2013

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

where available

Special Locality Report 131

City of Chesapeake

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(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

Virginia State Route

- 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.

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Lengt	h AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(13) (58) (460) Military Highwa	y City of Chesapeake	(Maint: 64) 2.94	ECL Suffoli 68000	k A	92%	0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	Α
	Tool		I-664													
(13) (58) (460)	City of Chesapeake	(Maint: 64) 0.11	9900	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	10000	G
\bigcirc	To: From:		Bus US 13 US 58; SR 19													
(13) (460) (191)	City of Chesap	peake 0.18		G	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
	Too	SR	191, S Militar	v Hwv												
13 (460 Military Highway	City of Chesap			G	91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5400	G
	ombined Traffic Estimates for 2 Parallel	Roadways on this Route	: 5000	G								NA			NA	
	To:	Ramp f	rom I-664; Sh	naefer Av	'e											
13 (460 Military Highway	City of Chesap	peake 2.44	6900	G	91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7400	G
<u> </u>	To: From:		I-64													
13 (460) Military Highway	City of Chesap	peake 1.37	15000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.564	16000	G
<u> </u>	Tac From:	US 17 (George Washi	ngton H	vy											
(13) (460) Military Highway	City of Chesap	peake 1.01	10000	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.511	11000	G
	To: From:		SR 196 Canal	Dr												
(13) (460) Military Highway	City of Chesap	peake 2.20	17000	Α	97%	0%	1%	1%	1%	0%	С	0.147	Α	0.511	19000	Α
~	To- From:		166 Bainbridg													
13 Military Highway	City of Chesap	peake 0.31	27000	G	97%	0%	1%	1%	1%	0%	F	0.119	N	0.634	30000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		I-464		.=-/					221		2 / / 2	_			
13 Military Highway	City of Chesap	peake 0.78	19000	G	97%	0%	1%	1%	1%	0%	F	0.119	F	0.634	20000	G
	To: From:		Campostella 1		070/	00/		401	40/	00/	_	0.115	_	0.504	20000	
13 Military Highway	City of Chesap			G	97%	0%	1%	1%	1%	0%	F	0.115	F	0.561	22000	G
Mella and Destruction	To: From:		168 Battlefiel		070/	40/	10/	40/	40/	00/		0.000		0.544	00000	
13 Military Highway	City of Chesap	peake 0.72	22000	G	97%	1%	1%	1%	1%	0%	F	0.099	F	0.544	23000	G
Military Highway	To: From: City of Chesap	200/20 0.41	Allison Dr		97%	1%	10/	10/	10/	00/		0.000	F	0.501	04000	G
(13) Military Highway	City of Criesap		22000	G	9/%	170	1%	1%	1%	0%	С	0.099	Г	0.561	24000	G
13 Military Highway	City of Chesap		Greenbrier Pk 27000	wy <b>G</b>	98%	0%	1%	0%	1%	0%	F	0.1	F	0.501	28000	G
13 Military Highway	City of Chesap		CL Virginia B		90%	076	1 70	0%	1 70	0%	Г	0.1	Г	0.501	20000	G
	From:		13 TO I-64 V				1									
13 Ramp	City of Chesapeake		NA	WLSI								NA			NA	
	To:	I-64-W FROM R	T 1300- MIL	ITARY 1	HIGHWA	Y										
	From:		13 TO I-64 I													-
(13) Ramp	City of Chesapeake		13000	G								0.1	F		13000	G
~	To:	I-64-E FROM R				(										
13 Ramp	City of Chesapeake		O AND FRO <b>6200</b>	M RT 4 <b>G</b>	54							0.124	F		6200	G
[13] Ramp	City of Chesapeake $_{\scriptscriptstyle{T\alpha}}$		6200 64-S FROM I									0.124	г		0200	G
		1-4	STROM I													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~ <u>-</u>	From:	US 13 I-464-N002A		M RT								_			
(13) Ramp	City of Chesapeake (Maint: 64	,	400 G								0.099	F		3400	G
~	To:	I-464-N FI	ROM RT 13												
~~	From:		lina State Line												
(17) George Washington Hwy	City of Chesapeake	3.58 <b>12</b>	2000 A	93%	0%	0%	1%	5%	0%	С	0.099	Α	0.632	12000	Α
~	To: From:	131-8796 I	Ballahack Rd			$\Box$									
(17) George Washington Hwy	City of Chesapeake	6.71 <b>13</b>	3000 G	93%	0%	0%	1%	5%	0%	F	0.089	F	0.662	14000	G
<u> </u>	To: From:	Bus US 17 Georg	ge Washington	łwy		$\neg$ $\vdash$									
17 Dominion Blvd	City of Chesapeake	3.86 <b>11</b>	1000 G	95%	0%	1%	1%	3%	0%	F	0.079	F	0.606	12000	G
$\bigcirc$	Tα	SR 165	Cedar Rd												
17 Dominion Blvd	City of Chesapeake		6000 F	95%	0%	1%	1%	3%	0%	С	0.083	Α	0.682	27000	F
	Tol									_					
17 Dominion Blvd	City of Chesapeake		inbridge Blvd 7000 G	95%	0%	1%	1%	3%	0%	F	0.066	F	0.696	29000	G
[17] Dominion Blvd	Oity of Chesapeake			93 /6	0 /6	1 /0	1 /0	3 /0	0 /6	'	0.000	'	0.090	29000	G
~~ - · · · - · · ·	To: From:		at Bridge Blvd							_		_			
(17) Dominion Blvd	City of Chesapeake		0000 G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.655	42000	G
<u>~</u>	To: From:		Grove Connector (Ramp)	r											
17 (17) Ramp	City of Chesapeake (Maint: 64		(Kamp)	Se	e IIS 17	7 for dire	ectional	traffic v	olume e	etima	tes for th	is ser	rment		
(17) (17) Namp	To:	,	(Ramp)	00	0 00 17	101 0110	otional	iiaiiio v	olallic c	Journa		10 000	girioni.		
	From:		-464												
17 64	City of Chesapeake (Maint: 64	4.31		S	ee I-64	for direc	ctional tr	affic vo	lume es	timat	es for this	segr	ment.		
	d Traffic Estimates for 2 Parallel Roadways	on this Route: 83	8000 F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
	To:		-64												
~ ~ ~ ·		S-00064-E(B)/IS-00064-E	E296A(R)/TO I												
(17) (64) Ramp	City of Chesapeake (Maint: 64	,				for direc	ctional tr	attic vo	lume es	stimate	es for this	s segr	ment.		
<del>~</del> ~	From:	US-00017-P(U)/IS-00064	4-E296A(R)/FR [-64	OM RT 6	4 E										
17 George Washington Hwy	City of Chesapeake		6000 G	96%	0%	1%	1%	2%	0%	F	0.077	F	0.563	27000	G
(17) doorgo rracimigton inity	- F			0070	0 70		1 /0	_ / 0	0 70	•	0.077	·	0.000	27000	ŭ
Coores Westington Hum	City of Classes and a		60 Military Hwy	000/	00/	10/	10/	00/	0%	С	0.004	F	0.004	10000	G
(17) George Washington Hwy	City of Chesapeake	1.00 <b>15</b>	5000 G	96%	0%	1%	1%	2%	0%	C	0.084	г	0.634	16000	G
~~~	To- From:		Canal Rd												
(17) George Washington Hwy	City of Chesapeake	0.63 25	5000 G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.687	27000	G
<u> </u>	To:		ortsmouth												
17 Western Branch Blvd	City of Chesapeake		ortsmouth 9000 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.525	19000	G
(17) Western Branch Blvd	City of Chesapeake	0.09 19	9000 G	99%	0%	0%	0%	U 70	0%	Г	0.062	Г	0.525	19000	G
~~	To: From:		hurchland Blvd			}									
[17]	City of Chesapeake		2000 A	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.549	23000	Α
<u> </u>	To:	ECL	Suffolk												
North	From:		I-64 WEST												
(17) Ramp	City of Chesapeake (Maint: 64		NA								NA			NA	
\	То:	I-64-W FROM	1 US 17 NORT	Н											

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

North From: US 17 I-64-E296B FROM IS 64 EAST 2Axle 1Trail 2Trail Factor Factor	AAWDT	
North US 17 I-64-E296B FROM IS 64 EAST		QW
Ramp City of Chesapeake (Maint: 64) 0.17 NA NA	NA	
To: I-64-E FROM US 17 NORTH		
North US 17 TO RT 168 SOUTH		
Ramp City of Chesapeake (Maint: 64) 0.16 NA NA	NA	
To: I-64-W291B FROM RT 17 NORTH		
North US 17 TO RT 464 NORTH		
Ramp City of Chesapeake (Maint: 64) 0.26 NA NA	NA	
SR 168-N015B FROM RT 17 NORTH TO 464 NOR		
North US 17-N017D TO RT 64 WEST		
Ramp City of Chesapeake (Maint: 64) 0.10 NA NA	NA	
SR 168-N015 A TO RT 64 WEST		
North	27000	G
Ramp City of Chesapeake (Maint: 64) 0.54 27000 G 0.092 F	27000	G
North US 17 Dominion Blvd US 17 Dominion Blvd	2700	G
Tx	2700	ď
South From: US 17 TO I-64 WEST		
(17) Ramp City of Chesapeake (Maint: 64) 0.19 NA NA	NA	
Tα I-64-W FROM US 17 SOUTH		
South From: US 17		
(Maint: 64) 0.29 1200 G 95% 0% 1% 1% 3% 0% F NA	1300	G
To: I-64 East		
Bus US 17 Dominion Blvd		
(17) George Washington Hwy City of Chesapeake 4.07 4300 G 93% 0% 0% 1% 5% 0% F 0.109 F 0.75	4300	G
SR 165 Cedar Rd		
Bus	24000	G
George Washington Hwy City of Chesapeake 1.19 24000 G 93% 0% 0% 1% 5% 0% F 0.073 F 0.556	24000	G
From: ECL Suffolk	71000	Α
	71000	
