	G	97%	1%	1%	1% 0%	0%	F	0.097	F	0.6	4900	G	2010
<u> </u>		To	:			Old Atl	antic Ave								
		From				Dea	nd End								
8778) Barnes Rd	0.45	1400	G	74%	0%	4%	3% 19%	0%	С	0.127	F		1500	G	2010
$\bigcirc$		To	:			US 460 Ba	inbridge Blvd								
		From	:		US	17 George	Washington Hwy								
8796) Ballahack Rd	11.72	800	G	97%	0%	1%	1% 0%	0%	С	0.104	F	0.798	870	G	2010
		т-	.—							_					
O Dellahaali Del	0.40	From	<u> </u>	070/	00/		efield Blvd	00/		0.404	N.I.	0.700	0500		2040
8796 Ballahack Rd	0.10	5900 <sub>To</sub>	G	97%	0%	1%	1% 0%	0%	F	0.104	N	0.798	6500	G	2010
_		10	<u> </u>			SK 168 Ba	ttlefield Blvd								
$\overline{}$		From					ern Branch Blvd					_			
8797) Poplar Hill Rd	0.23	14000	G	99%	0%	0%	0% 0%	0%	С	NA			16000	G	2010
$\overline{}$		To	1			Church	land Blvd								
_		From				SR 165 V	V, Cedar Rd								
8798) Bells Mill Rd	2.38	1800	G	98%	1%	1%	1% 0%	0%	С	0.106	F	0.779	2000	G	2010
		To	:			SR 165 E	E, Cedar Rd								
		From	:			Washi	ngton Dr								
8799) Waters Rd	0.36	9300	G	97%	1%	1%	1% 0%	0%	С	0.094	F		10000	G	2010
8/99) Watere Ha	0.00	To	Ť	01 70	170		Cedar Rd	070		0.001	•		10000	Ū	20.0
		From								1					
Milleille De	4 44		<u> </u>	000/	10/		Cedar Rd	00/		0.106	F	0.706	1000	_	2010
8800) Millville Rd	1.11	1800	G	98%	1%	1%	0% 0%	0%	С	0.106	Г	0.726	1900	G	2010
<del></del>		From				Bur	son Dr								
8800) Millville Rd	0.65	NA								NA			NA		
$\bigcirc$		To	:			Ship	yard Rd								
		From	:			SR 165	Cedar Rd								
Shipyard Rd	0.99	980	G	98%	1%	1%	0% 0%	0%	С	0.082	F	0.578	1100	G	2010
		-								_					
Obiana Bu	4.00	From				Bur	son Dr						NIA		
8801) Shipyard Rd	1.28	NA To				M:II-	.:II. D.4			NA			NA		
_			1			Milly	ville Rd								
<u> </u>		From					town Rd								
(8802) Hanbury Rd	1.00	8300	G	98%	1%	1%	0% 0%	0%	С	0.098	F		9000	G	2010
<u> </u>		To From				Bus SR 168	Battlefield Rd			$\neg$ —					
8802) Hanbury Rd	0.51	NA From	:•							NA			NA		
0002)		To	:			Hilly	well Rd								
		From	:		T		Battlefield Blvd			l					
8803) Hillwell Rd	2.36	3000	G	98%	1%	1%		0%	С	0.094	F	0.562	3200	G	2010
8803) Hillwell Rd	2.30	3000 To		JU /0	1 /0		0% 0% t Pleasant Rd	J /0		0.034	'	0.002	3200	J	2010
			<u> </u>							<u>l</u>					
O = :		From	<u> </u>	000:			t Pleasant Rd	60.5		<u></u>	_		c=	_	
Fentress Rd	1.80	3200	G	98%	1%	1%	0% 0%	0%	С	0.107	F		3500	G	2010
<u> </u>		То	1			Centery	ville Tpke			]					
_		From				Butts S	Station Rd								
8805) Elbow Rd	0.87	NA	_	· <u> </u>	_	_	_	_		NA			NA		
$\bigcirc$		To				Canto	ville Tpke								
8805) Elbow Rd	3.05	7000	G	100%	0%	0%	0% 0%	0%	С	0.114	F	-	7600	G	2010
Elbow Rd	3.05	7000 To		100%	U-70			U-70	U	0.114	Г		7000	G	2010
			<u> </u>				ginia Beach								
O		From	<u> </u>				o Pkwy				_			_	_
8806) Eden Way N	0.49	11000	G	99%	1%	0%	0% 0%	0%	F	0.101	F		12000	G	2010
(0000)															

							Chesape									
Route	Length	AADT	QA	4Tire	Bus		TrTr-3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake																
806) Eden Way N	0.68	12000	G	99%	1%	White 0%	Oak Cross 0%	sing 0%	0%	С	NA			13000	G	2010
