2002

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

where available

Special Locality Report 131

City of Chesapeake

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management 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 at VDOT Mobility Management's 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's Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour 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 Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT 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.

						City of Chesape	еаке								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle	uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
(12) (50)	2.41	61000	Α	91%	0%	ECL Suffolk 2% 1%	6%	0%	В	0.149	Α	0.647	62000	Α	2002
13 (58)	2 .¬1	01000		To:						0.140		0.047	02000	,,	2002
(13) (58)	0.64	61000	N	From: 91%	0%	Jolliff Rd; US 13 Mi 2% 1%	11121Y F1191 6%	0%	N	0.149	N	0.647	62000	N	2002
(13) (36)				To:		US 58; SR 191									
				From:		US 58; SR 19									
(13)	0.18	6400	F	91%	1%	2% 2%	4%	0%	F	0.092	F	0.58	6800	F	2002
~				From:		SR 191, S Military		-							
{13}	0.45	6400	N	91%	1%	2% 2%	4%	0%	Ν	0.092	Ν	0.58	6800	N	2002
Combined	Traffic:	NA								NA			NA		
				To: From:		S Military Hw	y	F							
13 Military Hwy	2.44	7200	F	91%	1%	2% 2%	4%	0%	С	0.123	F	0.557	7600	F	2002
				To		I-64									
13 Military Hwy	1.37	16000	F	97%	0%	2% 0%	0%	0%	F	0.121	F	0.606	16000	F	2002
				To	110	S 17 George Washing	otom Hyvyv								
13 Military Hwy	1.01	17000	F	From: 97%	0%	2% 0%	0%	0%	F	0.115	F	0.523	18000	F	2002
13 Military Hwy	1.01	17000	•	07.70	0 70			070	•	0.110	•	0.020	10000	•	2002
Maria and have	0.00	22222	_	From:	00/	SR 196 Canal D				0.404	^	0.504	20000	^	0000
[13] Military Hwy	2.20	30000	Α	97%	0%	2% 0%	0%	0%	В	0.131	Α	0.521	33000	Α	2002
~~~				To: From:		SR 166 Bainbridge									
(13) Military Hwy	1.09	24000	F	97%	0%	2% 0%	0%	0%	F	0.11	F	0.555	26000	F	2002
<u> </u>				To: From:		Campostella R	d								
13 Military Hwy	0.65	26000	F	97%	0%	2% 0%	0%	0%	F	0.12	F	0.628	27000	F	2002
				To		SR 168 Battlefield	Blvd								
13 Military Hwy	0.72	29000	F	From:	1%	2% 1%	1%	0%	F	0.101	F	0.578	30000	F	2002
(13)	· · · -		-	- T	.,,		. , ,		•		•	0.0.0	00000	•	
Military I hand	0.44	24000	F	From:	1%	Allison Dr 2% 1%	1%	0%		0.005	F	0.550	22000	г	2002
Military Hwy	0.41	31000	г	95%	170	2% 1%	170	0%	С	0.095	Г	0.552	32000	F	2002
~~~				From:		Greenbrier Pkw		-							
(13) Military Hwy	1.67	33000	F	95%	1%	2% 1%	1%	0%	F	0.097	F	0.574	35000	F	2002
<u> </u>				To:		SCL Virginia Be	ach	ļ							
~~~				From:		North Carolina State	e Line								
(17) George Washington Hw	3.58	9100	Α	92%	0%	2% 0%	5%	0%	Α	0.105	Α	0.678	8900	Α	2002
<u> </u>				To: From:		131-8796 Ballahac	k Rd	<u> </u>							
.George Washington H	6.52	10000	F	92%	0%	2% 0%	5%	0%	F	0.087	F	0.671	9800	F	2002
				To:	BHS	US 17 George Wash	ington Hy								
17 Dominion Blvd	3.93	7700	F	95%	0%	2% 1%	2%	0%	F	0.078	F	0.61	8100	F	2002
17 Dominion Blvd	0.00	7700	•		070			070	•	0.070	•	0.01	0100	•	2002
C Deminion Dhad	0.04	2000	_	From:	00/	SR 165 Cedar R		- 00/	^	0.004	^	0.000	20000		2002
Dominion Blvd	0.94	26000	Α	95%	0%	2% 1%	2%	0%	Α	0.094	Α	0.628	28000	Α	2002
~~~				From:		SR 166 Bainbridge		-							
(17) Dominion Blvd	1.60	24000	F	95 <u>%</u>	0%	2% 1%	2%	0%	F	0.079	F	0.606	25000	F	2002
<u> </u>				To: From:		SR 190 Great Bridge	e Blvd								
	0.14				90	US 17 ee I-464 for direc	tional tra	offic volu	mo oc	timatae f	or thic	coamont			
Combined		46000	G	94%			2%	0%	F	0.095	F	Ū	51000	<u></u>	
Combined	i Hailic.	46000	G	94 70 To:	0%	2% 1% I-64	270	076	F	0.095	Г	0.737	31000	G	
				From:		I-464									
(17) (64)	4.31			<u></u>	S	ee I-64 for direct	ional tra	ffic volur	me est	imates fo	or this	segment.			
Combined	Traffic:	78000	G	91%	0%	2% 1%	6%	0%	F	0.100	F		78000	G	
				To:		US 17									
~~~ · · · · · · · · · · · · · · · · · ·			_	From:		I-64 West Int	221	221	_		_			_	
[17] George Washington Hw	0.90	22000	F	91%	1%	4% 1%	3%	0%	F	0.083	F	0.513	22000	F	2002
~				To- From:	U	JS 13; US 460 Milit	ary Hwy								
(17) George Washington Hw	1.00	15000	G	91%	1%	4% 1%	3%	0%	С	0.078	F	0.539	15000	G	2002
				To		SR 196 Canal R	'd	L							
17 George Washington Hw	0.63	26000	F	From: 91%	1%	4% 1%	3%	0%	F	0.093	F	0.664	26000	F	2002
11			-	To:	. , ,	SCL Portsmout		- / -	•		•			-	_2 <b>~</b> _

Route         Length           Citv of Chesaneake         0.69           17         Western Branch Blvd         0.69           Bus         0.56           17         George Washington H         3.47           Bus         17         George Washington Hw         1.19           58         2.41           58         0.64           58         Airline Blvd         1.72           East         0.98           Combined Traffic	20000 20000 3800 22000 61000	QA F B F A	4Tire  From:  98%  To  From:  92%  To  To  To  To  To  To	0% 0% 0%	WCL P 1% 131-8524 Cl 1%	3+Axle Portsmout 0% Churchland 0% Suffolk	1Trail h 0% HBlvd 0%	2Trail 0%	QC F A	Peak Hour 0.084	QK F	Dir Factor 0.515	20000	QW F	Year 2002
17       Western Branch Blvd       0.69         17       0.56         Bus       17       George Washington H       3.47         Bus       17       George Washington Hw       1.19         58       2.41         58       0.64         58       Airline Blvd       1.72         East       64       0.98	20000 3800 22000 61000	B F F	98%  To: From: 98%  To: 92%	0%	WCL P 1% 131-8524 Cl 1% ECL US 17 Do 2%	Portsmout 0% Churchland 0% C Suffolk Cominion E	h 0% i Blvd 0%	0%		0.084			20000	F	2002
17 0.56    Bus   17 George Washington H 3.47   Bus   17 George Washington Hw 1.19   58   2.41   58 Airline Blvd 1.72   East   64 0.98	20000 3800 22000 61000	B F F	98%  To: From: 98%  To: 92%	0%	1%  131-8524 CI 1%  ECL US 17 Do 2%	0% Churchland 0% Suffolk Cominion E	0% l Blvd 0%					0.515	20000	F	2002
17 0.56    Bus   17 George Washington H 3.47   Bus   17 George Washington Hw 1.19   58   2.41   58 Airline Blvd 1.72   East   64 0.98	20000 3800 22000 61000	B F F	From: 98% Tra: 92% Tra: 92%	0%	131-8524 CI 1% ECL US 17 Do 2%	Churchland 0% Suffolk Ominion E	l Blvd 0%					0.515	20000		2002
Bus 17 George Washington H 3.47  Bus 17 George Washington Hw 1.19  58 2.41  58 0.64  58 Airline Blvd 1.72  East 64 0.98	3800 22000 61000	F	98%  To:  92%  To:  92%	0%	1% ECL US 17 Do 2%	0% Suffolk ominion E	0%	0%	Α	0 101					
Bus	3800 22000 61000	F	From: 92%  To: From: 92%	0%	US 17 Do 2%	Suffolk		0%	А	() 1() 1		0.540	24000	_	2002
17       George Washington H       3.47         Bus       17       George Washington Hw       1.19         58       2.41         58       0.64         58       Airline Blvd       1.72         East       64       0.98	22000	F	92% From: 92%		US 17 Do 2%	ominion E	Blvd			0.101	Α	0.543	21000	В	2002
17       George Washington H       3.47         Bus       17       George Washington Hw       1.19         58       2.41         58       0.64         58       Airline Blvd       1.72         East       64       0.98	22000	F	92% From: 92%		2%		siva								
Bus   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.1	22000	F	To: From:				5%	0%	F	0.097	F		3700	F	2002
17       George Washington Hw       1.19         58       2.41         58       0.64         58       Airline Blvd       1.72         East 64       0.98	61000		92%	0%	SR 165				•	0.007	•		0700	•	2002
58 2.41  58 0.64  58 Airline Blvd 1.72  East 64 0.98	61000			0%			d								
58 0.64  58 Airline Blvd 1.72  East 64 0.98		A	10:	- / 0	2%	0%	5%	0%	F	0.074	F		22000	F	2002
58 0.64  58 Airline Blvd 1.72  East 64 0.98		Α				I-64									
58 0.64  58 Airline Blvd 1.72  East 64 0.98		А	From:	00/		Suffolk	00/	00/	_	0.440		0.047	00000		0000
58 Airline Blvd 1.72  East 64 0.98	61000		91%	0%	2%	1%	6%	0%	В	0.149	Α	0.647	62000	Α	2002
58 Airline Blvd 1.72  East 64 0.98	61000		From:			-664									
East 64 0.98		N	91%	0%	2%	1%	6%	0%	N	0.149	N	0.647	62000	N	2002
East 64 0.98			To: From:	SR 191	Jolliff Rd; U		litary High	way						-	-
0.98	8000	F	96%	1%	1%	0%	1%	0%	С	0.079	F	0.576	8500	F	2002
0.98			To:			Portsmout									
(07)	0.4000	_	From:	00/	WCL Vii			00/	_	0.000	_		0.4000	0	0000
Combined Framic	64000	G	91%	0%	2%	1%	6%	0%	F	0.088	F		64000	G	2002
	126000	G	91%	0%	2%	1%	6%	0%	F	0.088	F		126000	G	
East			From:		Greenbr	rier Parkw	ay								
1.49	61000	G	91%	0%	2%	1%	6%	0%	F	0.09	F		61000	G	2002
Combined Traffic	: 117000	G	91%	0%	2%	1%	6%	0%	F	0.09	F		117000	G	
			To: From:		SR 168 Ba	attlefield l	Blvd								
East 1.22	56000	G	91%	0%	2%	1%	6%	0%	F	0.096	F		56000	G	2002
Combined Traffic		G	91%	0%	2%	1%	6%	0%	F	0.096	F		110000	G	
			To:			[-464			•	0.000	· .				