Total I-664 I-66	10000	$\overline{}$
35 (15) (400)	10000	G
ALT SR 191 Jolliff Rd; US 13 Military Highway		
(58) (460) Airline Blvd City of Chesapeake 1.72 6300 G 96% 1% 1% 0% 1% 0% C 0.083 F 0.5	6700	G
(30) (400): ***********************************		
To: WCL Portsmouth		
East TO ROUTE 664 EASTSOUTH To ROUTE 674 EASTSOUTH		
Te WCL Portsmouth	NA	

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

			0.1, 0.	Пезар					Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:		58 TO ROU	UTE 664 W	VESTNO	ORTH											
(₅₈) Ramp	City of Chesapeake		0.17	NA									NA			NA	
	To:		-W FROM I														
West	From: City of Chesapeake		0.29		EASTSO	UTH							NIA			NA	
[58] Ramp	City of Chesapeake		-E FROM R	NA POUTE 58	13.8-160	WEST							NA			INA	
West	From:		58 TO ROU														
58 Ramp	City of Chesapeake		0.22	NA	VESTING	ЖП							NA			NA	
30) 11	To:		-W FROM F	ROUTE 58	,13&460) WEST											
East	From:		WCL	Virginia B	each												
East 64	City of Chesapeake	(Maint: 64)	0.98	63000	G	97%	0%	1%	1%	2%	0%	F	NA			69000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	124000	G	97%	0%	0%	1%	2%	0%	F	NA			134000	G
Fact	T.c. From:		Green	nbrier Park	way												
East 64)	City of Chesapeake	(Maint: 64)	2.13	43000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		47000	G
04)	Combined Traffic Estimates for 2 Parallel	,			G	97%	0%	1%	1%	2%	0%	F	NA			92000	G
	Tai			Battlefield	l Blvd												
East 64	City of Chesapeake	(Mainte C4)				93%	1%	10/	10/	40/	00/	С	0.084	F		60000	G
(64)	City of Chesapeake Combined Traffic Estimates for 2 Parallel	,		55000	G G	93% 95%	1% 0%	1% 1%	1% 1%	4% 3%	0% 0%	F	0.084 NA	Г		116000	G
	Combined Trainic Estimates for 2 Faraner	noadways on this	noule.		<u> </u>	95%	0%	1 70	170	3%	076	Г	INA			116000	G
East	To: From:			I-464													
(64) $\{17\}$	City of Chesapeake	,	4.31	43000	F	92%	1%	1%	1%	5%	0%	F	0.094	F		41000	F
\circ	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	83000	F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
Fast	To: From:		US 17 Geor	rge Washin	ngton Hv	vy											
East 64)	City of Chesapeake	(Maint: 64)	1.46	36000	G	92%	1%	1%	1%	5%	0%	F	0.088	F		40000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	71000	G	92%	0%	1%	1%	5%	0%	F	0.09	F	0.506	77000	G
	_Tax	1	US 13, US 4	460 Militar	v Highw	av											
East 64	City of Chesapeake		2.31	37000	A	92%	1%	1%	1%	5%	0%	С	0.102	Α		40000	Α
64	Combined Traffic Estimates for 2 Parallel	,			Ā	92%	0%	1%	1%	5%	0%	C	0.102	Α	0.51	76000	A
	To:	riodaways on this		-264, I-664		0L /0	0 / 0		1 70	0 /0	0 /0	Ü	0.101	,,	0.01	70000	,,
East	From:	I-64-E	289X TO G			RKWAY											
(64) Ramp	City of Chesapeake		0.26	6500	G	95%	1%	1%	1%	2%	0%	С	0.129	F		6500	G
$\overline{}$	To:		131-8665 I	FROM RT	64 EAS	Т											
East	From:		289X TO G			RKWAY											
64 Ramp	City of Chesapeake	(Maint: 64)		15000	G								0.099	F		15000	G
	To:		131-8665 I														
East	From:		EG. COLL I			BRIER P.	A						0.101	F		25000	C
64 Ramp	City of Chesapeake $_{^{\mathrm{Tot}}}$,	0.14 289A TO G	25000	G IER DAI	NW V		1					0.101	Г		25000	G
		1-04-E	209A 10 0	INCCINDIN	LKTAI	AL WAI											

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

Jurisdiction	า	Longth						Tru	ıck			K		Dir		
		Lengin	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
City of Chesapeake (4-E289A TO 0 0.13	GREENBRI 19000	IER PAR G	KWAY							0.092	F		19000	G
City of Chesapeake (-W001A FRO 0.23	M GREEN 29000	BRIER F	PARKWA	Y W						0.082	F		29000	G
City of Chesapeake (4-E289B TO 0	GREENBRI 13000	IER PAR	KWAY							0.087	F		13000	G
Troy From: City of Chesapeake (-E001A FROM	M GREENB	BRIER P.	ARKWAY	Y EA						NA			NA	
City of Chesapeake ((Maint: 64)	0.40	NA			n	<u> </u>					NA			NA	
From: City of Chesapeake (I-64-F	E TO RT 168 I 0.27	NORTH-B <i>A</i> 4100	ATTLEF			1%	2%	3%	0%	С	0.092	F		4100	G
From City of Chesapeake (E TO RT 168 : 0.23	SOUTH-BA	ATTLEFI G	ELD PAF 98%	0%	0%	0%	1%	0%	С	0.102	F		11000	G
From City of Chesapeake ((Maint: 64)	0.60	I-64 East 20000	G								0.104	F		20000	G
City of Chesapeake ((Maint: 64)	I-64 0.10	4 E Exit 290 16000	G G								0.107	F		16000	G
City of Chesapeake (amp From Bus	SR 168 Ba 25000	G G	Blvd N							0.096	F		25000	G
City of Chesapeake ((Maint: 64)			G G								0.097	F		14000	G
City of Chesapeake (0.20	NA	attlefield	Blvd S							NA			NA	
From City of Chesapeake ((Maint: 64)	0.25	I-64 East 9700	G			<u> </u>					0.084	F		9700	G
From: City of Chesapeake ((Maint: 64)	I-64-E TO 0.23	RT 104 VI 21000	A RT 46	4		<u> </u>					0.088	F		21000	G
	(Maint: 64)	I-64-E 7 0.23	TO RT 17 N 6200	ORTH G								0.074	F		6200	G
	City of Chesapeake City of Chesapeake	City of Chesapeake (Maint: 64) To From: City of Chesapeake (Maint: 64) To I 131-8665 City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) To I -64-E From: City of Chesapeake (Maint: 64) To I -64-E City of Chesapeake (Maint: 64) To I -64-I City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64) 0.23 1-64-E289B TO 1-	City of Chesapeake (Maint: 64) 0.23 29000	City of Chesapeake (Maint: 64) 0.23 29000 G	Time	Time	Time	131-8665-W001A FROM GREENBRIER PARKWAY W City of Chesapeake (Maint: 64) 0.23 29000 G 1-64-E289B TO GREENBRIER PARKWAY City of Chesapeake (Maint: 64) 0.13 13000 G 131-8665-E001A FROM GREENBRIER PARKWAY EA City of Chesapeake (Maint: 64) 0.22 NA SLIP RAMP TO EXIT 290 COLL RD City of Chesapeake (Maint: 64) 0.40 NA City of Chesapeake (Maint: 64) 0.40 NA City of Chesapeake (Maint: 64) 0.27 4100 G 94% 0% 1% 2% SR 168 FROM 1-64 EAST	Table 131-8665-W001A FROM GREENBRIER PARKWAY W City of Chesapeake (Maint: 64) 0.23 29000 G	131-8665-W001A FROM GREENBRIER PARKWAY W	131-8665-W001A FROM GREENBRIER PARKWAY City of Chesapeake (Maint: 64) 0.23 29000 G	City of Chesapeake (Maint: 64) 0.23 29000 G	City of Chesapeake (Maint: 64) 0.23 29000 G	City of Chesapeake (Maint: 64) 0.23 29000 G 0.082 F City of Chesapeake (Maint: 64) 0.13 13000 G 0.087 F City of Chesapeake (Maint: 64) 0.13 13000 G 0.087 F City of Chesapeake (Maint: 64) 0.22 NA NA NA City of Chesapeake (Maint: 64) 0.22 NA NA NA City of Chesapeake (Maint: 64) 0.40 NA NA City of Chesapeake (Maint: 64) 0.40 NA NA City of Chesapeake (Maint: 64) 0.40 NA NA City of Chesapeake (Maint: 64) 0.27 4100 G 94% 0% 1% 2% 3% 0% C 0.092 F City of Chesapeake (Maint: 64) 0.27 4100 G 98% 0% 1% 2% 3% 0% C 0.092 F City of Chesapeake (Maint: 64) 0.23 11000 G 98% 0% 0% 0% 1% 0% C 0.102 F City of Chesapeake (Maint: 64) 0.20 11000 G 98% 0% 0% 0% 0% 0% C 0.102 F City of Chesapeake (Maint: 64) 0.60 20000 G 0.104 F City of Chesapeake (Maint: 64) 0.10 16000 G 0.104 F City of Chesapeake (Maint: 64) 0.20 25000 G 0.107 F City of Chesapeake (Maint: 64) 0.20 25000 G 0.096 F City of Chesapeake (Maint: 64) 0.12 14000 G 0.096 F City of Chesapeake (Maint: 64) 0.20 25000 G 0.096 F City of Chesapeake (Maint: 64) 0.20 25000 G 0.096 F City of Chesapeake (Maint: 64) 0.20 NA NA NA City of Chesapeake (Maint: 64) 0.20 NA NA City of Chesapeake (Maint: 64) 0.20 NA NA NA City of Chesapeake (Maint: 64) 0.20 NA NA NA City of Chesapeake (Maint: 64) 0.20 NA NA NA City of Chesapeake (Maint: 64) 0.20 NA NA NA NA NA NA NA N	City of Chesapeake (Maint: 64) 0.23 29000 G

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

Route	Jurisdictio	n	Length	AADT	ΩΔ	4Tire	Bus		Trı	-		QC	K	QK	Dir	AAWDT	OW
	Econol.							2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	, , , , , , ,	
East (64) Ramp	City of Chesapeake	(Maint: 64)	0.21	TO RT 17 S 5000	G								0.100	F		5000	G
64) 1141115	To:		_	N014B FRC		EAST							0.100			0000	<u> </u>
East	From:	I-64-E '	TO RT 13	00- MILITA	ARY HI	GHWAY											
(64) Ramp	City of Chesapeake		0.31	4600	G								0.142	F		4600	G
<u> </u>	Τα	US	S 13; 131-	8599 FROM	1 I-64 E.	AST											
West	From: City of Chesapeake	(Maint: C4)	0.89	Virginia B 61000		97%	0%	0%	1%	1%	00/	С	0.097	Α		65000	В
64	Combined Traffic Estimates for 2 Parallel	,			B G	97% 97%	0% 0%	0% 0%	1%	1% 2%	0% 0%	E	0.097 NA	А		134000	G