806) Eden Way N	0.00	12000		33 70	1 70				0 70					13000	J	2010
806) Eden Way N	0.85	13000	G	99%	1%	Gree 0%	nbrier Pkw 0%	vy 0%	0%	F	0.106	F		14000	G	2010
806) Eden Way N	0.00	To	Ť	3370	170		sways Blv		070			•		14000	Ü	2010
		From	:			US 460 I	Bainbridge	Blvd								
Anne Ave		450	G								NA			450	G	2010
		To					Arlie St									
		From				(	Canal Dr									
Baywood Trail		370	G								NA			370	G	2010
		То	<u> </u>				leiggs Rd									
Poorer Dom Pd		From	G			Centerv	ille Tpke S	South			NIA			500	G	201
Beaver Dam Rd		500 To				Lon	g Ridge Ro	1			NA			500	G	201
		From	_				low Oak D				i					
Beckley Lane		340	G			VV 111	IOW Oak D	1			0.132	F	0.582	370	G	201
		То				Gra	ntham Lan	e								
		From				Brie	r Cliff Cre	st								
Birchleaf Rd		180	G								0.133	F	0.589	200	G	201
		То	:			Mi	ll Pond Dr									
		From				Sh	ipyard Rd									
Burson Dr		800	G								NA			800	G	201
		То	<u> </u>				igewood R	d								
Chattanaana Ct		From	<u> </u>			De	enver Ave				0.400	_		550	0	204
Chattanooga St		500 To	G			VX	/aters Rd				0.106	F		550	G	201
		From			T		8 Battlefie	ld Dlud								
Coastal Way		1300	G		1	ous 5K 10	o Dautene	iu bivu			0.146	F	0.819	1400	G	201
,		To				S	Sams Dr									
		From	:			SR 1	65 Cedar F	Rd								
Conquest Dr		1400	G								0.118	F		1500	G	201
		To					Shea Dr									
		From			US	S 17 Georg	ge Washing	gton Hwy								
Conrad Ave		1400 <sub>To</sub>	G				2 1 0				0.105	F	0.548	1500	G	201
			1				Butler St									
Cottonwood Lane		190	G			G	ibson Dr				0.112	F		200	G	201
Cottonwood Lane		To	_			Le	nore Trail				0.112	'		200	O	201
		From					ilson Rd									
Cypress St		840	G				nson Ru				NA			840	G	201
<i>.</i> .		To				,	Isaac St									
		From	:			7	ellen St									
Debbs Lane		240	G								0.145	F	0.554	260	G	201
		To				F	Rellen St									
		From				W	arrick Rd									
Dove Dr		310	G								0.132	F	0.579	340	G	201
		To	<del></del>				itterfly Dr									
Essex Dr		690	G			K	almar Dr				0.126	F	0.604	750	G	201
F99EY DI		To				Kin	gs Way Dı	r			0.126	٢	0.694	730	G	20 I
		From	_				Jule Dr				<u> </u>					
Etheridge Manor Blv	d	13000	G				Juic Di				0.097	F	0.585	14000	G	201
		To To				Shi	fford Lane									
		From					nbridge D									
Etheridge Rd		2500	G								NA			2500	G	201
		To	-			Fe	ntress Rd									

						Oricoapcano							
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Tı		K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Chesapeake	F							- i					
Eva Blvd	Fron <b>670</b>	G				Saul Dr		0.097	F		730	G	2010
Lva bivu	Tr					Marge Dr		0.037	'		730	G	2010
	Fron	:				nbrier Pkwy		1					
Fairway Dr	2000	G			- Green	ioner i icii y		NA			2000	G	2010
	To	:			Cra	anston Dr							
	Fron	:			S	Shell Rd							
Firman St	650	G						0.094	F		710	G	201
	To	c			T	Tuttle St							
	Fron	<u> </u>			Ceci	ilia Terrace						_	
Fleming Circle	350	G			C- 16	5 C- 1 D 1		NA			350	G	201
						55 Cedar Rd							
Forest Cove Rd	From <b>290</b>	G			Bram	iblewood Ct		0.12	F	0.557	290	G	201
Forest Cove Ru	<b>290</b>				Wir	nslow Ave		0.12		0.557	290	G	201