East			From:									•		_	
64 4.31	39000	G	91%	0%	2%	1%	6%	0%	F	0.100	F		39000	G	2002
Combined Traffic	: 78000	G	91%	0%	2%	1%	6%	0%	F	0.100	F		78000	G	
East			From:	US :	17 George W	Vashingto	n Highway	7							
1.46	29000	G	91%	0%	2%	1%	6%	0%	F	0.111	F		29000	G	2002
Combined Traffic	62000	G	91%	0%	2%	1%	6%	0%	F	0.111	F		62000	G	
			To: From:	US	S 13 US 460	Military	Highway								
East 2.31	37000	G	91%	0%	2%	1%	6%	0%	F	0.093	F		37000	G	2002
2.31 Combined Traffic		G	91%	0%	2%	1%	6%	0%	, F	0.093	r F	0.511	74000	G	2002
Combined Traine	. 73000	G	71 /0	0 70		4, I-664	070	0 70	'	0.032	'	0.511	74000	O	
Vest			From:			rginia Be	ach	1							
0.89	62000	G	91%	0%	2%	1%	6%	0%	F	0.086	F		62000	G	2002
Combined Traffic	: 126000	G	91%	0%	2%	1%	6%	0%	F	0.088	Ν		126000	G	
			To: From:			ier Parkw									
West	ECOOO	•		Ω0/				00/	_	0.005	_		ECOOO	C	2002
1.78 Combined Traffic	56000	G	91%	0% 0%	2% 2%	1% 1%	6%	0% 0%	F F	0.095 NA	F		56000 117000	G G	2002
Combined Traffic	. 11/000	G	91%	0%	2%	1%	6%	0%	r	NA			117000	G	
West			From:		SR 168 Ba	attlefield l	Blvd								
0.82	54000	N	91%	0%	2%	1%	6%	0%	Ν	0.098	Ν		54000	Ν	2002
Combined Traffic	: 110000	N	91%	0%	2%	1%	6%	0%	Ν	NA			110000	Ν	
Vest			To: From:		U	JS 17									
$\overline{64}$ 0.49	54000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		54000	G	2002
Combined Traffic		G	91%	0%	2%						•				_002
Combined Hame	: 110000	_			/ 7/0	1%	6%	0%	F	NA			110000	G	

Route	Len	ngth	AADT	QA	4Tire	Bus		Tr 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake										i							
<u>Vest</u>				_	From:	201		I-464	201	201	_	- 40 <del>-</del>	_		0.1000	_	
64)	0.4		34000	G	91%	0%	2%	1%	6%	0%	F	0.105	F		34000	G	2002
<u> </u>	Combined Traf	ffic:	73000	G	91%	0%	2%	1%	6%	0%	F	NA			73000	G	
M 1					From:		SR 190 G	reat Bridge	e Blvd								
Vest	0.4	00	00000	_		00/	00/	40/	00/	00/	_	0.000	_		00000	0	0000
64)	3.8		39000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		39000	G	2002
	Combined Traf	ffic:	78000	G	91%	0%	2%	1%	6%	0%	F	NA			78000	G	
					To: From:	US	17 Georg	e Washin	gton Hwy								
Vest	4.6	00	00000	_						00/	_	0.404	_		00000	0	0000
64)	1.8		33000	G	91%	0%	2%	1%	6%	0%	F	0.104	F		33000	G	2002
	Combined Traf	ffic:	62000	G	91%	0%	2%	1%	6%	0%	F	NA			62000	G	
					To: From:	U	IS 13, US	460 Milita	ary Hwy	-							
Vest	4.0	<b>^</b> -	2000	_		00/	20/	40/	C0/	00/	_	0.000	_		27000	_	2000
64)	1.6		36000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		37000	G	2002
	Combined Traf	ffic:	73000	G	91 <u>%</u>	0%	2%	1%	6%	0%	F	NA			74000	G	
					To:		I-2	64, I-664									
					From:	BUS	US 17 Ge	orge Wash	nington Hw	Лу							
165) Cedar Rd	2.4	40	13000	F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.585	14000	F	2002
					Tar		**	U . D !									
	4.4	00	40000	_	From:	40/		Vest Rd	00/	- 00/	_	0.000	_	0.004	44000	_	0000
165 Cedar Rd	1.2	29	10000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.604	11000	F	2002
<u> </u>					To: From:	US	S 17; SR 1	04 Domin	ion Blvd								
165)Cedar Rd	0.2	28	21000	F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.552	22000	F	2002
100)					т.,			···									
		0.4	04000		From:	00/		Mill Rd W				0.000		0.550	00000	_	0000
Cedar Rd	2.0	01	21000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.553	22000	F	2002
					To: From:	1	31-8798 E	Bells Mill	Rd East	-							
165 Cedar Rd	1.7	73	22000	F	98%	0%	1%	0%	0%	0%	F	0.076	F	0.506	23000	F	2002
100)							- an 46										
Bus					From:	E	Bus SR 168	8 Battlefie	ld Blvd								
165 (168) Battlefi	ield Blvd 0.2	26	29000	F	98%	0%	1%	1%	1%	0%	С	0.077	F	0.517	31000	F	2002
100																	
			4=000	_	From:		US SR 16			- 00/	_	0.000	_	0.570	40000	_	0000
₁₆₅ ) Mt Pleasant F	Rd 0.7	/5	17000	F	97%	0%	1%	2%	1%	0%	F	0.092	F	0.579	18000	F	2002
<u> </u>					To: From:	S	R 168 Gre	eat Bridge	Bypass								
165) Mt Pleasant F	Rd 2.5	57	16000	F	97%	0%	1%	2%	1%	0%	С	0.093	F	0.562	17000	F	2002
103)																	
					From:		31-866 Ce										
₁₆₅ )Mt Pleasant F	Rd 4.5	53	9600	F	97%	0%	1%	1%	1%	0%	С	0.096	F	0.518	10000	F	2002
<u> </u>					To	13	81-8667 Fe	entress Air	rfield Rd								
165 Mt Pleasant F	Rd 0.9	91	9300	F	97%	0%	1%	1%	1%	0%	F	0.101	F	0.579	9800	F	2002
105/11/100001111		•	0000	•	To:	070		irginia Be		070	•	0.101	•	0.010	0000	•	2002
				_	From:		S 17; SR 1				_		_			_	
₁₆₆ )Bainbridge Bl	lvd 2.0	05	3800	F	87%	1%	2%	6%	5%	0%	F	0.102	F	0.616	4100	F	2002
					To:		SR 190 G	reat Bridge	e Blvd								
166 Bainbridge Bl	lvd 0.6	69	7900	F	From: <b>87%</b>	1%	2%	6%	5%	0%	С	0.094	F	0.530	8500	F	2002
100 Bambridge Bi	0.0	-		•	To:	1 /0		Military H		- 70	9	0.50→	•	0.500	5500	•	_002
					From:			TARY HV		- 1							
166 460 Bainbri	idge Blvd 1.9	99	10000	F	97%	0%	1%	1%	1%	0%	F	0.079	F	0.547	11000	F	2002
100 (400) 24	90 2.10				0.70	0,0					•	0.0.0	•	0.0		•	
¬~~					From:			sapeake D		}							
166)(460)Bainbri	idge Blvd 0.8	81	9200	F	97%	0%	1%	1%	1%	0%	С	0.077	F	0.575	9700	F	2002
					To:			Poindexte									
					From:			bridge Blv									
166)(460)Poinde	exter St 0.5	56	8800	F	96%	0%	1%	1%	2%	0%	С	0.099	F	0.622	9300	F	2002
					To		т:	iharts: C+									
700-10		20	0000		From:	00/		iberty St	00/	001		0.44	г	0.705	0400	_	0000
166 (460) 22nd S	St 0.3	39	6000	F	96%	0%	1%	1%	2%	0%	F	0.11	F	0.725	6400	F	2002
<u> </u>					To:		SC	L Norfolk									
					From:		North Car	rolina State	e Line								
168 Battlefield Blv	vd 1.7	79	20000	Α	95%	0%	2%	2%	2%	0%	Α	0.181	Α	0.519	18000	Α	2002
		-									• •		- •		• • •	• •	
100)					To:	ח	US SR 16	Q Dottlaff.									

						City of C	Jiesape	eake								
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				From:		BUS SR 16	0 D-441- C	.IJ DL.J	i							
168 Toll Road	6.11	NA		_	<u> </u>						NA			NA		
168 Great Bridge Bypass	1.76	NA		From:		End	Toll Road	l			NA			NA		
168 Great Bridge Bypass	0.20	18000	F	From:	В	BUS SR 16	8 Battlefie	eld Blvd	-		0.096	F	0.592	18000	F	2002
168 Great Bridge Bypass	1.50	40000	F	From: 95%	0%	Har 2%	nbury Rd 2%	2%	0%	F	0.102	F	0.78	36000	F	2002
168 Great Bridge Bypass	2.49	54000	F	From: 95%	0%	SR 165 N	Mt Pleasar 2%	nt Rd 2%	0%	F	0.092	F	0.691	48000	F	2002
168 Oak Grove Connector	1.82	53000	F	From: 95%	0%	SR 168 Bus 2%	Battlefie	ld Blvd 2%	0%	F	0.089	F	0.641	47000	F	2002
				To: From:			I-64		1							
168 64	0.82											or this	segment.			