	Combined Traine Estimates for 2 Faraner	noadways on this				31 /0	0 /6	0 /6	1 /0	2/0	0 /6	•	INA			134000	G
West	From:			enbrier Park													
64	City of Chesapeake	,	2.10	42000	G	97%	0%	1%	1%	1%	0%	F	0.094	F		45000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	85000	G	97%	0%	1%	1%	2%	0%	F	NA			92000	G
West	To: From:		SR 16	8 Battlefield	l Blvd												
(64) (168)	City of Chesapeake	,	0.50	53000	N	97%	0%	1%	1%	1%	0%	Ν	NA			56000	N
\circ	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:		N	95%	0%	1%	1%	3%	0%	N	NA			116000	N
West	From:		SR 16	US 17 8 Battlefield	l Blvd												
64)	City of Chesapeake	(Maint: 64)	0.49	53000	G	97%	0%	1%	1%	1%	0%	F	NA			56000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	108000	G	95%	0%	1%	1%	3%	0%	F	NA			116000	G
Woot	T _{CC} From:			I-464													
West (17)	City of Chesapeake	(Maint: 64)	0.41	35000	G	92%	0%	1%	1%	5%	0%	F	NA			37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	78000	G	92%	0%	1%	1%	5%	0%	F	NA			79000	G
	Too		SR 190	Great Bridg	ge Blvd			— —									
West (17)	City of Chesapeake	(Maint: 64)	3.86	40000	F	92%	0%	1%	1%	5%	0%	F	0.089	F		40000	F
(04) (17)	Combined Traffic Estimates for 2 Parallel	•			F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
	To	•		orge Washir	ogton Hy												
West	City of Chesapeake		1.86	35000	G	92%	0%	1%	1%	5%	0%	_	0.093	F		37000	G
64	Combined Traffic Estimates for 2 Parallel	` '			G	92%	0%	1%	1%	5%	0%	F	0.093	F	0.506	77000	G
	Tre	rtoadways on this					0 70	1 70	1 /0	370	0 /0	•	0.03	•	0.500	77000	a
West	From:	(14 : 1 : 0.4)		IS 460 Milit			201	101	40/	5 0/	00/	_	0.400			07000	
64	Carelained Treffic Fatiguetes for S. Parellal	,	1.65	35000	A	92%	0%	1%	1%	5%	0%	С	0.103	A	0.51	37000	A
	Combined Traffic Estimates for 2 Parallel $_{_{\mathrm{To}}}$	Roadways on this		7 2000 [-264, I-664	Α	92%	0%	1%	1%	5%	0%	С	0.101	Α	0.51	76000	Α
West	From:	I-64-W289				WAY WE	ST										
Ramp	City of Chesapeake		0.28	6500	G	95%	1%	1%	1%	2%	0%	С	0.116	F		6500	G
• •	Τα	, ,	131-8665	FROM RT	64 WES	T											
West	From:			EENBRIER		WAY EA	ST										
64 Ramp	City of Chesapeake	,	0.25	11000	G								0.085	F		11000	G
\sim	To:		131-8665	FROM RT	64 WES	T											

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

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW
West Ramp	City of Chesapeake (N		W END COLL R 0.66	NA	GREENE	BRIER PAI	₹						NA			NA	
West 64 Ramp	City of Chesapeake (N		w289B TO GRE 0.10	NA NA	PARKV	VAY EAST	Γ						NA			NA	
West (64) Ramp	City of Chesapeake (N		665-E001B FRO 0.23	M GREEN	BRIER 1	PARKWA	Y						NA			NA	
West (64) Ramp	City of Chesapeake (M		W289A TO GRE 0.16	NA NA	PARKW	VAY WES	Γ						NA			NA	
West 64 Ramp	City of Chesapeake (N	Maint: 64)		19000	G								0.098	F		19000	G
West (64) (168) Ramp	City of Chesapeake (N		V END COLL R 0.18	I-64 W 2900	M GREE	86%	1%	1%	2%	9%	1%	С	0.078	F		2900	G
West (64) Ramp From I-64 W to SR 168 S	To: From: City of Chesapeake (M	Maint: 64)	0.30	I-64 W 8600	G	97%	0%	1%	0%	1%	0%	С	0.111	F		8600	G
West (64) (168) I-64 W Exit 290	To: From: City of Chesapeake (M	Maint: 64)		68 Battlefiel I-64 W 15000	ld Blvd S								NA			15000	G
West (64) (168) I-64 W Exit 290	City of Chesapeake (N			W Exit 290									NA			NA	
West (64) (168) I-64 W Exit 290	City of Chesapeake (N		Ramp From Bus	SR 168 Ba	ttlefield	Blvd S							NA			NA	
West (64) I-64 W Exit 290	City of Chesapeake (N	Maint: 64)	I-64 0.12	W Exit 290	0 S								NA			NA	
West (64) I-64 W Exit 290	City of Chesapeake (N	F	Ramp From Bus 0.35		ttlefield l	Blvd N							NA			NA	
West (64) I-64 W Exit 290	City of Chesapeake (N	·		o I-64 E Ex	it 289								NA			NA	
West	To: From:	·		I-64 W ak Grove C	onnector												
Ramp Between SR 168 and I-464	City of Chesapeake (N	Maint: 64)		3100 464; US 17		76%	2%	3%	3%	16%	0%	С	0.131	F		3300	G
West 64 Ramp	City of Chesapeake (M	Maint: 64)	0.49 US 17-N017A	O RT 168 S 8400 FROM RT	G	RTH							0.127	F		8400	G

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truc 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Chesapeake (Maint: 64	US 17-N017A FROM RT 17 N 0.05 NA 1SR 168-P FROM RT 64 WEST &								NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W BEGIN COLL ROAD TO	RT 464							NA			NA	
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W TO RT 190 EAST & WEST- 0.20 3100 G SR 190 FROM I-64 WES		I						0.094	F		3100	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64 West 1 0.24 5300 G US 17	95%	0%	1%	1%	3%	0%	F	0.092	F		5600	G
West 64 Ramp	City of Chesapeake (Maint: 64	I-64-W TO RT 1300- MILITARY F								0.088	F		4700	G
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Washington 2.70 12000 G	1 Hwy 99%	0%	0%	0%	0%	0%	С	0.099	F	0.529	13000	G
165 Cedar Rd	City of Chesapeake	US 17 Dominion Blvd 0.28 24000 G	99%	0%	0%	0%	0%	0%	С	0.082	F	0.55	25000	G
165 Cedar Rd	City of Chesapeake	Bells Mill Rd West 2.01 26000 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.619	28000	G
165 Cedar Rd	City of Chesapeake	131-8798 Bells Mill Rd Ea 1.73 22000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	24000	G
Bus 165 168 Battlefield Blvd	City of Chesapeake	Bus SR 168 Battlefield Blv 0.26 29000 G	98%	1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	G
165 Mt Pleasant Rd	City of Chesapeake	BUS SR 168 Battlefield BI 0.75 17000 G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.612	18000	G
165 Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge Bypa 2.57 15000 G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.517	16000	G
165 Mt Pleasant Rd	City of Chesapeake	131-866 Centerville Tpke 4.53 8200 G	98%	0%	1%	1%	0%	0%	С	0.111	F	0.6	8700	G
165 Mt Pleasant Rd	City of Chesapeake	131-8667 Fentress Airfield 0.91 7800 G WCL Virginia Beach	98%	0%	1%	1%	0%	0%	F	0.114	F	0.613	8300	G
166 Bainbridge Blvd	City of Chesapeake	US 17 Dominion Blvd 2.05 4000 G	91%	1%	2%	3%	3%	0%	F	0.123	F	0.785	4500	G
166 Bainbridge Blvd	City of Chesapeake	SR 190 Great Bridge Blvd 0.69 8200 G US 13 Military Hwy	91%	1%	2%	3%	3%	0%	С	0.096	F	0.524	9300	G

				ареаке				Tru	ıck			K		Dir		
Route	Jurisdiction	on Lengt	n AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	US	S 13 Military	y Hwy												
166 (460) Bainbridge Blvd	City of Chesa	peake 0.74	12000	G	97%	1%	1%	1%	1%	0%	F	0.105	F	0.705	13000	G
$\bigcirc \bigcirc$	To From		Freeman A	ve			\neg \vdash									
166 (460) Bainbridge Blvd	City of Chesa	peake 1.25	9300	G	97%	1%	1%	1%	1%	0%	F	0.090	F	0.525	9800	G
	To		Chesapeake	e Dr												
166)(460)Bainbridge Blvd	City of Chesa	peake 0.81	8200	G	97%	1%	1%	1%	1%	0%	С	NA			8900	G
	To		337 Poinde													
Daindaytay Ct	From		Bainbridge I		000/	10/	10/	10/	10/	00/	_	NIA			0000	_
166 460 Poindexter St	City of Chesa	peake 0.56	8100	G	96%	1%	1%	1%	1%	0%	С	NA			8800	G
	To From		Liberty S													
166 (460)22nd St	City of Chesa	peake 0.39	5300	G	97%	0%	2%	0%	0%	0%	С	0.117	F	0.732	5600	G
	To	-	SCL Norfo	olk												
	From		n Carolina S								_					
168 Battlefield Blvd	City of Chesa	peake 1.79	23000	Α	97%	0%	0%	1%	1%	0%	С	0.172	Α	0.56	22000	Α
<u> </u>		Bus SR 168 l	Battlefield B	lvd; Gallt	oush Rd											
168 Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 2.92	9300	G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.744	8500	G
\smile	To	Bus SR 168 Battle	field Blvd;	Near Indi	an Creek F	Rd	<u> </u>									
168)Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 2.94	9300	G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.74	8500	G
\bigcup	То	4	Hillcrest Pk	wv												
168 Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 0.25		_	97%	0%	0%	1%	1%	0%	F	0.09	F	0.673	31000	G
	To		End Toll Ro	and and												
168 Great Bridge Bypass	City of Chesa	peake 1.76			97%	0%	0%	1%	1%	0%	F	0.09	F	0.673	31000	G
168) en eur 2mage 2, pase	J., C. G., G.					0 70		. 70	. , 0	0 / 0	•	0.00	•	0.07.0	0.000	O .