	Fron	:				nstown Rd							
Frank Dr	1100	G			3011	istown Ru		0.109	F	0.539	1200	G	201
	To			F	3us SR 168	8 Battlefield Blv	d						
	Fron				Co	ountry Rd							
Franklin St	2400	G						NA			2400	G	201
	Ti				US 460 F	Bainbridge Blvd							
	Fron	L			Al	lbert Ave							
Gilmerton Rd	5100	G						0.089	F	0.534	5500	G	201
	To	:			Ger	neva Ave							
	Fron				Col	llins Blvd						_	
Greendell Rd	300 To	G				11 15		0.104	F	0.530	330	G	201
		1				shland Dr							
Guenevere Dr	From 1400	G			Ga	alahad Dr		0.098	F	0.546	1500	G	201
Guerievere Di	1400 To				- 5	Sean Dr		0.090		0.540	1300	G	201
	Fron	:				ksdale Rd							
Hawksley Dr	330	G			Dai	KSuaic Ku		0.104	F		350	G	201
	To				Gle	enview Rd			-				
	Fron	:			Pir	necliff Dr							
Holly Gate Lane	380	G						0.098	F		410	G	201
	To	:			Bria	arwood Dr							
	Fron	:			Pla	acid Way							
Hunningdon Woods Blv		G						0.1	F	0.511	950	G	201
	Te	c			SR 190 J	Kempsville Rd							
	Fron	<u> </u>			C	Canal Rd							
Iowa St	740	G						0.156	F	0.711	800	G	201
	To					lahoma Dr							
lauman Dal	Fron				G	Gregg St			_	0.540	250	0	204
Joyner Rd	<b>320</b>	G				Grant St		0.112	F	0.543	350	G	201
	Fron	<u> </u>											
Keeling Dr	550	G			Pa	arker Rd		NA			550	G	201
Recoiling D1	т	Ť			Lo	obdell Ct		¬'``			000	Ü	201
	Fron	c				Indian River Rd		<del>-                                    </del>					
Kemp Lane	260	G			JIX 70 / I			0.087	F	0.66	280	G	201
	To				Ker	np Lane E							
	Fron					obb Ave		Ī			· ·		
Laurel Ave	570	G				-		0.113	F		620	G	201
	To				Ro	keby Ave							
	Fron				Cor	rnick Ave							
Lilac Ave	1400	G						0.101	F		1500	G	201
	To				D:	avis Ave							

					City Of C	Jiesapeake							
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Chesapeake	From	1			D	Ounn St		1					
Lincoln Rd	170	G			D	uiii St		NA			170	G	2010
	To				Oı	utlaw St							
	From				Lir	ndale Dr							
Lindsey Ave	240	G						NA			240	G	2010
	То				Wate	erfield Ave							
	From				Bau	gher Ave							
Lofurno Rd	170 <sub>то</sub>	G			Day	ands Ave		0.118	F	0.659	190	G	2010
	From							1					
Marion Dr	1200	G			Bus 5K 108	Battlefield Blvd		NA			1200	G	2010
	То	Ť			John	stown Rd		j .			.200		
	From				Culr	peper Ave							
Marlboro St	120	G			•			0.126	F	0.5	130	G	201
	То				Win	slow Ave							
	From				Baff	f Loop Ct							
Masters Row Ct	530	G						0.105	F		580	G	201
	То				Br	assie Ct							
MaCaab Du	From	<u> </u>			Hal	ledon Rd			_	0.50	000	0	004
McCosh Dr	910 <sub>то</sub>	G			Du	iffield Pl		0.091	F	0.56	990	G	201
	From							1					
Michael Dr	80	G			Вгоас	dmoor Ave		0.139	F	0.826	90	G	201
Wildridgi Di	То	Ť			To	exas St			•	0.020	00	Ū	201
	From				Cl	over Dr		i					
Millwood Ave	1500	G						0.112	F		1600	G	201
	To				EF	Royce Dr							
	From				Pa	ırker Rd							
Natchez Terrace	540	G						NA			540	G	201
	То				Foxga	ate Quarter							
	From	<u> </u>			John	stown Rd			_		0.50	_	004
Newberry Dr	870	G			Hore	se Run Dr		0.101	F		950	G	201
	From												
Oak Dr	370	G			WOOC	dcroft Lane		0.089	F	0.667	400	G	201
Jul. 21	То				Tyre	Neck Rd			•	0.00.			_0.