Combine	ed Traffic:	110000	N	91%	0%	2%	1%	6%	0%	N	NA			110000	N	
168 Battlefield Blvd	0.73	38000	В	96%	0%	2%	4; US 17 1%	1%	0%	Α	0.114	Α	0.500	39000	В	2002
168 Battlefield Blvd	0.47	26000	F	96%	0%	2%	Military H 1%	1%	0%	F	0.086	F	0.523	27000	F	2002
168 Atlantic Ave	0.42	18000	F	From: 96%	0%	Camp 2%	postella R 1%	1%	0%	F	0.094	F	0.604	19000	F	2002
168 Atlantic Ave	1.16	17000	F	96%	0%	Prov 2%	ridence Ro 1%	1%	0%	F	0.096	F	0.6	17000	F	2002
168 Atlantic Ave	0.39	10000	F	From: 96%	0%	Old Atl	antic Aver	nue 1%	0%	F	0.094	F	0.662	11000	F	2002
168	0.35	19000	F	From: 96% To:	0%	2%	6 Liberty I	1%	0%	F	0.09	F	0.643	20000	F	2002
Bus				From:			L Norfolk SR 168		I							
168 Battlefield Blvd	2.70	11000	F	95%	0%	2%	2%	2%	0%	F	0.084	F	0.629	11000	F	2002
Bus 168 Battlefield Blvd	1.55	15000	F	95%	0%	2%	n Creek R 2%	2%	0%	F	0.089	F	0.570	15000	F	2002
Bus				From:		Cente	rville Tnp	ok								
168 Battlefield Blvd	3.78	15000	F	95%	0%	2%	2% Bridge Byp	2%	0%	F	0.098	F	0.512	16000	F	2002
Bus 168 Battlefield Blvd	1.98	7000	F	98% To:	0%	1%	1%	1%	0%	F	0.082	F	0.638	7500	F	2002
Bus				From:		165 South; 165 South;										
168 Battlefield Blvd	0.26	29000	F	98%	0%	1% SR 165 No	1%	1%	0%	С	0.077	F	0.517	31000	F	2002
Bus 168 Battlefield Blvd	1.24	32000	F	98%	0%	1%	1%	1%	0%	F	0.074	F	0.51	34000	F	2002
Bus				From:		SR 190 Gr	reat Bridge	e Blvd								
168 Battlefield Blvd	0.17	33000	F	98%	0%	1% SR 168 Gre	1%	1% Bypass	0%	F	0.082	F	0.522	35000	F	2002
Bus 168	2.72	40000	F	98% To:	0%	1%	1% 4; SR 168	1%	0%	F	0.085	F	0.638	43000	F	2002
				From:		SR 166 B		Rlvd	<u> </u>							
190 Great Bridge Blvd	1.13	4500	F	81%	2%	2%	11%	3%	0%	С	0.099	F	0.534	4700	F	2002
190 Great Bridge Blvd	0.26	11000	F	97% _{To:}	1%	1% S 17; SR 10	I-64 1% 04 Domin	0% ion Blyd	0%	F	0.085	F	0.698	12000	F	2002
					U	υ 17, DK II	OT DOMIN	IOH DIVU								

						City of Chesap	eake								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
			_	From:		S 17; SR 104 Domi		00/	_	0.000	_	0.500	0.400	_	0000
190 Great Bridge E	3lvd 2.34	8600	F	97%	1%	1% 1%	0%	0%	С	0.088	F	0.592	9100	F	2002
				From:		Bus SR 168 Battlefie					_				
190 Kempsville Rd	1.29	17000	F	98%	1%	1% 1%	0%	0%	С	0.098	F	0.573	18000	F	2002
$\stackrel{\smile}{=}$				From:		Greenbrier Pky		]-							
190) Kempsville Rd	2.30	26000	F	94%	0%	5% 0%	1%	0%	F	0.101	F	0.589	28000	F	2002
				To:		WCL Virginia B	each								
			_	From:		SR 191, S Military			_		_			_	
191/{13}	0.18	6400	F	91% To:	1%	2% 2%	4%	0%	F	0.092	F	0.58	6800	F	2002
				From:		US 58 Airline E									
191) Jolliff Rd	2.22	2900	F	97%	1%	1% 1%	0%	0%	С	0.134	F	0.632	3100	F	2002
				To		Dock Landing	Dd								
191) Joliff Rd	0.91	2500	F	97%	0%	1% 1%	1%	0%	С	0.142	F	0.512	2700	F	2002
191) 00 1	0.01		•	To:	070	SR 337 Portsmouth		070	Ū	0.112	•	0.012	2.00	•	2002
				From:		US 13 Military I	-Tway	i							
196 Canal Dr	0.96	12000	F	98%	0%	1% 0%	0%	0%	С	0.099	F	0.631	13000	F	2002
130)				To:		S 17 George Washin									
				From:		US 460									
246 Liberty St	0.39	8700	F	97%	1%	1% 1%	1%	0%	С	0.082	F	0.521	9200	F	2002
				To		Latham Stree									
246 Liberty St	0.37	5200	F	97%	1%	1% 1%	1%	0%	F	0.096	F	0.532	5500	F	2002
240)				To:		SR 168 Camposte									
East				From:		I-64; I-664									
264)	1.10	21000	G	94%	0%	2% 1%	3%	0%	F	0.119	F		23000	G	2002
	Combined Traffic:	43000	G	94%	0%	2% 1%	3%	0%	F	0.119	F		46000	G	
				To:		WCL Portsmou	ıth								
West				From:		I-64; I-664									
264	1.17	22000	G	94%	0%	2% 1%	3%	0%	F	0.109	F		23000	G	2002
	Combined Traffic:	43000	G	94 <u>%</u>	0%	2% 1%	3%	0%	F	NA			46000	G	
				To:		WCL Portsmou	ıth								
			_	From:		ECL Suffolk			_		_			_	
337 Portsmouth Bl	vd 0.72	11000	F	91%	0%	2% 2%	5%	0%	С	0.087	F	0.54	12000	F	2002
				From:		SR 191 Joliff I									
337)Portsmouth Bl	vd 0.68	16000	F	91%	0%	2% 2%	5%	0%	F	0.108	F	0.598	17000	F	2002
				From:		I-664		-							
337)Portsmouth Bl	vd 0.60	28000	F	96%	0%	2% 1%	1%	0%	F	0.089	F	0.545	30000	F	2002
				To: From:		Capri Circle W	est								
337)Portsmouth Bl	vd 0.67	24000	F	96%	0%	2% 1%	1%	0%	С	0.088	F	0.509	25000	F	2002
				To		Taylor Rd									
9337 Portsmouth Bl	vd 0.24	28000	F	96%	0%	2% 1%	1%	0%	F	0.089	F	0.508	30000	F	2002
				To		Dock Landing									
337) Portsmouth Bl	vd 0.49	29000	F	96%	0%	2% 1%	1%	0%	F	0.09	F	0.540	31000	F	2002
				To:		WCL Portsmou									
$\overline{}$				From:		ECL Portsmou	ıth								
337) Poindexter Str	eet 0.50	6600	N	95%	1%	2% 1%	1%	0%	N	0.13	Ν	0.679	6900	Ν	2002
<u> </u>				To: From:		I-464	ter St								
337) Bainbridge Blv	d 0.74	1600	F	95%	1%	US 460; Poindex 2% 1%	1%	0%	F	0.087	F	0.503	1600	F	2002
33/ Dailiblidge Blv	u 0.74	1000		90 % To:	1 /0	SCL Norfolk		J /0		0.007		0.505	1000	'	2002
				From:		ECL Norfolk		<u> </u>							
407) Indian River R	d 0.71	22000	F	98%	0%	1% 1%	1%	0%	F	0.086	F	0.601	24000	F	2002
407	_ 0.71		•	7T	0 /0			370	•	5.000	•	0.001	1000	•	2002
Indian Divar D	٠	20000		From:	00/	Oaklette Ave		00/		0.004		0.540	24000	Г	2000
407 Indian River R	d 0.90	29000	F	98% To:	0%	1% 1%	1%	0%	С	0.094	F	0.546	31000	F	2002
				10.		WCL Virginia B	eacn								

City at Chromosole							City of C	nesape	аке								
Clin of Chesaneske	Route	Length	AADT	QA	4Tire	Bus	2Δvle			2Trail	QC		QK		AAWDT	QW	Year
460   58	City of Chesapeake								TITAL	ZIIali		rioui		i actor			
1460   58	~~~	0.44	04000			00/			00/	00/	_	0.440		0.047	00000		0000
Ago   Sign   S	460 58	2.41	61000	А	91%	0%	2%	1%	6%	0%	В	0.149	А	0.647	62000	А	2002
183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183   183	~~~	0.04	04000			00/			00/	00/		0.440		0.047	00000		0000
Ago   13	460 58	0.64	61000	N		0%			6%	0%	N	0.149	N	0.647	62000	N	2002
ABO   13																	
SR 191. S Milliary Hoy	460 (13)	0.18	6400	F	91%	1%			4%	0%	F	0.092	F	0.58	6800	F	2002
Age   13					To		SR 191 S	Military	Hwv								
Combined Traffic: NA	460 (13)	0.45	6400	N		1%				0%	Ν	0.092	Ν	0.58	6800	Ν	2002
Military Hwy		ed Traffic:	NA									NA			NA		
180   13   Military Hwy					To		S Mili	tary Hwy									
1-64   1-3   1-600   F   97%   0%   2%   0%   0%   0%   0%   0%   0	460 (13) Military Hwy	2.44	7200	F		1%			4%	0%	С	0.123	F	0.557	7600	F	2002
130   Military Hwy	400) (13)				To:												
100   13   Military Hwy   1.01   17000   F   97%   0%   2%   0%   0%   0%   0%   0%   0	ACO (42) Military Hwy	1 37	16000	F		0%			0%	0%	F	0 121	F	0.606	16000	F	2002
100   13   Military Hwy	460) (13) William y 1 Wy	1.07	10000	•	- 70					070	•	0.121	•	0.000	10000	•	2002
SR 196 Canal Dr	Militany Huny	1.01	17000							00/		0.115	_	0.522	10000	Е	2002
180   131   Military Hwy   2.20   30000   A   97%   0%   2%   0%   0%   0%   0%   0%   0	460 13 Willitary Hwy	1.01	17000	г	91%	U%	∠%	U%	U%	U%	۲	0.115	г	0.523	10000	Г	2002
Military Hvy   U.S.	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~																
Second   S	460 13 Military Hwy	2.20	30000	Α	_	0%			0%	0%	В	0.131	Α	0.521	33000	Α	2002
Bainbridge Blvd   1.99   10000   F   97%   0%   1%   1%   1%   0%   F   0.079   F   0.547   11000   F   24000   G   24000									WV	-							
Chesspeake Ave	460 (Bainbridge Blvd	1.99	10000	F	97%	0%		-		0%	F	0.079	F	0.547	11000	F	2002
Bainbridge Blvd	+00)				To:												
SR 337 Poindexter St	Aco Bainbridge Blvd	0.81	9200	F		0%				0%	C	0.077	F	0 575	9700	F	2002
Bainbridge Blvd	160 Bailibridge Biva	0.01	0200	•		070				070	Ü	0.077	•	0.070	0700	•	2002
Liberty St					From:												
ALT	Poindexter St	0.56	8800	F	96%	0%	1%	1%	2%	0%	С	0.099	F	0.622	9300	F	2002
ALT   SCL Norfolk   SCL Norf	~				To:		Lib	erty St		<b>-</b>							
SCL Norfolk	460 22nd St	0.39	6000	F		0%	1%	1%	2%	0%	F	0.11	F	0.725	6400	F	2002
Second   S	~ <i></i>				To:		SCL	Norfolk									
North 4664	ALT ~~				From:		JOLI	IFF RD									
North   1900   G   94%   0%   2%   1%   2%   0%   F   0.143   F   21000   G   20	460 \ 58 Airline Blvd	1.72	8000	F		1%				0%	С	0.079	F	0.576	8500	F	2002