Grant Bridge Bynnes	City of Chesa		R 168 Battle 32000		97%	0%	0%	1%	1%	0%	F	0.084	F	0.618	29000	G
168 Great Bridge Bypass	City of Chesa	peake 0.20	32000	G	97%	0%	0%	170	170	0%	Г	0.084	Г	0.618	29000	G
	To From		Hanbury F													
168 Great Bridge Bypass	City of Chesa	peake 1.50	42000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.648	39000	G
<u> </u>	To From	SR	165 Mt Plea	sant Rd												
168 Great Bridge Bypass	City of Chesa	peake 2.49	69000	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.704	64000	G
<u> </u>		Bus S	R 168 Battle	efield Blvo	1		_									
168 Oak Grove Connector	City of Chesa	peake 1.82	69000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.700	64000	G
\bigcup	To		I-64													
168 (64)	City of Chesapeake	(Maint: 64) 0.50	1-0-		S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	sear	nent.		
	Combined Traffic Estimates for 2 Parallel	,	: 108000) N	95%	0%	1%	1%	3%	0%	N	NA	9.		116000	Ν
	To		I-64; US 1													
	From		SR 168 CD													
168) (64) I-64 W Exit 290	City of Chesapeake	e (Maint: 64) 0.10			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	nent.		
\smile		Rar	np to Bus SI	R 168 S			\neg \vdash									
168) (64) I-64 W Exit 290	City of Chesapeake				S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
	То	Ra	np From SR	2 168 S												

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

		Oity of Officsapeake												
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truc			QC	K	QK	Dir	AAWDT	QW
	From:	Ramp From SR 168 S			ZAXIE	3+Axle	iiraii 2	ıraıı		Factor		Factor		
168 (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20	S	See I-64 1	for dire	ctional tra	ffic volun	ne est	imate	s for this	ssea	ment		
168 64 101 11 2/11 200	To:	Ramp to SR 168, Bus SR 1		7001011		otional tra	ino voidii	10 000	miaco	70 101 11110	oug			
	From:	Ramp to Bus SR 168	00											
168 64 Ramp	City of Chesapeake (Maint: 64)	0.18	S	See I-64 1	for dire	ctional tra	ffic volun	ne est	imate	s for this	seg	ment.		
	Tec	P. CD 1/0												
Bus	From:	Bus SR 168												
(168) Battlefield Blvd	City of Chesapeake	0.35 57000 N	98%	1%	1%	0%	0%)%	Ν	0.082	Ν	0.542	60000	Ν
\bigcirc	To:	End Bus SR 168												
	From:	I-64; US 17	000/	201	101	40/	00/	201	_				00000	_
168 Battlefield Blvd	City of Chesapeake	0.54 33000 G	96%	0%	1%	1%	2%)%	С	NA			36000	G
<u> </u>	To: From:	US 13 Military Hwy			_									
168 Battlefield Blvd	City of Chesapeake	0.47 20000 G	96%	1%	1%	1%	2%)%	F	0.081	F	0.53	21000	G
	To	Commostello Dd												
168 Atlantic Ave	City of Chesapeake	Campostella Rd 0.42 13000 G	96%	1%	1%	1%	2% ()%	F	0.090	F	0.608	14000	G
168 Atlantic Ave	Oity of Offesapeake	0.42 13000 G	30 /6	1 /0	1 /6	1 /0	2/0	<i>)</i> /0	'	0.030	•	0.000	14000	ч
	To: From:	Providence Rd												
168 Atlantic Ave	City of Chesapeake	1.16 16000 A	96%	1%	1%	1%	2%)%	С	0.117	Α	0.655	17000	Α
	To:	Old Atlantic Avenue			\neg \vdash									
168 Atlantic Ave	City of Chesapeake	0.39 8400 G	96%	1%	1%	1%	2%)%	F	0.101	F	0.730	9000	G
100)	, T-													
Compostallo Dd	From:	SR 246 Liberty Rd	96%	10/	10/	10/	20/	20/	F	0.001	F	0.660	16000	G
168 Campostella Rd	City of Chesapeake	0.35 15000 G	96%	1%	1%	1%	2%)%	Г	0.091	Г	0.668	16000	G
		SCL Norfolk												
North	From:	SR 168; 1SR 168-P SR 168-N	015B											
(168) Ramp	City of Chesapeake (Maint: 64)	0.21 NA								NA			NA	
	To:	US 17-N017C TO RT 64 WI	EST											
North	From:	SR 168; 1SR 168-P SR 168-N	015A											
(168) Ramp	City of Chesapeake (Maint: 64)	0.28 NA								NA			NA	
	To	SR 168-N015C TO RT 17 SOUT	Ή & 190		\neg									
North	From:		11 & 170											
(168)Ramp	City of Chesapeake (Maint: 64)	0.05 NA								NA			NA	
N. II	To: US	17-N017B FROM RT 17 NORTH	TO 464 NO	OR										
North	City of Chesapeake (Maint: 64)	0.07 5600 G								0.127	F		E000	_
168 Ramp	City of Criesapeake (Maint. 64)	I-64-W291A US 17-N012	7							0.127	Г		5900	G
North	From:	SR 168-N015B TO RT 17 SOUT	H & 190											
168 Ramp	City of Chesapeake (Maint: 64)	0.38 NA								NA			NA	
<u> </u>	Tα	SR 168-S015A TO RT 17 SOUT	H & 190											
South	From:	1SR 168-P TO RT 190												
(168)Ramp	City of Chesapeake (Maint: 64)	0.13 15000 G	_	_						0.084	F		16000	G
	Tœ	SR 168-N015C TO RT 17 SOUT	Ή & 190		\neg _									
South	From:		11 00 170											
(168) Ramp	City of Chesapeake (Maint: 64)	0.29 NA								NA			NA	
\sim	To:	US 17 SR 190 FROM & TO RT	464,64 &											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
Bus		SR 168 Chesapeake Expres													
168 Battlefield Blvd	City of Chesapeake	2.70 1400	0 G	97%	0%	0%	1%	1%	0%	F	0.084	F	0.648	15000	G
Bus	To: From:	Indian Cre	ek Rd												
168 Battlefield Blvd	City of Chesapeake	1.55 1800	0 G	97%	0%	0%	1%	1%	0%	F	0.092	F	0.617	19000	(
Bus	To: From:	Centerville	Tpke												
Battlefield Blvd	City of Chesapeake	3.78 2000	0 G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.505	21000	(
Bus	To: From:	SR 168 Great Br	idge Bypa	SS											
68)Battlefield Blvd	City of Chesapeake	0.28 710) G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.557	7500	
<i></i>	To	131-8802 Ha	nbury Rd												
us 68)Battlefield Blvd	City of Chesapeake	1.70 1300		98%	1%	1%	0%	0%	0%	F	0.087	F	0.5	14000	
68) Datiionold Diva	To:				1 /0		0 70	0 70	070		0.007		0.0	14000	
Bus Dawletiald Divid	From:	SR 165 S, Mount Pleasar			10/	10/	00/	00/	00/		0.070	F	0.50	01000	
68 165 Battlefield Blvd	City of Chesapeake	0.26 2900		98%	1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	
dus	From:	SR 165 North; 0													_
Battlefield Blvd	City of Chesapeake	1.24 3300	0 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.614	35000	
us	To: From:	SR 190 Great E	ridge Blvd												
68 Battlefield Blvd	City of Chesapeake	0.17 3300	0 G	98%	1%	1%	0%	0%	0%	F	NA			36000	
us	To: From:	SR 168 Great Br	idge Bypa	SS											_
68)Battlefield Blvd	City of Chesapeake	1.39 4100	0 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.683	43000	
<u> </u>	To: From:	Hollywood Rd; C	ak Grove l	Rd		\neg \vdash									
ous 68)Battlefield Blvd	City of Chesapeake	0.68 4600	0 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.648	49000	
	To	Volvo P													
tus 68)Battlefield Blvd	City of Chesapeake	0.58 5700		98%	1%	1%	0%	0%	0%	F	0.082	F	0.542	60000	
68 / Dattierield Bivd	oity of offesapeake		<u> </u>	30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	'	0.002	'	0.542	00000	
us	From:	I-64		2221			221								
68 168 Battlefield Blvd	City of Chesapeake	0.35 5700 SR 168 Battle		98%	1%	1%	0%	0%	0%	N	0.082	N	0.542	60000	
ius	From:	Bus SR 16													_
68)Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64			99%	0%	0%	0%	0%	0%	С	0.081	F		11000	
<u> </u>	To:	I-64- V	/B												
us	From:	Bus SR 16												05	
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64) 0.18 950 0 I-64- I		97%	0%	1%	0%	1%	0%	С	0.08	F		9500	
tus	From:	SR 168 Battleft				1									=
68)Ramp	City of Chesapeake (Maint: 64			94%	0%	2%	1%	3%	0%	С	0.076	F		3600	
	To:	I-64 V	V												

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

							Truck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle 3	+Axle 1Tr	ail 2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		8 Battlefield Blvd											
68)Ramp	City of Chesapeake (Maint: 6-	64) 0.35	3300 G	86%	1%	1%	2% 9%	1%	С	0.094	F		3300	
<u> </u>	To:		I-64 E											
	From:	SR 166	Bainbridge Blvd											
190)Great Bridge Blvd	City of Chesapeake	0.83	4200 G	89%	2%	2%	4% 3%	0%	С	0.087	F	0.686	4400	
\mathcal{L}	To:	131-8763	3 Campostella Rd											
190)Great Bridge Blvd	City of Chesapeake	0.30	9400 G	89%	2%	2%	4% 3%	0%	F	0.095	F	0.569	10000	
190) s							.,.							