	From					ctoria Dr		Ī					
Old Dr	2000	G						0.216	F	0.628	2200	G	201
	То				Ва	arlett Dr							
	From				Camp	oostella Rd							
Omar St	550	G						0.098	F	0.67	600	G	201
	То				F	aye St							
5	From	<u> </u>			Eng	glish Ave			_				
Philadelphia St	40 <sub>To</sub>	G			M	ller Ave		0.2	F	0.522	46	G	201
	From							-					
Poplar Ridge Dr	270	G			Ethe	eridge Rd		NA			270	G	201
. opiai Mage Di	<b>270</b>	Ť			Sandle	ewood Lane		i''			210	5	201
	From	1				k Paul Dr		i					
Priscilla Lane	790	G			Lili			NA			790	G	201
	То				Lor	etta Lane							
	From				Gree	enway Dr							
Queenswood Terrace	140	G						0.144	F		150	G	201
	То				Roya	ıl Grant Dr		1					
	From				Camp	oostella Rd							
River Creek Rd	530	G						NA			530	G	201
	То	1			Во	ooker St							

					City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From:				SR 168 Battlefield Blvd		1					
Robert Hall Blvd	5100	G					0.092	F	0.604	5500	G	2010
	To				US 13 Military Hwy							
	From:				Shepherds Ct							
Shepherds Gate	300	G					0.1	F	0.578	330	G	2010
	To:				Logans Mill Terrace							
	From:				Sir Meliot Ct							
Sir Meliot Dr	340	G					0.129	F	0.585	370	G	2010
	To: From:				Drawbridge Dr Saxon Ct							
Sir Meliot Dr	870	G			Saxon Ct		NA			870	G	201
Oil Wichot Di	To:	Ŭ			Parapet Rd					070	J	201
	From:				Cricket Ct							
Smokey Mountain Trail	1300	G			Cricket Ct		NA			1300	G	201
omoney Mountain Hall	To:	Ť			Woodwind Way		<b>–</b>			1000	5	201
	From:	I			Woodberry Dr		i					
Southfield Dr	90	G			woodberry Dr		0.119	F	0.5	100	G	201
Codtillicia Di	To:	r –			Bartell Dr		0.113	'	0.5	100	J	201
	From:						1					
Stadium Dr	1700	G			Scarlett Dr		0.168	F	0.562	1900	G	201
Gladiam Di	To:	r <u> </u>			SR 165 Mt Pleasant Rd		7	•	0.002	1000	Ü	201
	From:				Golden Hind Rd							
Strafford Dr	380	G			Golden Fillid Ku		0.089	F	0.583	410	G	201
Citationa Di	To:	Ť			Harding Dr			•	0.000	110	Ū	
	From:				Goldcrest Dr							
Tanglewood Trail	330	G			Goldciest Di		0.128	F		360	G	201
rangiowood rran	To:	Ť			Trilby Ct			•		000	Ū	
	From:				Fairview St							
Tatemstown Rd	2800	G			1 dirview St		0.078	F	0.557	3100	G	201
	To:				Peter Rd		Ī				_	
	From:				Bruin Rd							
Terry Dr	1700	G			Drum Ru		0.09	F	0.508	1800	G	201
,	To:				Brittany Way							
	From:				Bulldog Dr		Ī					
Tintern St	2500	G			8		0.1	F	0.521	2700	G	201
	To:				Volvo Pkwy							
<u> </u>	From:				Campostella Rd							
Wadena Rd	840	G			p		NA			840	G	201
	To:				Gratton St							
	From:				SR 165 Cedar Rd							
Warrick Rd	940	G					0.086	F	0.598	1000	G	201
	To:				Butterfly Dr							
	From:				Waters Rd							
Washington Dr	760	G					NA			760	G	201
	To:				E St							
	From:				Magnolia Ave							
Winslow Ave	260	G			<u> </u>		0.134	F	0.649	280	G	201
	To:				Marlboro St							
	From:			Ţ	JS 17 George Washington Hwy				<del></del>			
				`				_			_	
Yadkin Rd	4600	G					0.099	F		5000	G	201