1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64	~				To:		WCL P	ortsmout	h								
Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   0.095   F   0.737   51000   G																	
North   1.06   23000   G   94%   0%   2%   1%   2%   0%   F   0.116   F   24000   G   240000																	2002
Octh   Oct	Combin	ed Traffic:	46000	G	94%	0%	2%	1%	2%	0%	F	0.095	F	0.737	51000	G	
O.64   21000   G   94%   0%   2%   1%   2%   0%   F   0.116   F   24000   G   240000   G   240000   G   240000   G   240000   G   240000   G   240000   G   2400	Jorth				To: From:		I	-64									
Combined Traffic: 41000 G 94% 0% 2% 1% 2% 0% F 0.088 F 0.623 45000 G  North 464  1.06 23000 G 94% 0% 2% 1% 3% 0% F 0.147 F 23000 G 2  Combined Traffic: 43000 G 94% 0% 2% 1% 3% 0% F 0.147 F 23000 G  North 464  1.89 22000 F 94% 0% 2% 1% 2% 0% F 0.147 F 22000 F 2  Combined Traffic: 42000 F 94% 0% 2% 1% 2% 0% F 0.147 F 22000 F 2  Combined Traffic: 42000 F 94% 0% 2% 1% 2% 0% F 0.147 F 24000 F 2  Combined Traffic: 37000 G 94% 0% 2% 1% 2% 0% F 0.132 F 24000 G 2  Combined Traffic: 37000 G 94% 0% 2% 1% 2% 0% F 0.094 F 0.809 42000 G 2  Combined Traffic: 46000 G 95% 0% 2% 1% 3% 0% F 0.124 F 30000 G 2  Combined Traffic: 46000 G 94% 0% 2% 1% 3% 0% F 0.124 F 30000 G 2  Combined Traffic: 46000 G 94% 0% 2% 1% 3% 0% F 0.124 F 30000 G 2  Combined Traffic: 46000 G 94% 0% 2% 1% 2% 0% F NA 51000 G		0.64	21000	G	94%	0%	2%	1%	2%	0%	F	0.116	F		24000	G	2002
1.06   23000   G   94%   0%   2%   1%   3%   0%   F   0.147   F   23000   G   24   24   24   24   24   24   24		ed Traffic:				0%								0.623			
1.06 23000 G 94% 0% 2% 1% 3% 0% F 0.147 F 23000 G 24 1% 3% 0% F 0.098 F 0.750 43000 G 24 1% 3% 0% F 0.098 F 0.750 43000 G 24 1% 2% 0% F 0.098 F 0.750 43000 G 24 1% 2% 0% F 0.147 F 22000 F 24 1% 2% 0% F 0.097 F 0.767 42000 F 24 1% 2% 0% F 0.097 F 0.767 42000 F 24 1% 2% 0% F 0.132 F 24000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.097 F 0.809 42000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124 F 30000 G 24 1% 2% 0% F 0.124					. —						-		-				
Combined Traffic: 43000 G 94% 0% 2% 1% 3% 0% F 0.098 F 0.750 43000 G    South						601					_	0.4:=	_				
North 464	. /																2002
1.89 22000 F 94% 0% 2% 1% 2% 0% F 0.147 F 22000 F 2 Combined Traffic: 42000 F 94% 0% 2% 1% 2% 0% F 0.097 F 0.767 42000 F 2 Combined Traffic: 37000 G 94% 0% 2% 1% 2% 0% F 0.132 F 24000 G 2 Combined Traffic: 37000 G 94% 0% 2% 1% 2% 0% F 0.094 F 0.809 42000 G 2 Combined Traffic: 37000 G 95% 0% 2% 1% 2% 0% F 0.124 F 30000 G 2 Combined Traffic: 46000 G 94% 0% 2% 1% 3% 0% F 0.124 F 30000 G 2 Combined Traffic: 46000 G 94% 0% 2% 1% 2% 0% F 0.124 F 30000 G 2 Combined Traffic: 46000 G 94% 0% 2% 1% 2% 0% F NA 51000 G	Combin	ed Traffic:	43000	G	94%	0%	2%	1%	3%	0%	F	0.098	F	0.750	43000	G	
1.89 22000 F 94% 0% 2% 1% 2% 0% F 0.147 F 22000 F 24	Jorth				From:		Freen	nan Ave									
Combined Traffic: 42000 F 94% 0% 2% 1% 2% 0% F 0.097 F 0.767 42000 F    SR 337 Poindexter St   SR 337 Poindexter St		1.89	22000	F	94%	0%	2%	1%	2%	0%	F	0.147	F		22000	F	2002
SR 337 Poindexter St   SR 337 Poindexter St   SR 337 Poindexter St   O.76   21000   G   94%   0%   2%   1%   2%   0%   F   0.132   F   24000   G   24000   G   Combined Traffic: 37000   G   94%   0%   2%   1%   2%   0%   F   0.094   F   0.809   42000   G   Combined Traffic: 46000   G   95%   0%   2%   1%   3%   0%   F   0.124   F   30000   G   20000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   0%   F   NA   51000   G   Combined Traffic: 46000   G   94%   0%   2%   1%   2%   0%   0%   0%   0%   0%   0%   0														0.767			
0.76 21000 G 94% 0% 2% 1% 2% 0% F 0.132 F 24000 G 2  Combined Traffic: 37000 G 94% 0% 2% 1% 2% 0% F 0.094 F 0.809 42000 G  SCL Norfolk  O.16 27000 G 95% 0% 2% 1% 3% 0% F 0.124 F 30000 G 2  Combined Traffic: 46000 G 94% 0% 2% 1% 2% 0% F NA 51000 G										L							
Combined Traffic: 37000 G 94% 0% 2% 1% 2% 0% F 0.094 F 0.809 42000 G    SCL Norfolk   SOUTH   ST 168						001				061		0.400	_		0.4000		0000
SCL Norfolk   South   From:   SR 168   SR 168   SR 164   South   South   Graph   SR 168   S	. /																2002
South   SR 168   SR 168   SR 164   SR 168   SR 1	Combin	ed Traffic:	37000	G		0%			2%	0%	F	0.094	F	0.809	42000	G	
0.16 <b>27000 G</b> 95% 0% 2% 1% 3% 0% F 0.124 F 30000 G 2 Combined Traffic: <b>46000 G</b> 94% 0% 2% 1% 2% 0% F NA 51000 G																	
Combined Traffic: <b>46000 G</b> 94 <u>% 0% 2% 1% 2% 0%</u> F NA 51000 G		6 16	0=000	_		001			061	061	_	0.40.	_		00000	_	000-
	. /												F				2002
¹⁰¹ I-64	Combin	ed Traffic:	46000	G		0%			2%	0%	F	NA			51000	G	
					10:		I	-64									

							Chesape	ano								
Route	Length	AADT	QA	4Tire	Bus		TrıTrı- 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
city of Chesapeake	<u>:</u>			From:			I-64		ī							
outh	1.16	19000	G	95%	0%	2%	1%	3%	0%	F	0.116	F		22000	G	2002
164	Combined Traffic:	41000	G	94%	0%	2%	1%	2%	0%	F	NA	•		45000	G	
	Combined Traine.	41000		To:	070					'	14/ (			40000		
outh				From:			Military H									
464)	0.84	20000	G	93%	0%	2%	1%	3%	0%	C	0.135	F		20000	G	2002
	Combined Traffic:	43000	G	94%	0%	2%	1%	3%	0%	F	NA			43000	G	
outh				From:		Freer	nan Avenu	e								
164)	2.01	20000	F	95%	0%	2%	1%	3%	0%	С	0.131	F		20000	F	2002
	Combined Traffic:	42000	F	94%	0%	2%	1%	2%	0%	F	NA			42000	F	
				To: From:		Coll	ector Road		1							
outh 64	0.43	16000	G	95%	0%	2%	1%	3%	0%	F	0.116	F		18000	G	2002
104)	Combined Traffic:		G	94%	0%	2%	1%	2%	0%	F	0.094	F	0.809	42000	G	2002
	Combined Traine.	37000	·	To:	070		L Norfolk	270	070	'	0.004	'	0.003	42000	J	
ast				From:		WC	L Suffolk		·							
664)	0.16	32000	F	93%	0%	2%	1%	4%	0%	F	0.108	F		34000	F	2002
	Combined Traffic:	64000	G	93%	0%	2%	1%	4%	0%	F	0.108	F		67000	G	
				To		64-659	Pughsville	Rd								
ast	0.00	00000	_	From:	00/				00/	_	0.000	_		05000	0	000
664)	2.02	33000	G	93%	0%	2%	1%	4%	0%	F	0.092	F	0.54	35000	G	2002
	Combined Traffic:	70000	G	93%	0%	2%	1%	4%	0%	F	0.087	F	0.51	74000	G	
ast				From:		SR 337 P	ortsmouth	Blvd								
64)	1.10	32000	G	93%	0%	2%	1%	4%	0%	F	0.086	F		33000	G	2002
	Combined Traffic:	69000	G	93%	0%	2%	1%	4%	0%	F	0.084	F	0.571	72000	G	
				To: From:	-	64-663 Do	ck Landing	Road	-							
ast	1.18	39000	G	93%	0%	2%	1%	4%	0%	F	0.089	F		41000	G	2002
664	Combined Traffic:	76000	G	93%	0%	2%	1%	4%	0%	F	0.089	F		80000	G	2002
	Combined Traine.	70000	·	70 70	070			770	070	'	0.000	'		00000	J	
ast				From:			US 58									
664	1.13	64000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		64000	G	2002
	Combined Traffic:	125000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		125000	G	
ast				From:		US ·	460, US13									
664)	0.73	56000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		56000	G	2002
.04)	Combined Traffic:	117000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		117000	G	
				To:		I-6	64, I-264									
/est				From:		WC	L Suffolk									
664)	0.62	32000	G	92%	0%	2%	1%	4%	0%	F	0.097	F		34000	G	2002
	Combined Traffic:	64000	G	93%	0%	2%	1%	4%	0%	F	0.108	Ν		67000	G	
<del> </del>				To: From:		64-659 P	ughsville l	Road	-							
est est	2.10	37000	G	92%	0%	2%	1%	4%	0%	F	0.084	F		39000	G	2002
664	Combined Traffic:	70000	G	93%	0%	2%	1%	4%	0%	, F	NA	•		74000	G	2002
	Combined Traine.				070					•				7 1000	Ū	
est			_	From:			ortsmouth					_				
	1.03	37000	G	92%	0%	2%	1%	4%	0%	F	0.089	F		39000	G	2002
64	Combined Traffic:	69000	G	93%	0%	2%	1%	4%	0%	F	NA			72000	G	
64)				To- From:	(	64-663 Do	ck Landinş	g Road								
										_						
/est	1.48	37000	G	92%	0%	2%	1%	4%	0%	F	0.092	F		39000	G	2002
/est	1.48 Combined Traffic:		G G	92%	0% 0%	2% 2%	1% 1%	4% 4%	0% 0%	F		F		39000 80000	G G	2002
est				92% 93%		2%	1%	4% 4%	0% 0%		0.092 NA	F				2002