Croot Bridge Blad	City of Changesoles	0.00	I-64	97%	1%	1%	0% 0%	0%	F	0.085	F	0.655	13000	
190 Great Bridge Blvd	City of Chesapeake	0.26	12000 G	97%	176	1%	0% 0%	0%	Г	0.085	Г	0.655	13000	
	To: From:		Dominion Blvd											
190)Great Bridge Blvd	City of Chesapeake	2.34	12000 G	97%	1%	1%	0% 0%	0%	С	0.103	F	0.573	13000	
<u> </u>	To	Bus SR 16	68 Battlefield Blv	ď										
190)Kempsville Rd	City of Chesapeake		27000 G	98%	0%	1%	1% 0%	0%	F	0.096	F	0.585	29000	
	To													
190)Kempsville Rd	City of Chesapeake		28000 G	98%	0%	1%	1% 0%	0%	С	0.096	F	0.543	30000	
190 /Kempsville Hu	Oity of Offesapeake	0.01	28000 G	30 /6	0 /6	1 /0	1/6 0/	0 /6	O	0.030	•	0.545	30000	
	To: From:		enbrier Pkwy											
(190) Kempsville Rd	City of Chesapeake	1.81	20000 G	98%	0%	1%	0% 0%	0%	F	0.098	F	0.512	22000	
\smile	To	Vo	olvo Pkwy											
(190) Kempsville Rd	City of Chesapeake		23000 G	98%	0%	1%	0% 0%	0%	F	0.1	F	0.519	25000	
	To:	WCL '	Virginia Beach											
	From:	SR 191.	S Military Hwy											
191) (13) (460)	City of Chesapeake	0.18	6400 G	91%	1%	2%	2% 3%	0%	F	0.112	F	0.592	6800	
131) (13) (400)	Tα	AIR	LINE BLVD											
	From:	US 58	8 Airline Blvd											
191)Jolliff Rd	City of Chesapeake	2.22	2700 G	98%	1%	1%	0% 0%	0%	С	0.114	F	0.598	2900	
<u> </u>	Ter	Dock	k Landing Rd											
191 Jolliff Rd	City of Chesapeake	0.91	3300 G	99%	0%	1%	0% 0%	0%	С	0.096	F	0.536	3500	
191)	To:		Portsmouth Blvd				.,.		-					
	From:		Military Hwy											
196)Canal Dr	City of Chesapeake		13000 G	98%	0%	1%	0% 0%	0%	С	0.116	F	0.645	14000	
196) Odridi Bi	To:		ge Washington H		0 70		070 07	0 70	J	0.110	•	0.040	14000	
	From:			,		1								
Liborty St	City of Chesapeake	0.39	Poindexter St 6500 G	97%	1%	1%	0% 0%	0%	С	0.086	F	0.502	6900	
Liberty St	City of Chesapeake	0.39	6500 G	9770	1 70	1 70	0% 0%	0 70	C	0.000	Г	0.502	6900	
	To: From:		tham Street											
Liberty St	City of Chesapeake	0.37	4300 G	93%	1%	1%	3% 2%	0%	С	0.084	F	0.504	4600	
<u> </u>	Tα:	SR 168	Campostella Rd											
ast	From:		-64; I-664											
East 264)	City of Chesapeake (Maint: 6-	34) 1.10	26000 G	95%	0%	1%	1% 3%	0%	F	0.117	F		28000	
\smile	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	52000 G	95%	0%	1%	1% 3%	0%	F	NA			56000	
	To:	WCI	L Portsmouth											

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West 264)	From:		I-64; I-664													
264)	City of Chesapeake (Maint:		26000	G	95%	0%	0%	1%	3%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	G
	To:	WC	CL Portsmo	uth												
West	From:	I-264-W	V TO I-664	WEST												
Ramp	City of Chesapeake (Maint:	64) 0.42	NA									NA			NA	
\mathcal{O}	To:	I-664-W	FROM I-26	4 WES	Γ											
	From:	F	ECL Suffolk	:												
337)Portsmouth Blvd	City of Chesapeake	0.72	13000	G	95%	0%	1%	1%	2%	0%	С	0.083	F	0.553	14000	G
	To	SD	191 Joliff l	Pd												
337)Portsmouth Blvd	From: ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	0.68	20000	G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.581	21000	G
337). 0.1000 20	and a suppose of the					0,0		. , 0	_,,	0,0	•	0.000	•	0.00		Ŭ
Doubous suite Divid	From:	0.00	I-664		000/	00/		00/	10/	00/	F	0.007	F	0.544	00000	$\overline{}$
Portsmouth Blvd	City of Chesapeake	0.60	31000	G	98%	0%	0%	0%	1%	0%	г	0.087	г	0.544	33000	G
	To: From:	Cap	ori Circle W													
337)Portsmouth Blvd	City of Chesapeake	0.67	21000	G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.514	22000	G
<u> </u>	To		Taylor Rd													
Portsmouth Blvd	City of Chesapeake	0.24	26000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.519	27000	C
30.7	то	D	-1- T 40													
337)Portsmouth Blvd	City of Chesapeake	0.49	ck Landing 27000	G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.564	29000	G
337)1 Ortsmodtii Biva	Ta		CL Portsmo		30 70	0 70		0 70	1 /0	0 70	'	0.000		0.504	23000	
	From:		L Portsmou													
337)Jordan Bridge	City of Chesapeake (Maint: T	OL) 0.39	6400	N	93%	0%	1%	3%	2%	0%	Ν	0.16	Ν	0.533	6800	Ν
\smile	To	Toll A	uthority Bo	ındarv												
337) Poindexter St	City of Chesapeake	0.11	6400	F	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6800	F
337)	T-															
337)Poindexter St	City of Chesapeake	0.56	I-464 9700	G	96%	1%	0%	1%	1%	0%	F	0.079	F	0.589	10000	
337 Folitidexter St	Tree Tree		0 Bainbridge		90%	I 70	0%	1 70	1 70	0%	Г	0.079	Г	0.569	10000	G
	From:		50; Poindex													
337)Bainbridge Blvd	City of Chesapeake	0.74	1600	G	96%	1%	0%	1%	1%	0%	F	0.104	F	0.579	1600	G
	То	S	CL Norfolk	(
East	From:	SR	337 TO I-6	64												
Ramp	City of Chesapeake (Maint:		NA									NA			NA	
337) **	То:		E FROM R	T 337												
East	From:	SR 337 I-664-W			ND EB											
337)Ramp	City of Chesapeake (Maint:		NA		TO IK							NA			NA	
337 1 141117	To:		W FROM R	T 337								. 47 1			. •/ •	
F4	Franci				TE 464.01	0	<u>I</u>									
East Ramp	City of Chesapeake (Maint:	SR 337 TRUXTON 64) 0.15	800	G ROU	1E 464 S	U						0.17	F		800	G
Ramp	City of Chesapeake (Maint.)	I-464-S004X FROM			OINDEV	TT.						0.17	ı-		000	G
	400	1-404-5004X FROM	KI 33/E	12 I OO	POINDEX	1										

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

		City of Chesapea					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From: City of Change also (Mainty C4)	SR 337 TO RT 464									0.140	_		610	
337 Ramp	City of Chesapeake (Maint: 64)	0.17 610 I-464-N FROM RT 3	G			_					0.142	F		610	G
West	From:	SR 337 I-664-E011B TO AND		M I-6		l									
Ramp	City of Chesapeake (Maint: 64)	0.24 NA	3 1 1101								NA			NA	
	To:	I-664-E FROM RT 3	337												
West	From:	SR 337 TO I-664													
Ramp	City of Chesapeake (Maint: 64)	0.24 NA	227			1					NA			NA	
	From	I-664-W FROM RT 3													
West 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 TO RT 464 SO 0.18 1800	G								0.112	F		1800	G
337)	· · ·	64-S004X FROM ROUTE 337 V		00- POIN	ID						0.112	•		1000	ŭ
West	From:	SR 337 TO ROUTE 464 N	NORTI	Н											
(337) Ramp	City of Chesapeake (Maint: 64)		G								0.082	F		3100	G
	To: I-40	64-N FROM ROUTE 337 WEST	Г00- РС	DINDEX	TE										
	From:	ECL Norfolk							221			_			
Indian River Rd	City of Chesapeake	0.71 19000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.573	20000	G
	To: From:	Oaklette Ave		000/	20/		00/	201	201		0.004	_	0.505	07000	
407 Indian River Rd	City of Chesapeake	0.90 26000 WCL Virginia Beac		98%	0%	1%	0%	0%	0%	С	0.091	F	0.525	27000	G
	From	*	CII												
460 58 13 Military Highway	City of Chesapeake (Maint: 64)	ECL Suffolk 2.94 68000	Α	92%	0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	Α
400 (38) (13)	To-	I-664					.,.		• , •						
460 (58) (13)	City of Chesapeake (Maint: 64)		G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	10000	G
400 000 100	To	US 58; SR 191													
460)(13)(191)	City of Chesapeake		G	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
	То	SR 191, S Military H													
460 (13 Military Highway	City of Chesapeake		_	91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5400	G
	raffic Estimates for 2 Parallel Roadways		G								NA			NA	