/est 64	Combined Traffic:	76000	G	92% 93%	0%	2%	1% US 58	4%	0%	F	NA			80000	G	
/est /est /est		76000 61000		92% 93%		2%	1%					F F N				2002

					City of Chesapeak								
Route	Length	AADT	QA	4Tire	Truck S 2Axle 3+Axle 1	-	$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				_									
1 Towne Point Rd	0.07	21000	F	98% To-	Churchland Blvd 0 0% 0% 04-8520 JB-131 NCL Ches	1% 0% apeake	F	0.096	F	0.521	22000	F	2002
2 Backwoods Rd	0.73	1300	F	98% To:	JB-131-NC State Line 1% 0% 131-8796 Ballahack R	0% 0%	С	0.107	F	0.895	1400	F	2002
3 Douglas Rd	2.95	100	F	98% To:	George Washington Hv 0 0% 0% Benefit Rd	1% 0%	С	0.139	F	0.706	100	F	2002
4 Indian Creek Rd	5.92	1600	F	94% To:	Battlefield Blvd	2% 0%	С	0.096	F	0.503	1700	F	2002
5 Crossways Blvd	0.32	11000	F	From: 99% To:	Volvo Pkwy	0% 0%	С	0.099	F	0.546	12000	F	2002
6 Woodlake Dr	0.23	19000	F	98% To:	Greenbriar Pkwy	1% 0%	С	0.092	F	0.772	20000	F	2002
7 Old Greenbriar Rd	0.43	12000	F	97%	Woodlake Dr	1% 0%	С	0.089	F	0.61	12000	F	2002
7 Old Greenbriar	0.46	4400	F	From: 98% To:	Military Hwy 1% 0% Providence Rd	0% 0%	F	0.095	F	0.524	4700	F	2002
8 Bunch Walnuts Rd	3.01	980	F	98% Ta-	Ballahack Rd 1% 0% Benefit Rd	1% 0%	С	0.099	F	0.569	1000	F	2002
9 Paramont Ave	1.11	6300	F	98% To:	WCL Va Beach 1% 1% Military Hwy	0% 0%	С	0.088	F	0.526	6600	F	2002
10 Sign Pine Rd	1.73	1600	F	98% To:	Benefit Rd 0 1% 0% Battlefield Blvd	0% 0%	С	0.099	F	0.809	1700	F	2002
(11) Campostella Rd	0.44	13000	F	96%		1% 0%	F	0.087	F	0.536	14000	F	2002
11 Campostella Rd	1.34	13000	F	From: 96% To:	SR 246 Liberty St; Borde	1% 0% r Rd	F	0.085	F	0.503	14000	F	2002
(8524) Churchland Blvd	0.57	5500	F	98%	Western Branch Blvd  1% 0%  Town Point Rd	0% 0%	C	0.087	F	0.516	5800	F	2002
(8524) Churchland Blvd	0.09	14000	F	98% To:	WCL Portsmouth	0% 0%	F	0.089	F	0.511	14000	F	2002
8527) Dock Landing Rd	0.27	5000	F	98%	I-664	0% 0%	F	0.078	F	0.502	5300	F	2002
(8527) Dock Landing Rd (8527) Dock Landing Rd	0.89	5400 5100	F F	98% From: 98%	Eagle Hill Dr	0% 0% 0% 0%	C F	0.095	F F	0.668	5700 5400	F F	2002
(8527) Dock Landing Rd	2.23	5800	F	From: 98%	Devon Dr 0 1% 0%	0% 0%	C	0.094	F	0.529	6100	F	2002
(8529) Pughsville Rd	0.84	6400	F	From: 91%	SR 337 Portsmouth Bl 61-659; CL Suffolk 1 1% 2% 1-664	6% 0%	С	0.081	F	0.548	6800	F	2002

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake														
O 5 1 31 51	0.47	40000	_	From:	00/	I-664	00/	_	0.00=	_	0.500	10000	_	0000
8529 Pughsville Rd	0.17	18000	F	98%	0%	1% 0% 0%	0%	С	0.087	F	0.593	19000	F	2002
				From:		131-8530; Taylor Rd Pughsville Rd								
8529 Taylor Rd	1.65	17000	F	98%	0%	1% 0% 0%	0%	F	0.092	F	0.542	17000	F	2002
8529 Taylor Rd	1.00	17000	•	To:	0 70	US 17	070		0.002	'	0.542	17000		2002
				From:										
Taylor Dd	4 70	20000	_		00/	SR 337 Portsmouth Blvd	00/	0	0.444	_	0.500	22200	_	2000
8530 Taylor Rd	1.70	20000	F	97%	0%	1% 0% 1%	0%	С	0.114	F	0.526	22000	F	2002
				To: From:		Bruce Rd								
8530 Taylor Rd	0.29	19000	F	97%	0%	1% 0% 1%	0%	F	0.112	F	0.568	21000	F	2002
				To:		131-8529 Pughsville Rd	J							
				From:		Taylor Rd								
8531) Dunedin Dr	0.99	1500	F	97%	1%	1% 0% 0%	0%	С	0.096	F	0.51	1500	F	2002
				To:		Western Branch Blvd								
				From:		Taylor Rd								
8532) Bruce Rd	1.54	11000	F	99%	0%	0% 0% 0%	0%	С	0.095	F	0.518	12000	F	2002
5002)				To:		Tyre Neck Rd								
_				From:		Bruce St								
8532) Tyre Neck Rd	1.26	10000	F	97%	0%	2% 0% 1%	0%	С	0.093	F	0.551	11000	F	2002
				To-		WCL Portsmouth								
				From:		Gust La	1							
8547) Deep Creek Blvd	0.60	4100	F	99%	0%	0% 0% 0%	0%	С	0.09	F	0.614	4300	F	2002
				To:		SCL Portsmouth								
				From-		US 460								
Liberty Street	0.40	NA		<u> </u>		05 400			NA			NA		
659 J	0.10	101		To:		SCL Norfolk						1471		
				From:			1							
8592) Berkley Ave	0.39	1700	F	99%	0%	ECL Norfolk 0% 0% 0%	0%	С	0.082	F	0.579	1800	F	2002
8592 Berkley Ave	0.59	1700	Г	70 To:	0 /0	Wingfield Ave	0 /0	C	0.002		0.579	1000		2002
D	0.40			From:		Bank Street			N1.0			N.1.A		
8596 Rosemont Ave	0.13	NA		To:		Trill G	i		NA			NA		
				From:		Hill Street								
8596) Rosemont Ave	0.37	710	F	86%	0%	Hill St 2% 2% 11%	0%	С	0.083	F	0.507	750	F	2002
(8596) Rosemont Ave	0.57	710	-	To:	0 /0	US 460 Bainbridge Blvd	0 /0	C	0.003		0.507	7 30		2002
				-										
Oh	0.45	0000	_	From:	00/	Bainbridge Blvd	00/	_	0.000	_	0.505	0700	_	0000
8597) Chesapeake Dr	0.45	2600	F	99% To:	0%	0% 0% 0%	0%	С	0.089	F	0.595	2700	F	2002
				10.		Chesapeake Ave								
				From:		Buell St								
8598) Freeman Ave	0.65	3500	F	61%	1%	4% 7% 28%	0%	С	0.084	F	0.691	3700	F	2002
$\overline{}$				From:		I-464	ļ.							
8598) Freeman Ave		6700	F	61%	1%	4% 7% 28%	0%	F	0.085	F	0.585	7100	F	2002
	0.25	6700												
	0.25	6700	Г	To:		Bainbridge Blvd								
	0.25	6700				Bainbridge Blvd Military Hyay								
osoo Cavalier Blvd				From:	1%	Military Hwy	0%	C	0.093	F	0 565	12000	F	2002
8599 Cavalier Blvd	1.24	11000	F		1%	Military Hwy 2% 3% 8%	0%	С	0.093	F	0.565	12000	F	2002
8599) Cavalier Blvd				From: 86% To:	1%	Military Hwy 2% 3% 8% SCL Portsmouth	0%	С	0.093	F	0.565	12000	F	2002
	1.24	11000	F	From:  86%  To:  From:		Military Hwy  2% 3% 8%  SCL Portsmouth  Military Hwy								
				From: 86% To: From: 97%	1%	Military Hwy         2%       3%       8%         SCL Portsmouth         Military Hwy         1%       1%       0%	0%	С	0.093	F	0.565	12000	F	
	1.24	11000	F	From:  86%  To:  From:		Military Hwy         2%       3%       8%         SCL Portsmouth         Military Hwy         1%       1%       0%         Gust La								
8601) Deep Creek Blvd	0.94	11000 3200	F	From: 86% To: From: 97% To: From: Fr	1%	Military Hwy         2%       3%       8%         SCL Portsmouth         Military Hwy         1%       1%       0%         Gust La         Deep Creek Blvd	0%	С	0.083	F	0.658	3400	F	2002
Beep Creek Blvd	1.24	11000	F	From: 86% To: From: 97% To: 100		Military Hwy         2%       3%       8%         SCL Portsmouth         Military Hwy         1%       1%       0%         Gust La         Deep Creek Blvd       0%       0%         0%       0%       0%								2002
8601) Deep Creek Blvd	0.94	11000 3200	F	From: 86% To: 97% To: From: 99% To: From: 99%	1%	Military Hwy  2% 3% 8%  SCL Portsmouth  Military Hwy  1% 1% 0%  Gust La  Deep Creek Blvd  0% 0% 0%  SCL Portsmouth	0%	С	0.083	F	0.658	3400	F	2002
Beon Deep Creek Blvd Geon Lt Russ	0.94	11000 3200 5700	F F	From: 86% To: From: 97% To: From: 99% To: From:	1%	Military Hwy           2%         3%         8%           SCL Portsmouth           Military Hwy           1%         1%         0%           Gust La         Deep Creek Blvd         0%         0%           0%         0%         0%           SCL Portsmouth         Sir Galahad Dr         Sir Galahad Dr	0%	C	0.083	F	0.658	3400 6000	F	2002
Beon Deep Creek Blvd Geon Lt Richard	0.94	11000 3200	F	From: 86% To: 97% To: From: 99% To: From: 99%	1%	Military Hwy  2% 3% 8%  SCL Portsmouth  Military Hwy  1% 1% 0%  Gust La  Deep Creek Blvd  0% 0% 0%  SCL Portsmouth	0%	С	0.083	F	0.658	3400	F	2002
Beon Deep Creek Blvd Geon Lt Richard	0.94	11000 3200 5700	F F	From: 86% To: From: 97% To: From: 99% To: From:	1%	Military Hwy           2%         3%         8%           SCL Portsmouth           Military Hwy           1%         1%         0%           Gust La         Deep Creek Blvd         0%         0%           0%         0%         0%           SCL Portsmouth         Sir Galahad Dr         Sir Galahad Dr	0%	C	0.083	F	0.658	3400 6000	F	2002
8601) Deep Creek Blvd 8601) Gust La	0.94	11000 3200 5700	F F	From: 86% To: 97% To: 97% To: From: 99% To: From: 98%	1%	Military Hwy         2%       3%       8%         SCL Portsmouth         Military Hwy         1%       1%       0%         Gust La         Deep Creek Blvd       0%       0%         SCL Portsmouth       SCL Portsmouth         Sir Galahad Dr         1%       1%       0%	0%	C	0.083	F	0.658	3400 6000	F	2002 2002 2002 2002

						City of Chesape	Jane								
Route	Length	AADT	QA	4Tire	Bus	Tr		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
(8604) Galberry Rd	2.41	2700	F	98%	0%	Military Hwy 1% 1%	0%	0%	С	0.145	F	0.806	2000	F	2002
(8604) Galberry Rd	2.41	2700	Г	90%				070	C	0.143	Г	0.000	2900	Г	2002
Chall Dd	0.07	E200	F	From: 99%	0%	S 17 George Washing		00/	F	0.102	F	0.51	E600	F	2002
8604 Shell Rd	0.87	5300	Г	99%	0%	0% 0%	0%	0%	Г	0.103	Г	0.51	5600	Г	2002
Ohall Dd	0.04	4400		From:	40/	Firman St	00/	00/		0.405		0.005	4700		2002
8604 Shell Rd	0.81	4400	F	98%	1%	1% 0%	0%	0%	С	0.105	F	0.685	4700	F	2002
Chall Dd	4.40	2200		From:	00/	Canal Dr	00/	00/		0.400		0.707	2200		2002
8604 Shell Rd	1.12	2200	F	99% To:	0%	0% 0% Military Hwy	0%	0%	F	0.126	F	0.797	2300	F	2002
				From:		Shell Rd									
(8605) Canal Dr Ext	0.51	4700	F	98%	1%	1% 0%	0%	0%	С	0.106	F	0.584	5000	F	2002
(8003) Garrer 21 274	0.0.		-	To	.,,	Military Hwy				000	•	0.00	0000	•	
				From:		Bainbridge Blv	d								
(8622) Portlock Rd	0.89	4700	F	98%	0%	1% 1%	0%	0%	С	0.095	F	0.581	5000	F	2002
$\bigcirc$				To:		Campostella R	d								
				From:		Providence Ro									
(8635) Dunbarton Rd	0.06	3600	F	98%	1%	1% 0%	0%	0%	F	0.142	F	0.512	3800	F	2002
				To: From:		Longdale Cresce	ent								
(8635) Dunbarton Rd	0.18	1600	F	98%	1%	1% 0%	0%	0%	С	0.099	F	0.629	1700	F	2002
				To: From:		Crown Crescen	nt								
(8635) Dunbarton Rd	0.16	670	F	98%	1%	1% 0%	0%	0%	F	0.106	F	0.528	710	F	2002
				To:		Longdale Cresce	ent								
O				From:		Campostella R									
(8640) Providence Rd	1.55	17000	F	99%	0%	0% 0%	0%	0%	F	0.093	F	0.522	18000	F	2002
<u> </u>				To: From:		Angora Dr									
(8640) Providence Rd	0.99	15000	F	99% To:	0%	0% 0%	0%	0%	С	0.099	F	0.55	16000	F	2002
						WCL Virginia Be	each								
(8645) Sparrow Rd	0.23	5500	F	98%	0%	Military Hwy 0% 0%	0%	0%	F	0.093	F	0.564	5800	F	2002
Sparrow Rd	0.23	3300	-	90 /6	0 70			0 70		0.093	•	0.504	3000	ı	2002
Charrow Dd	0.04	0000	F	From:	00/	Providence Ro	0%	00/		0.007		0.520	0500	F	2002
8645 Sparrow Rd	0.84	9000	Г	98%	0%	0% 0%		0%	С	0.087	F	0.520	9500	Г	2002
Cramer Dd	0.57	2400		From:	00/	Indian River R		00/		0.005		0.550	2000		2002
8645) Sparrow Rd	0.57	3400	F	98%	0%	0% 0%	0%	0%	F	0.095	F	0.552	3600	F	2002
O 0 - 51				From:	201	Little Beaver R							4=00		
8645 Sparrow Rd	0.28	1600	F	98% To:	0%	0% 0% Goldcrest Dr	0%	0%	F	0.101	F	0.554	1700	F	2002
				From:			1.60								
(8647) Border Rd	0.47	5200	F	99%	0%	Campostella Rd :	0%	0%	С	0.094	F	0.526	5500	F	2002
8647) Border Rd	0.47	3200	•	33 70 T	0 70			0 70	C	0.034	•	0.520	3300	'	2002
8647) Border Rd	0.08	NA		From:		Wingfield Ave	2			NA			NA		
8647) Border Rd	0.00	NA.		To:		131-8592 Berkley	Ave	1		IVA			INA		
				From:		Berkley Ave									
(8647) Wingfield Dr	0.48	2300	F	99%	0%	1% 0%	0%	0%	С	0.099	F	0.527	2400	F	2002
				To: From:		Tatemstown Ro Wingfield Ave									
(8647) Tatemstown Rd	0.34	3700	F	99%	0%	0% 0%	0%	0%	С	0.095	F	0.56	3900	F	2002
				To		Indian River R									
				From:		Battlefield Blv	d								
(8648) Albemarle Dr	1.19	3800	F	99%	0%	0% 0%	0%	0%	С	0.092	F	0.863	4000	F	2002
				To:		Cedar Rd									
				From:		Mt Pleasant									
(8649) Woodford Dr	0.28	280	F	99%	0%	0% 0%	0%	0%	С	0.102	F	0.531	300	F	2002
$\sim$				To:		Royal Oak Dr									

						,	nesapea									
Route	Length	AADT	QA	4Tire	Bus	2Axle :	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
<u> </u>			_	From:	201		nut Ave	201	201	_		_			_	
(8650) Cornick Ave	0.14	780	F	99%	0%	0%	0%	0%	0%	F	0.12	F	0.567	830	F	2002
				To: From:		Olean	der Ave									
(8650) Walnut Ave	0.60	1100	F	99%	0%	0%	0%	0%	0%	С	0.104	F	0.535	1200	F	2002
				To:		Span	row Rd									
				From:		Dou	glas Rd									
(8653) West Road	0.79	300	F	95%	2%	2%	1%	1%	0%	F	0.112	F	0.639	310	F	2002
				To:		D	fit Road									
(8653) West Rd	5.27	1700	F	95%	2%	2%	1%	1%	0%	С	0.101	F	0.572	1900	F	2002
West Rd	5.21	1700	•	To:	2 /0		nion Blvd	1 /0	070	C	0.101	'	0.572	1300	•	2002
									<u>-</u>							
O 01.11 1 5.1			_	From:	407		efit Rd	201	201	_		_		4000	_	
8655 Shilelagh Rd	6.96	1100	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.628	1200	F	2002
				To:		Domin	nion Blvd									
_				From:		Battlef	ield Blvd									
8656) Benefit Rd	1.96	1500	F	95%	1%	3%	1%	0%	0%	С	0.094	F	0.554	1600	F	2002
				To		Sion	Pine Rd									
8656) Benefit Rd	1.92	1600	F	95%	1%	3%	1%	0%	0%	F	0.1	F	0.541	1700	F	2002
8050) 2011011111			-		.,,			0,0		•	• • • • • • • • • • • • • • • • • • • •	•	0.0		•	
O				From:			town Rd									
8656) Benefit Rd	3.16	760	F	97 <u>%</u>	0%	2%	0%	1%	0%	С	0.097	F	0.658	800	F	2002
				To:		Doug	glas Rd									
_				From:		SR 168 A	Atlantic A	ve								
Old Atlantic Ave	0.31	5400	F	97%	0%	2%	0%	1%	0%	F	0.09	F	0.521	5700	F	2002
				To:		SD 246	Liberty S									
R657) Cascade Blvd	0.44	980	F	97%	0%	2%	0%	1%	0%	F	0.13	F	0.725	1000	F	2002
Cascade Bivd	0.44	300	Г	91 /0 To:	0 /0	SR 168 Ca			0 /0		0.13		0.723	1000		2002
								Ku								
O B 1 01	0.50		_	From:	00/		idge Blvd	00/	00/	_	0.404	_	0.50	000	_	000
8658 Booker St	0.58	920	F	96% To:	2%	2%	0%	0%	0%	F	0.124	F	0.53	980	F	2002
				10.		Greatbr	idge Blvd									
				From:		SR 168 Ba		lvd								
8661) Centerfield Tnpk	3.99	5900	F	96%	0%	1%	2%	0%	0%	С	0.086	F	0.650	6200	F	2002
				To		Mur	ray Dr									
8661) Centerville Tnpk	2.06	12000	F	96%	0%	1%	3%	0%	0%	С	0.085	F	0.626	12000	F	2002
0001)			-							-		-			•	
<u> </u>				From:			vay Circle									
8661) Centerville Tnpk	1.13	15000	F	97%	0%	1%	1%	0%	0%	F	0.092	F	0.633	16000	F	2002
				To: From:		131-8665 Bi		n Rd	-							
8661) Centerville Tnpk	0.46	8500	_	97%	0%	1%	tation Rd 1%	0%	0%	С	0.089	F	0.600	9000	F	2002
8661) Centerville i ripk	0.40	0500	F	97 70 To:	076				0%	C	0.069	F	0.000	9000	г	2002
				From:			5 Elbow R ow Rd	.u								
8661) Centerville Tnpk	1.76	7200	F	97%	0%	1%	1%	0%	0%	F	0.084	F	0.588	7600	F	2002
Centerville I npk	1.70	. 200	•	To:	U /U		/a Beach	J /0	370	•	0.004	•	0.000	7 000	•	200
				From:												
Croon Tree Dd	0.70	EC00	_	<u> </u>	00/		sville Rd	00/	00/	_	0.400	_	0.500	E000	_	000
Green Tree Rd	0.73	5600	F	98% To:	0%	1%	0%	0%	0%	С	0.109	F	0.563	5900	F	2002
				From:			Frove Rd field Blvd		+							
8662) Oak Grove Rd	0.86	7000	F	98%	0%	1%	0%	1%	0%	С	0.098	F	0.587	7400	F	2002
8662) Oak Grove Rd	0.00	. 500	•	To:	J /0		Tree Rd	1 /0	<u> </u>	9	0.000	•	0.001	1-100	•	2002
O laborate 5.1	- 0.4	0000	_	From:	00/		efit Rd	001	001	_	0.004	_	0.045	0500	_	000
8663 Johnstown Rd	5.94	3300	F	98%	0%	1%	0%	0%	0%	С	0.094	F	0.615	3500	F	2002
<u> </u>				To:		Battlef	ield Blvd									
				From:		Johns	town Rd									
8664) Woodbridge Dr	0.19	940	F	100%	0%	0%	0%	0%	0%	С	0.104	F	0.604	990	F	2002
				To:			field Dr									
				From:			bridge Dr								-	
				99%	Ω0/	00/	00/	00/	00/	_	0.404	_	0.521	0.400		2002
8664) Briarfield Dr	0.68	2200	F	99 70 To:	0%	0%	0% dar Rd	0%	0%	С	0.104	F	0.521	2400	F	2002

Careenbrier Proxy   0.50   32000   F   98%   0%   1%   1%   0%   0%   F   0.088   F   0.556   34000   F   2000   F   98%   0%   1%   1%   0%   0%   F   0.088   F   0.556   34000   F   2000   F   98%   0%   1%   1%   0%   0%   F   0.088   F   0.556   34000   F   2000   F   98%   0%   1%   1%   0%   0%   F   0.088   F   0.556   34000   F   2000   F   98%   0%   1%   1%   0%   0%   F   0.088   F   0.556   34000   F   2000   F   98%   0%   1%   1%   0%   0%   F   0.088   F   0.556   34000   F   2000   F   98%   0%   1%   1%   0%   0%   F   0.088   F   0.588   42000   F   2000   F   98%   0%   1%   1%   0%   0%   0%   F   0.088   F   0.588   42000   F   2000   F   98%   0%   1%   1%   0%   0%   0%   0%   0							City of Chesape	заке								
Prevalence Rel	Route	Length	AADT	QA	4Tire	Bus			2Trail	- QC		QK		AAWDT	QW	Year