	To:	S Military Hwy				\neg									
460 (13) Military Highway	City of Chesapeake	2.44 6900	G	91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7400	G
	To: From:	I-64				\neg									
460 13 Military Highway	City of Chesapeake	1.37 15000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.564	16000	G
	To: From	US 17 George Washingto	on Hwy	y		\Box \vdash									
460 13 Military Highway	City of Chesapeake	1.01 10000	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.511	11000	G
\bigcirc	To: From:	SR 196 Canal Dr													
(460) (13) Military Highway	City of Chesapeake		Α	97%	0%	1%	1%	1%	0%	С	0.147	Α	0.511	19000	Α
<u> </u>	To: From:	Military Hwy US 13 Military Hw	78.7												
460 166 Bainbridge Blvd	City of Chesapeake		•	97%	1%	1%	1%	1%	0%	F	0.105	F	0.705	13000	G
-00/100/	To	Freeman Ave													

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

			y or onesar					Trı	ıck			K		Dir		
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Freeman Av		2721					221	_		_			
460 166 Bainbridge Blvd	City of Chesar	peake 1.25	5 9300	G	97%	1%	1%	1%	1%	0%	F	0.090	F	0.525	9800	G
Painted and Dhad	To: From:	0.00	Chesapeake A		070/	40/		40/	40/	00/		N10			0000	
460 166 Bainbridge Blvd	City of Chesap		1 8200 R 337 Poindex	G tor St	97%	1%	1%	1%	1%	0%	С	NA			8900	G
	From:	3.	Bainbridge Bl													
460 (166) Poindexter St	City of Chesar	peake 0.56	6 8100	G	96%	1%	1%	1%	1%	0%	С	NA			8800	G
~~	Tow From:		Liberty St				\rightarrow									
460 (166) 22nd St	City of Chesar	oeake 0.39		G	97%	0%	2%	0%	0%	0%	С	0.117	F	0.732	5600	G
\sim	To:		SCL Norfol	k												
ALT	From:		Joliff Rd													
460 58 Airline Blvd	City of Chesap			G	96%	1%	1%	0%	1%	0%	С	0.083	F	0.5	6700	G
	From:		WCL Portsmo	utn												
North 464)	City of Chesapeake	(Maint: 64) 0.79	I-64 9 28000	G	95%	0%	1%	1%	2%	0%	F	NA			32000	G
464)	Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	2%	0%	F	NA			61000	G
	To		JS 13 Military		0070	0,0		.,0	_,,	0 / 0	•				0.000	
North	From:				2.121											
464	City of Chesapeake	,		G	94%	0%	2%	1%	3%	0%	С	NA			28000	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Hout	e: 46000	G	94%	0%	2%	1%	3%	0%	С	NA			53000	G
North	To: From:		Freeman Av	e												
464)	City of Chesapeake			Α	95%	0%	1%	1%	2%	0%	С	0.153	Α		27000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 45000	Α	95%	0%	1%	1%	2%	0%	С	0.105	Α	0.651	51000	Α
North	To: From:	S	R 337 Poindex	ter St												
464)	City of Chesapeake	(Maint: 64) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
	To:		SCL Norfol	k												
North	From:		I-464-N TO R													
Ramp	City of Chesapeake			G								0.121	F		5500	G
<u> </u>	10:	•	13- 36B TO A													
North	City of Chesapeake		TO FREEMAI 0 4500	N AVEN G	IUE							0.000	F		4500	G
Ramp	City of Chesapeake		31-8598- B FR		D TO R							0.099	Г		4500	G
North	From:		-464-N TO RT		DIOK											
North 464)Ramp	City of Chesapeake			33/ G								0.111	F		2100	G
	To:		R 337 FROM R													
North	From:	I	-464-N TO RT	337												
Ramp	City of Chesapeake			G								0.184	F		720	G
\smile	To:		SR 337 TO RT	464												

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

									Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:			I-64													
464)	City of Chesapeake	(Maint: 64)	1.32	26000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	54000	G	95%	0%	1%	1%	2%	0%	F	NA			61000	G
South	To: From:		US 1	3 Military	Hwy												
464)	City of Chesapeake	(Maint: 64)	0.84	22000	G	93%	0%	2%	1%	3%	0%	С	NA			25000	G
404)	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	2%	1%	3%	0%	С	NA			53000	G
	To		Fre	eeman Avei	nue												
South (464)	City of Chesapeake	(Maint: 64)	2.01	21000	Α	95%	0%	1%	1%	2%	0%	С	0.143	Α		24000	Α
404)	Combined Traffic Estimates for 2 Parallel	,			A	95%	0%	1%	1%	2%	0%	C	0.105	Α	0.651	51000	Α
	Tal			ollector Ro	ad												
South	City of Chesapeake	(Maint: 64)	0.43	22000	G	95%	0%	1%	1%	2%	0%	_	NA			25000	G
464	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%	, F	NA			54000	G
	To:	Tioadways on tims		CL Norfol		JJ 70	0 70	170	1 /0	2 /0	0 70		13/3			34000	a
South	From:		SR 10-	4 TO I-64	WEST												
(464)Ramp	City of Chesapeake	<u> </u>	0.22	8200	G								0.092	F		8200	G
	Τα	I-64	4-W291X	FROM RT	464 SO	UTH											
South	From:	(NA=-it Q.4)		S TO I-64									0.477	_		4000	_
Ramp	City of Chesapeake $_{_{\mathrm{To}}}$		0.36	4300 OM RT 46	G 4 SOUT	н							0.177	F		4300	G
South	From:			64-S TO R													
(464) Ramp	City of Chesapeake	(Maint: 64)	0.14	2900	G								0.107	F		2900	G
	To:	Ţ	US 13 TO	AND FRO	M RT 4	54											
South	From:			TO FREEM		<u>}</u>											
A64 Ramp	City of Chesapeake		0.13	3000	G								0.117	F		3000	G
	10.			8598- A TO													
South (464) Ramp	City of Chesapeake	I-464-S004 (Maint: 64)	4X TO RT 0.11	NA NA	100- POI	NDEXTE	R						NA			NA	
464) 1 13.11.15	To:			M ROUTE	464 SO	UTH											
South	From:	I-464-S BE	EG COLLE	ECTOR RI	D-RT 337	POINDE	EX										
(464) Ramp	City of Chesapeake	(Maint: 64)	0.16	NA									NA			NA	
$\overline{}$	T _{cc} From:	SR 337-W02	23A FRON	A ROUTE	337 WE	ST00- POI	IND										
South (464) Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
104)	та	I-464-S004			ΓΩΩ_ <u>PΩ</u> Ι	NDEXTE	R										
South	From: City of Chesapeake				OU- FUI	NULAIE	43						NA			NA	
A64 Ramp	Gity of Chesapeake	,	0.09	NA									INA			INA	
South	To: From:	SR 337-E02		И RT 337 I	EAST00-	POINDE	XT										
464 Ramp	City of Chesapeake	<u> </u>	0.14	NA			-						NA			NA	
\sim	To:	I-464-S EN	ND COLLI	ECTOR RI	000- RT	337 POIN	ID										

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

							_		Trı	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	(Mainte C4)		VCL Suffoli		94%	00/	10/	10/	40/	00/	_	0.005	_		44000	
Hampton Roads Beltway		,	0.16	38000	G		0% 0%	1%	1%	4%	0%	F	0.095	F		41000	G
	Combined Traffic Estimates for 2 Parallel	-	st I-664 is		G Court	94%	0%	1%	1%	4%	0%	г	NA			88000	G
	_	Eas				11-004											
East	To: From:	1	64-63	59 Pughsvill	le Rd												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	39000	G	94%	0%	1%	1%	4%	0%	F	0.089	F		42000	G
	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.537	88000	G
		Eas	st I-664 is	signed a	s Sout	h I-664											
ast	To: From:		SR 33	7 Portsmout	h Blvd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.10	41000	G	94%	0%	1%	1%	4%	0%	F	0.086	F		44000	G
,	Combined Traffic Estimates for 2 Parallel		is Route:	86000	G	94%	0%	1%	1%	4%	0%	F	NA			93000	G
		Eas	st I-664 is	signed a	s Sout	h I-664											
	To		64-663 1	Dock Landi	ng Road												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	41000	G	94%	0%	1%	1%	4%	0%	F	0.088	E		45000	G
164 Hampton Hoads Beitway	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4% 4%	0%	F	0.083	F	0.505	93000	(
	Combined Traine Estimates for 21 arailer	•	st I-664 is				0 /6	1 /0	1 /0	4 /0	0 76	'	0.000	'	0.505	33000	
	Te																
East	From:		S 13, US 58,														