Company   Comp	City of Chesapeake															
Composition	Dunharton Rd	0.65	6900	F	From:		Providence Ro	1			0 105	F	0.603	7300	F	2002
Creenthrier Pkwy	8665 Dulibarton Ru	0.05	0900	r							0.105		0.003	7300		2002
Edition   Commonweight   Edition	Greenhrier Pkwy	0.50	32000	F		0%			0%	F	0.086	F	0.556	34000	F	2002
Composite Pkwy	8665) Crecibile Fixwy	0.00	02000	•	To:	0 70			<u> </u>	•	0.000	•	0.000	04000	•	2002
See   Greenbrier Pixwy   0.42   39000   F   96%   0%   1%   1%   0%   0%   0%   F   0.083   F   0.588   42000   F   2000   F   200	Greenbrier Pkwy	0.94	73000	F		0%		0%	0%	F	0.088	F	0.536	77000	F	2002
Creenbrier Pkwy	0003)			_	To:					-						
Volvo Piews   1.78   21000   F   95%   0%   1%   1%   0%   0%   0%   C   0.098   F   0.682   22000   F   2000   C   200	Greenbrier Pkwy	0.42	39000	F		0%		0%	0%	F	0.083	F	0.568	42000	F	2002
Carenthrier Plwy    1.78   21000   F   98%   0%   1%   1%   0%   0%   0%   0.098   F   0.682   22000   F   2002	,				To											
SR: 190   Sequence   SR: 190	Greenbrier Pkwy	1.78	21000	F		0%		0%	0%	С	0.098	F	0.682	22000	F	2002
Suth Station Rd   2.08   11000   F   98%   0%   13%   13%   0%   0%   F   0.104   F   0.681   11000   F   2002	,	_			To											
131-8661 Catescrable Tropk	Butts Station Rd	2 08	11000	F		0%			0%	F	0 104	F	0 681	11000	F	2002
Blackwater Rd   2.62   2700   F   94%   1%   1%   3%   1%   0%   0%   0%   0%   0%   0%   0	Datio Station Na	2.00		•	_				70	•	0.101	·	0.001	11000	•	2001
Blackwater Rd   2,62   2700   F   94%   19%   19%   39%   19%   09%   C   0.094   F   0.661   2900   F   2002					From:		WCL Va Beac	h								
Fentress Airfield Rd	Blackwater Rd	2.62	2700	F	94%	1%			0%	С	0.094	F	0.661	2900	F	2002
Fentress Airfield Rd																
SR 165 Mr Plessaut Rd   Sale	Continue Ainfield Dd	0.45	4200	_	<u> </u>	00/			00/	_	0.4	_	0.700	4500	_	2000
Battlefield Blvd   Battlefield Blvd   Battlefield Blvd   C	Fentress Almeid Rd	0.15	4300	Г		0%			0%	C	0.1	r	0.709	4500	Г	2002
Hickory Rd East   0.81   2800   F   98%   0%   1%   0%   1%   0%   0%   0%   0					From:											
	Hickory Rd Fast	0.81	2800	F		0%			0%	С	0 146	F	0.655	3000	F	2002
Head Of River Rd	1 Hollory 1 to Edot	0.01	2000	•	T	0,0				Ü	0.110	·	0.000	0000	•	2001
WCL Virginia Beach   Section   Sec	Head Of River Rd	4 80	1200	F		0%			0%	C	റ റമമ	F	0 642	1200	F	2003
Battlefield Blvd	11cad OTTAVCITA	4.00	1200	•		0 70			070	O	0.000	•	0.042	1200	į	2002
Ashley Rd   0.42   3000   F   99%   0%   0%   0%   0%   0%   0%   0					From:											
Mt Pleasant Rd	Ashlev Rd	0.42	3000	F		0%			0%	С	0.088	F	0.579	3200	F	2002
See   Lindale Dr   1.70   3200   F   98%   1%   1%   0%   0%   0%   0%   0%   0	,							d								
See   Lindale Dr   0.70   3200   F   98%   1%   1%   0%   0%   0%   0%   C   0.095   F   0.692   3400   F   200;					From:		Campostella R	d	1							
Debaun Ave   Deb	Lindale Dr	0.70	3200	F	98%	1%			0%	С	0.095	F	0.692	3400	F	2002
Debaun Ave   0.33   4200   F   97%   1%   1%   0%   0%   0%   0%   0%   0																
Battlefield Blvd	Debour Ave	0.22	4200	_		10/		00/	00/	_	0.005	_	0.576	4500	г	2001
Crystalwood Circle   Crystal	Beggi Debaun Ave	0.33	4200	Г	_	1%			0%	C	0.085	r	0.576	4500	Г	2002
Second Period Color   Second Period					From:				<u>.</u>							
Syron St	Volvo Pkwy	0.30	800	F		0%			0%	F	0 11	F	0 584	850	F	2002
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	,,,,,,	0.00		-	To					•	• • • • • • • • • • • • • • • • • • • •	•	0.00		•	
Independence Pkwy   1.38   25000   F   99%   0%   0%   0%   0%   0%   0%   0	Volvo Pkwy	0.26	8700	F		0%		0%	0%	C	0.000	F	0.670	9200	F	2003
Sampostella Rd   1.06   12000   F   99%   0%   0%   0%   0%   0%   0%   0	VOIVOT KWY	0.20	0700	•	33 /0	0 70			0 70	C	0.033	'	0.070	3200	'	2002
Sampostella Rd   1.06   12000   F   97%   1%   1%   1%   1%   0%   0%   0%   0	Valve Plant	0.25	12000			Λ0/	•		00/		0.006		0.650	12000	Е	2001
1.38   25000   F   98%   0%   1%   0%   1%   0%   0%   0%   0	VOIVO PKWy	0.25	13000	г	9976	070			0%	г	0.090	г	0.000	13000	Г	2002
To   Greenbriar Pkwy   Section   From   Section   Section   Section   From   Section	Value Dlave	4.00	25000			00/			00/		0.000		0.574	20000		2000
From	VOIVO PKWY	1.38	25000	Г		0%			0%	C	0.096	r	0.571	26000	Г	2002
To   Eden Way					From:			•								
1.49   24000   F   98%   0%   1%   0%   1%   0%   F   0.102   F   0.668   25000   F   2002   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000   25000	Nolvo Pkwy	0.45	20000	F	98%	0%	1% 0%	1%	0%	F	0.096	F	0.664	21000	F	2002
1.49   24000   F   98%   0%   1%   0%   1%   0%   0%   F   0.102   F   0.668   25000   F   2002																
Tro   Masters Row   Docklanding Rd   D	Volvo Parkway	1 40	24000	_	1					_	0.102	_	0.669	25000	_	2001
Docklanding Rd	VOIVO Faikway	1.49	24000	г		070			0%	г	0.102	г	0.000	23000	Г	2002
Coffman Blvd 0.70 <b>1600 F</b> 97% 1% 2% 0% 1% 0% C 0.109 F 0.525 1700 F 2002    Portsmouth Blvd   From   Great Bridge Blvd   Gr					From:											
To   Portsmouth Blvd     From:   Great Bridge Blvd	Coffman Blvd	0.70	1600	F		1%			0%	C	0 109	F	0.525	1700	F	2003
Campostella Rd   1.34   6200   F   97%   1%   1%   1%   0%   0%   C   0.087   F   0.637   6600   F   2002   1.063   1.06   12000   F   97%   1%   1%   1%   0%   0%   F   0.1   F   0.638   12000   F   2002   1.063   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.06   1.	S/5/) Comman blva	0.70	1000	•	_	1 /0			J /0	C	0.103	'	0.020	1700		2002
Campostella Rd 1.34 <b>6200 F</b> 97% 1% 1% 1% 0% 0% C 0.087 F 0.637 6600 F 2002 F 0.637 Campostella Rd 1.06 <b>12000 F</b> 97% 1% 1% 1% 0% 0% F 0.1 F 0.638 12000 F 2002 F 2									<u>.</u>							
To Military Hwy  Graph Campostella Rd 1.06 12000 F 97% 1% 1% 1% 0% 0% F 0.1 F 0.638 12000 F 2002	Campostella Rd	1.34	6200	F		1%			0%	С	0.087	F	0.637	6600	F	2003
Great Campostella Rd 1.06 <b>12000 F</b> 97 18 18 18 08 08 F 0.1 F 0.638 12000 F 2007	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			•	Te:	. , 0				J	0.501	•	0.507	-500	•	_00/
	Campostella Pd	1 06	12000	F		1%			Λ% -	F	N 1	F	U 638	12000	F	2001
Barredela Biva	3/03) Gampostella Nu	1.00	12000		91 70 To:	1 /0	Battlefield Blv		U /0		0.1		0.000	12000	'	2002

Route   Length   AADT   QA   4Tire   Bus	Dir Factor	AAWDT QW	/ Year
Rainbridge Blvd   Signature   Signature			
8771 Virginia Ave 0.50 <b>1000 F</b> 99% 0% 1% 0% 0% 0% C 0.096 F Chesapeake Ave			
Try Chesapeake Ave		=	
Chesapeake Ave	0.574	1100 F	2002
v iigiiia Ave			
Observation Ave. 4.40 0400 F 000/ 00/ 40/ 00/ 00/ 00/ 00 0404 F	0.616	3600 F	2002
(8771) Chesapeake Ave 1.12 <b>3400 F</b> 99% 0% 1% 0% 0% 0 C 0.101 F	0.010	3000 1	2002
From: Park Ave			
(8771) Chesapeake Ave 0.41 <b>2500 F</b> 99 <u>% 0% 1% 0% 0% 0%</u> F 0.099 F	0.562	2700 F	2002
To: Poindexter St			
From: Bainbridge Blvd			
(8776) Park Ave 0.37 <b>1500 F</b> 99% 0% 1% 0% 0% 0% C 0.097 F	0.595	1600 F	2002
To Chesapeake Ave			
8776) Park Ave 0.35 <b>4100 F</b> 99% 0% 1% 0% 0% 0% F 0.099 F	0.631	4300 F	2002
To: Atlantic Ave	0.00		
From: Dead End			
Death Did 100 F 570 00 400 00 00 0 0 0 0 0 0 0	0.571	860 F	2002
(8778) Barnes Rd 0.45 <b>820 F</b> 57% 0% 1% 2% 40% 0% C 0.101 F	0.57 1	000 1	2002
Damondge Divu			
George Washington Hwy	0.50	000 =	0000
(8796) Ballahack Rd 11.72 <b>650 F</b> 97% 0% 2% 0% 1% 0% C 0.107 F	0.52	690 F	2002
To From: Old Battlefield Blvd			
8796) 0.10 <b>NA</b> NA		NA	
To: SR 168			
From: W Branch Blvd			
(8797) Poplar Hill Rd 0.23 <b>11000 F</b> 98% 0% 1% 0% 0% 0% C 0.094 F	0.524	12000 F	2002
To: Churchland Blvd			
From: Cedar Rd			
8798) Bells Mill Rd 2.38 <b>1500 F</b> 97% 0% 1% 1% 1% 0% C 0.091 F	0.539	1600 F	2002
To: Cedar Rd	0.000		
washington bi	0.598	7200 F	2002
(****)	0.596	7200 F	2002
Cuar Ku 105			
From: Cedar Rd			
(8800) Millville Rd 1.11 <b>810 F</b> 95% 0% 1% 3% 1% 0% C 0.094 F	0.518	860 F	2002
To: Burson Dr			
From: Cedar Rd			
(8801) Shipyard Rd 1.05 <b>1500 F</b> 98 <u>% 1% 1% 0% 0% 0%</u> C 0.087 F	0.571	1600 F	2002
To: Burson Dr			
From: Johnstown Rd			
(8802) Hanbury Rd 1.00 <b>7100 F</b> 99% 0% 1% 0% 0% 0% C 0.108 F	0.633	7600 F	2002
To: Battlefield Rd			
From: Battlefield Blvd			
(8803) Hillwell Rd 2.36 <b>2100 F</b> 98% 0% 1% 0% 0% 0% C 0.097 F	0.583	2200 F	2002
To Mt Pleasant Rd			
From: Mt Pleasant Rd			
F + F + O + O + O + O + O + O + O + O +	0.608	3500 F	2002
(8804) Fentress Rd 1.80 <b>3300 F</b> 98% 0% 1% 1% 0% 0% C 0.104 F	0.000	5500 F	2002
Centerville Tnpk	001-	<b>5000</b> =	
8805) Elbow Rd 3.05 <b>4800 F</b> 98% 0% 1% 1% 0% 0% C 0.118 F	0.617	5000 F	2002
WCL Virginia Beach			
From: Volvo Pkwy			
(8806) Eden Way N 0.49 <b>9600 F</b> 99% 1% 0% 0% 0% 0% F 0.105 F	0.576	10000 F	2002
Tax White Oak Crossing			
	0.604	16000 F	2002
	J.00 <del>1</del>	10000	2002
To Greenbrier Pkwy			
4 ) = 1 144 14 14 14 14 14 14 14 14 14 14 14	0.633	13000 F	2002
8806 Eden Way N 0.85 <b>12000 F</b> 99% 1% 0% 0% 0% 0% F 0.102 F			

				City of Chesapeake								
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:	Canal Dr	ZITAII		Tioui		1 40101			
Baywood Trail	380	F					0.234	F	0.613	380	F	2002
			To:	Meiggs Rd								
			From:	Centerville Turnpike South								
Beaverdam Road	380	F	98% To:	0% 1% 0% 0%	0%	С	0.101	F	0.718	380	F	2002
			From:	Long Ridge Rd								
Beckley La	330	F	FIOIII.	Willow Oak Dr			0.142	F		350	F	2002
	330	•	To	Grantham Lane			0.142	'		330	'	200
			From:	Brier Cliff Crest								
Birchleaf Rd	140	F	<u> </u>	Bitor citir crest		0.155	F		150	F	200	
			To:	Mill Pond Dr								
			From:	Denver Ave								
Chatanooga St	470	F				1	0.1	F		500	F	2002
			To-	Waters Rd								
0		_	From:	Battlefield Blvd			0.4	_			_	
Coastal Way	1200	F	To:	Sams Dr	1	Ì	0.116	F		1200	F	200
			From:									
Conquest Dr	1500	F	FIOIII.	Cedar Rd			0.153	F		1600	F	200
Conquest Di	1000	•	To:	Albermarle Dr Shea			0.100			1000	•	200
			From:	G.Washington Hwy								
Conrad Ave	1300	F	<u> </u>	O. Washington 11Wy			0.093	F		1400	F	200
			To:	Butler St								
			From:	Gibson Drive								
Cottonwood La	180	F				ī	0.12	F	190	190	F	200
			To-	Lenore Trail								
0 0 1			From:	Wilson Rd		0.000			0.40			
Cypress Street	840	F	To:	Isaac St		Ì	0.086	F	0.623	840	F	200
			From:									
Debbs La	280	F		Vellen St		0.108	F		290	F	2002	
20000 20	200	•	To:	Rellen St			0.100	•		200	•	200.
			From:	Warrick Rd								
Dove Dr	180	F	<u> </u>			ı	0.151	F		190	F	200
			To:	Butterfly Dr								
			From:	Kalmar Dr								
Essex Dr	690	F				Ī	0.143	F		730	F	200
			To:	Kings Way Dr								
Etheridge Manor Blvd	11000	F	From:	Jule Dr			0.100	F		12000	F	200
Ethenage Manor Biva	11000	г	To:	Shifford La			0.100	Г		12000	Г	200
			From:	Edenbridge Dr								
Etheridge Road	2400	F	99%	0% 1% 0% 0%	0%	С	0.100	F	0.627	2400	F	200
		,	To:	Fentress Rd								
			From:	Saul Dr								
Eva Blvd	630						0.096	F		670	F	200
			To:	Marge Dr								
			From:	Greenbrier Pkwy								
Fairway Drive	NA		To:	0 . 5	ı	ì	NA			NA		
				Cranston Dr								
Fireman St	750	F	From:	Shell Rd			0.113	F		790	F	2002
i iiciiiaii ol	190	r	To	Tuttle St		Ì	0.113	r		190	I.	2002
				Tunic St								

ength <b>AADT</b>										
	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
450	F	From:	Bramblewood Ct		0.117	F	0.547	450	F	200
		To:	Winslow Ave							
		From:	Johnston Rd							
1000	F				0.119	F	0.816	1100	F	200
		To:	Battlefield Blvd							
		From:	Flynn St							
NA					NA			NA		
		To:	Bainbridge Blvd							
		From:	Albert Ave							
5200	F			0.098 F		5500	F	200		
		To:	Geneve Ave							
		From:	Collins Blvd.							
270	F				0.100	F		280	F	200
		To:	Ashland Dr							
		From:	Galahad Dr							
1700	F				0.097	F		1800	F	200
		To:	Sean Dr							
		From:	Barksdale							
390	F				0.137	F		420	F	200
		To:	Glenview Rd							
		From:	Pinecliff Dr							
340	F	_			0.12	F		360	F	200
			Briarwood Dr							
	_	From:	Canal Rd	]						
700	F		1		0.129	F		740	F	200
		10:								
400	_	From:	Gregg St	]	_			_		
190	F	To	0.18		0.145	F		200	F	200
		10.								
200	_	From:	Indian River Rd		0.400	_		0.40	_	000
320	F	To:	E.W. I		0.106	F		340	F	200
		10.								
=10	_	From:	Cobb Ave		0.004	_		750	_	000
/10	F	To:	Delestes Asse		0.094	F		750	F	200
			*							
1400	_	OOO/		_	0.1	_		1500	_	200
1400	Г			Г	0.1	Г		1300	Г	200
		From:								
NA		r rom.	Dunn St		NA			NA		
INA		To:	Outlaw St		INA			11/7		
		From:								
			Baugher Ave		0.144	F		250	F	200
240	F				0.174			200	1	200
240	F	To:	Bounds Ave							
240	F	To:	Bounds Ave							
		To: From:	Bounds Ave Culpeper Ave		<b>0 151</b>	F	0.512	130	F	200
240	F	To:	Culpeper Ave		0.151	F	0.512	130	F	200
		To:	Culpeper Ave Winslow Ave		0.151	F	0.512	130	F	200
120	F	<u> </u>	Culpeper Ave				0.512			
		To:	Culpeper Ave  Winslow Ave  Baff Loop Ct		0.151	F	0.512	130	F	
120	F	To:	Culpeper Ave  Winslow Ave  Baff Loop Ct  Brassie Ct				0.512			
120 590	F	To:	Culpeper Ave  Winslow Ave  Baff Loop Ct		0.095	F	0.512	620	F	200
120	F	To:	Culpeper Ave  Winslow Ave  Baff' Loop Ct  Brassie Ct  Haledon Rd			F	0.512			200
120 590	F	To:  From:  To:  To:	Culpeper Ave  Winslow Ave  Baff Loop Ct  Brassie Ct  Haledon Rd  Duffield Pl		0.095	F	0.512	620	F	200
120 590	F	To:	Culpeper Ave  Winslow Ave  Baff' Loop Ct  Brassie Ct  Haledon Rd		0.095	F F	0.512	620	F	200
		5200 F  270 F  1700 F  390 F  340 F  700 F  190 F  320 F	NA	From   Flynn St	From   Flynn St	NA	NA	From   Flynn St	NA	NA

Route	Length AADT	QA	4Tire	BusTruckTrail 2Trail		()K	Dir Factor	AAWDT	QW	Yea
Millwood Ave	1600	F	From:	Clover Dr	0.10	7 F		1700	F	200
Williwood 7 WC	1000	•	To:	E. Royce Dr	0.10			1700	•	200
			From:	Johnstown Rd						
Newberry Dr	550	F	li	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.09	1 F		580	F	200
			To:	Horse Run Dr						
0.1.5			From:	Woodcroft La					_	
Oak Dr	820	F	To	Tyre Neck Rd	0.26 I	9 F		870	F	200
			From:	Victoria Dr						
Old Dr	1100	F		v letoria Di	0.14	2 F		1100	F	200
			To:	Barlett Dr						
			From:	Campostella Road						
Omar St	460	F	т	P. G	0.09	8 F		480	F	200
				Faye St						
Philadelphia St	60	F	From:	English Ave	l 0.12	4 F		70	F	200
			To:	Miller Ave	U.12					
			From:	Greenway Dr						
Queenswood Terr	120	F			0.13	4 F		130	F	200
			To:	Royal Grant Dr						
Robert Hall Blvd	4700	F	From:	Battlefield Blvd	0.08	8 F		5000	F	200
	4700	Г	To:	Military Hwy	0.00	о г		5000	Г	200
			From:	Shepherds Ct						
Shepherds Gate	280	F	li	5.00,000 00	0.12	6 F		300	F	200
			To	Logans Mill Terr						
Sir Meliot Dr			From:	Sir Meliot Ct						
	780	F	To:	Drawbridge Dr	0.10 I	6 F		830	F	200
			From:	Woodberry Dr						
Southfield Dr	80	F		woodberry Di	l 0.14	8 F		80	F	200
			To:	Bartell Dr						
			From:	Scarlett Dr						
Stadium Dr	1800	F			0.13	5 F		1900	F	200
			10:	Mt Pleasant Rd						
Strafford Dr	340	F	From:	Golden Hind Rd	l 0.12	5 F		360	F	200
			To:	Harding Dr	J. 12					
			From:	Goldcrest Dr	-					
Tanglewood Tr	400	F			0.10	4 F		420	F	200
			Tn·	Trilby Ct						
Totomotown Dd	2000	_	From:	Fairview St	0.00	e -		2200	_	
Tatemstown Rd	3000	F	To:	Peter Rd	0.08 	6 F		3200	F	200
			From:	Bruin Rd						
Terry Dr	2900	F	<u> </u>	Dium AM	0.18	6 F		3000	F	200
			To:	Brittany Way						
		_	From:	PineTop Rd					_	
Tinter St	2400	F	To	Valva Pl	0.08 I	6 F		2500	F	200
			From:	Volvo Pkwy						
Warrick Rd	1100	F		Cedar Rd	l 0.10	9 F		1100	F	200
			To	Butterfly Dr						
			From:	Magnolia Ave						
Winslow Ave	360	F			0.12	2 F		380	F	200
			To:	Marlboro St						

Route	Length	AADT	QA	4Tire	Bus	Trucl			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Manda Divid	850	050	F	From:		Placid Way				0.447	F		000		2002
Woods Blvd		850	55U F	To:		Kempsville Rd	Kempsville Rd		0.117			900	F	2002	
				From:		George Wash. Hwy									
Yadkins Rd	3300	3300	F							0.106	F		3500	F	2002
				To:		I-64									