664 Hampton Roads Beltway		,	1.13	43000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		47000	G
	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	NA			119000	G
		Eas	st I-664 is	signed a	s Sout	h I-664											
East	To: From:	U	S 13, US 46	0 Military F	Iighway	South											
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.73	52000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		56000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	120000	G	94%	0%	1%	1%	4%	0%	F	NA			129000	G
		Eas	st I-664 is	signed a	s Sout	h I-664											
	To			I-64; I-264													
East	From:		I-664-E TO			AD											
Ramp	City of Chesapeake	(Maint: 64)	0.35	6200	G								0.282	F		6200	G
East		I-664-I	E010B TO P	UGHSVILI	LE ROA	D NORTH	ł										
Ramp	City of Chesapeake	(Maint: 64)	0.08	NA									NA			NA	
001)	To:		8529 FROM	ROUTE 60	64 EAST	SOUTH											
East	From:	I-664-I	E010A TO P	UGHSVILI	LE ROA	D NORTH	I		-	-							
664)Ramp	City of Chesapeake	(Maint: 64)	0.03	NA									NA			NA	
\smile	To		131-8529	TO & FRO	OM ROU	J											
East	From:			4-E TO RT													
664 Ramp	City of Chesapeake	(Maint: 64)	0.36	2700	G								0.093	F		2700	G
\smile	To:		SR 3	37 FROM I	[-664												

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		I-66	4-E TO RT	337			ZAXI	e S+Axie	IIIali	ZIIdii		racioi		Factor		
Ramp	City of Chesapeake		0.22	5400	G								0.101	F		5400	G
\smile	To:	S	R 337 SR 337-	W014A TO	AND FI	ROM I-6											
East	From:		I-664-E TO D		DING R	OAD											
664 Ramp	City of Chesapeake	(Maint: 64)	0.06	NA									NA			NA	
East	To: From:	I-664-	E012B TO DO	CK LANDI	NG ROA	AD00- NO	RT										
Ramp	City of Chesapeake	(Maint: 64)	0.17	2300	G								0.115	F		2300	G
<u> </u>	То:	1	31-8527 FROM	ROUTE 6	64 EAST	SOUTH											
East	From:		E012A TO DO		NG ROA	AD00- NO	ORT										
Ramp	City of Chesapeake	(Maint: 64)	0.08	NA									NA			NA	
<u> </u>	10.			7 TO & FR													
East 664)Ramp	City of Chesapeake	(Maint: 64)	I-664-E TO R 0.47	OUTE 58,1 9900	.3&460 \ G	VEST							0.096	F		9900	G
664) Hamp	Tr.:		US 58 FROM I			OUTH							0.000	•		3300	ч
East	From:		I-664-E TO R														
Ramp	City of Chesapeake	(Maint: 64)	0.25	1900	G	31101							0.110	F		1900	G
	To:		US 58 FROM I	ROUTE 664	4 EASTS	OUTH											
East	From:			I-664 East													
664 Ramp	City of Chesapeake	(Maint: 64)	0.12	2400	G	92%	0%	1%	1%	6%	0%	F	0.142	F		2500	G
<u> </u>	10:			3; 1US 13-I													
East 664) Ramp	City of Chesapeake	(Maint: 64)	I-664-	E TO I-264 25000	EAST G								0.115	F		25000	G
664 / Tamp	Oity of Offesapeake	(Mairit. 04)		FROM I-66									0.113	•		23000	ч
Vest	From:			WCL Suffol													
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.62	44000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		47000	G
	Combined Traffic Estimates for 2 Parallel	. ,	this Route:	82000	G	94%	0%	1%		4%	0%	F	NA			88000	G
		·	Nest I-664 is	signed a	as Nort	h I-664											
	To:		64-65	9 Pughsville	e Road			\neg									
Nest 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	43000	G	94%	0%	1%	1%	4%	0%	F	0.076	F		46000	G
	Combined Traffic Estimates for 2 Parallel	. ,			G	94%	0%	1%		4%	0%	F	0.085	F	0.537	88000	G
	Table 1 and Lamidoo for E raidilor	•	Nest I-664 is				0 /0	. 70	. , ,	. / 0	0 /0	•	3.300	•	0.00,	22000	~
				7 Portsmou		-											
West	From:	(Mainta 0.4)				0.40/	00/		40/	40/	00/	_	0.076	_		40000	_
Hampton Roads Beltway	City of Chesapeake		1.03	45000	G	94%	0%	1%		4%	0% 0%	F	0.078	F		49000	G
	Combined Traffic Estimates for 2 Parallel	•			G oc Nort	94%	0%	1%	1%	4%	0%	۲	NA			93000	G
	To:	,	Nest I-664 is	k Landing I		11 1-004											
		<u> </u>	1000	k Lanuing I	xoau												

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

Devite	Loods at sat s		1	4457		4.T.	Divis		Tru	ıck		00	K	OV	Dir	A A \ A \ D T	
Route	Jurisdictio	on	Length	AADT	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West (664) Hampton Roads Beltway	y City of Chesapeake	(Maint: 64)	Doc 1.48	k Landing I 45000	Road G	94%	0%	1%	1%	4%	00/	_	0.083	_		48000	G
664 Hampion Roads beliway	Combined Traffic Estimates for 2 Parallel					94% 94%	0%	1%	1%	4% 4%	0% 0%	Г	0.083	F	0.505	93000	G
	Combined Tranic Estimates for 2 Faraner	-	West I-664 is		G as Nort		U-76	1 70	170	470	0%	Г	0.063	г	0.505	93000	G
	T																
West	From:		US 13, US 58,		ılıtary Hı												
664 Hampton Roads Beltway		,	1.21	67000	G	94%	0%	1%	1%	4%	0%	F	NA			73000	G
	Combined Traffic Estimates for 2 Parallel	•				94%	0%	1%	1%	4%	0%	F	NA			119000	G
	Tec		West I-664 is			h I-664											
	10:	<u> </u>		I-64; I-264													
West	City of Chesapeake	(Maint: 64)	I-664-W TC			OAD							0.106	F		6700	G
664 Ramp	City of Chesapeake	(Mairit. 64)	0.19	6700	G								0.106	Г		6700	G
West	To: From:		I-664-W010B 7	O PUGHS	VILLE S	OUTH											
664)Ramp	City of Chesapeake	(Maint: 64)	0.10	NA									NA			NA	
$\overline{}$	To:		131-8	529 Pughsv	ille Rd												
West	From:		I-664-W010A		VILLE S	OUTH											
664 Ramp	City of Chesapeake		0.05	NA									NA			NA	
	10:]	131-8529 FROM			NORTH											
West (664) Ramp	City of Chesapeake	(Maint: 64)	0.22	4-W TO RT 3600	Γ 337 G								0.096	F		3600	G
664 hallip	To:	(Mairit. 64)	SR 337 SR 337			ND FR		1					0.096	г		3600	G
West	From			I-664 West		TID III											
(664) Ramp	City of Chesapeake	(Maint: 64)	0.36	6600	G								0.094	F		6600	G
004)	To:	(/		7 Portsmou													
West	From:		I-664-W TO I	OOCK LAN	NDING F	ROAD											
(664)Ramp	City of Chesapeake	(Maint: 64)	0.14	2500	G								0.14	F		2500	G
$\overline{}$	Tec	I-66	4-W012B TO DO	OCK LAND	DING RC	AD-SOU	TH										
West 664 Ramp	City of Chesapeake		0.10	NA									NA			NA	
664 Hallip	To:		131-8527 FROM		64 WEST	NORTH							INA			INA	
West	From:		4-W012A TO DO				тн										
Ramp	City of Chesapeake		0.07	NA	OINO KC	AD-300	111						NA			NA	
1	To:	,	131-8527	TO & FRO	OM DO	2											
West	From:		I-664-W TO R	OUTE 58,1	13&460	WEST											
(664)Ramp	City of Chesapeake	(Maint: 64)	0.06	26000	G								0.107	F		26000	G
	Ter		I-664-W013	B TO 58.13	3&460 E	AST											
West 664 Ramp	City of Chesapeake	(Maint: 64)	0.53	23000	G								0.108	F		23000	G
664 namp	Oity of Chesapeake	(iviairit. 64)		O ROUTE				1					0.108	Г		23000	G
Most	From	<u> </u>	I-664-W013			ACT											
West (664) Ramp	City of Chesapeake	(Maint: 64)	0.10	2900	3&460 E G	A31							0.182	F		2900	G
004/	Tro:		US 58 FROM F			JOPTU							0.102	•		_500	G

							Oncoupe									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From				Du	o CD 169									
(F144)	0.10	1200	R			Du	s SR 168				NA			NA		04/28/2009
		То				D	ead End									
O 5 ## 5#		From	<u> </u>			T	intern St								_	2212
F ₁₄₅ Bulldog Rd	0.06	840 To	G			D	ead End				NA			840	G	2013
		From					ead End									
(F148) Tennyson St	0.10	40	G				cau Enu				NA			40	G	2013
		To				SR 190 G	reat Bridge	Blvd								
O		From				M	ullen Rd								_	
F ₁₅₀ Libertyville Rd	0.34	1300 To	G			CD 166 I	Painhridaa I	Dlvd			NA			1300	G	2013
		From					Bainbridge I uthway St	Sivu			1					
(F151) Firman St	0.17	100	G			301	umway St				NA			100	G	2013
		То				D	ead End									
\sim		From					ilitary High	way								
(F153) Rotunda Ave	1.67	590	G	96%	0%	2%	1%	0%	0%	С	0.097	F	0.609	630	G	2013
<u> </u>		From					Portsmouth									
F ₁₅₃ Rotunda Ave	0.69	590	N	96%	0%	2%	1%	0%	0%	N	0.097	N	0.609	630	N	2013
		From					Greenwoo orcas Rd	I DI			+					
(F156) Burns St	0.12	60	G			Di	orcas Ru				NA			60	G	2013
		То				D	ead End									
		From				SR 19	91 Jolliff Ro	l								
F336 Jolliff Rd	0.19	30	G				15.1				NA			30	G	2013
		From	l				ead End									
(F337) Branchview Way	0.47	60	G			Д	ead End				NA			60	G	2013
,		To				SR 19	91 Jolliff Ro									
		From				SR 190 G	reat Bridge	Blvd								
(F683) Blake St	0.32	840	G								NA			840	G	2013
							ead End				1					
(F684) Finck Lane	0.13	From 690	G			SR 190 G	reat Bridge	Blvd			NA			690	G	2013
(F684)ex =ae	00	То				D	ead End				<u> </u>					
		From				D	ead End									
(F808) W Military Hwy	0.06	40	G								NA			40	G	2013
<u> </u>		То					58; FR-923									
<u></u>	0.65	From 100	G			D	ead End				 NA			100	G	2013
(F809)	0.05	To				US 58	Military Hv	vy						100	ч	2013
		From					Military Hv									
(F812) Ridgeway Ave	0.46	70	G								NA			70	G	2013
\bigcup		To					ead End									
Canada Ct	0.50	From	Ļ			US 58	Military Hy	/y						00	_	0010
(F923) Snowden St	0.58	20	G			D	ead End				NA			20	G	2013
		From					chland Blvd				1					
1 Towne Point Rd	0.07	20000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.502	21000	G	2013
		То			124-	8520 JB-1	31 NCL Cl	esapeak	e							
O Deadless and D.I.	0.70	From	Ĺ	0001			rolina State		001	_	0.100	-	0.005	1000		0040
2 Backwoods Rd	0.73	1700 _{To}	G	99%	0%	0%	0% 6 Ballahack	0% Rd	0%	С	0.106	F	0.885	1800	G	2013
		From	<u> </u>		110		ge Washingt				_					
3 Douglas Rd	2.95	340	G	98%	0%	1%	1%	1%	0%	С	0.122	F	0.583	360	G	2013
		To					enefit Rd	-	-					-		-

						City of t	Jilesape	ane								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From			D	110.16	0.0.4.6.1	1.01 1								
4 Indian Creek Rd	5.92	2400	G	95%	в	1%	8 Battlefiel 1%	3%	0%	С	0.102	F	0.561	2500	G	2013
4 maiair crock rid	0.02	To	<u> </u>	0070	0 70		irginia Be		0 70			•	0.001	2000	Ğ	20.0
		From	1			Vo	lvo Pkwy				i					
5 Crossways Blvd	0.32	11000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.589	12000	G	2013
		To				Eden	Way Nort	h								
		From	-			Greei	ıbriar Pkw	y								
6 Woodlake Dr	0.23	18000	G	98%	1%	1%	0%	1%	0%	С	0.088	F	0.670	19000	G	2013
		To				Old Gre	enbriar Pk	wy								
		From				Wo	odlake Dr									
7 Old Greenbriar Rd	0.43	11000	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.501	12000	G	2013
\bigcirc		To					Military H	wy								
7 Old Greenbriar	0.46	4000	<u> </u>	99%	0%	Mil 1%	itary Hwy	0%	0%	F	0.093	F	0.575	E200	G	2012
7 Old Greenbriai	0.46	4900 _{то}	G	99%	U 7/6		0% vidence Rd		0%	Г	0.093	Г	0.575	5200	G	2013
		From														
Bunch Walnuts Rd	3.01	1200	G	99%	0%	0%	lahack Rd 0%	0%	0%	С	0.095	F	0.653	1300	G	2013
8 Bunch Walnuts Rd	0.01	1 200	<u> </u>	00/0	0 /0		enefit Rd	0 /0	0 /0		0.000	•	0.000	1000	J	2010
		From	:				Va Beach	,			l l					
9 Paramont Ave	1.11	4100	G	91%	2%	5%	0%	1%	0%	С	0.1	F	0.592	4300	G	2013
3		To	Ť	01/0	_ /0		Military H		3 / 3		ĭ	•	0.002	1000	<u>~</u>	_510
		From					enefit Rd				i					
10) Sign Pine Rd	2.43	2700	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.675	2800	G	2013
10) Olgir i ino rid	2.10	To	<u> </u>	0070			8 Battlefiel		0 70			•	0.070	2000	Ğ	2010
		From	:				eld Blvd, A		V.A.		l					
11) Campostella Rd	0.44	12000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.519	13000	G	2013
11)	• • • • • • • • • • • • • • • • • • • •									-	_				-	
11 Campostella Rd	1.34	12000	G	96%	0%	131-8640	Providence 1%	2%	0%	F	0.086	F	0.547	12000	G	2013
Campostella Rd	1.04	1 2000		30 78			erty St; Bo		0 70	-	0.000	•	0.547	12000	u	2010
		From					oses Gran									
12) Cedar Rd	3.05	6300	G	99%	1%	0%	0%	0%	0%	С	0.09	F	0.562	6700	G	2013
12) 55044. 1.10	0.00	То	<u> </u>				oses Gran		0,0			•	0.002	0.00	<u>.</u>	_0.0
		From					ead End/									
13)	0.34	NA				D.	cad Liid/				NA			NA		
10)		То				C7US	S-00017(B))/								
		From				Western	n Branch B	lvd								
8524) Churchland Blvd	0.57	6400	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.535	6800	G	2013
8524) Churchland Blvd	0.09	11000	G	99%	0%	0%	ne Point Ro	0%	0%	F	0.089	F	0.555	12000	G	2013
Churchiand Bivd	0.00	То	<u> </u>	20/0	3 /0		Portsmout		3 / 3	•	7.000	•	0.000	000	<u>~</u>	_510
		From	:				1 Jolliff R				l					
8527 Dock Landing Rd	0.27	5500	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	5900	G	2013
											— ·					
8527) Dock Landing Rd	0.89	6300 From	G	98%	1%	1%	I-664 0%	0%	0%	С	0.096	F	0.592	6600	G	2013
Dock Landing Rd	0.03	0300		JU /0	1 /0			U /0	0 /0	J	0.030	'	0.552	0000	u	2013
O Decided at 15 Bit	0.04	From	<u> </u>	0001	401		gle Hill Dr	00′	00′				0.500	F000		0010
8527 Dock Landing Rd	0.24	5000	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.592	5300	G	2013
		To From			_		evon Dr	_								
8527 Dock Landing Rd	2.23	6400	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.515	6800	G	2013
$\overline{}$		То	1			SR 337 P	ortsmouth	Blvd								
\sim		From	:		13	31-8527-S	000A FRO	OM DO								
8527) Ramp	0.27	NA									NA			NA		
		To	4		I-664-E.1	FROM D	OCK LAN	DING RO)AD							
$\overline{}$					100.12.		OCII EI II (
		From	:				1000B FRC									
8527) Ramp	0.28				13	31-8527-N		OM DO			NA_			NA		

						Oity of C	лозарс	ano								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake																
orth ₅₂₇ Ramp	0.06	From NA	i:		131-852	7 TO ROU	JTE 664 E	EASTSOU	TH		NA			NA		
1527)	0.00	To	c		13	31-8527-S0	000A FRC	OM DO			— i"`			1471		
lorth		From	i:		131	1-8527 TO	& FROM	I DOCK			1					
Ramp	0.03	NA									NA			NA		
		To	c		131-8527	7-S000B; 1	31-8527-	B FROM	DO							
outh		From	:		133	1-8527 TO	& FROM	I ROUT								
Ramp	0.05	NA									NA			NA		
		10				7-N000A; 1					_					
outh	0.05	From NA			131-8527	7 TO ROU	TE 664 V	VESTNOI	RTH		NA			NA		
Ramp	0.03	INA To	c		13	31-8527-N	000B FR	OM DO						INA		
		From				59 Pughsv			12							
Pughsville Rd	0.85	9000	G	95%	0%	0%	2%	3%	0%	С	0.110	F	0.669	9600	G	2013
329)		То					I-664									
529) Pughsville Rd	0.16	20000	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.629	22000	G	201
3323		To					0; Taylor									
○ T + D+	4.05	From		222/	00/		nsville Rd	00/	00/			_	0.507	4.4000	_	004
₅₂₉ Taylor Rd	1.65	13000 _{To}	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.507	14000	G	201
		F]			IS 17 West					<u> </u>					
(1529) Ramp	0.09	From NA			1;	31-8529-S	000A TO	ROUT			NA			NA		
529) Hamp	0.03	To	c		I-664-I	E FROM P	UGHSVI	LLE ROA	vD					INA		
orth		From				9 TO ROU										
Samp Ramp	0.07	NA			131-032	.) 10 ROC	71L 00+1	2151500	, 111		NA			NA		
1		To	:		13	31-8529-S	000A TO	ROUT								
lorth		From	i.		131-8529	9 TO ROU	TE 664 W	VESTNOI	RTH							
Ramp	0.19	NA									NA			NA		
		To	C		I-664-V	V FROM I	PUGHSVI	LLE ROA	AD.							
outh		From			131	1-8529 TO	& FROM	I ROUT								
Ramp	0.05	NA									NA			NA		
		10	0			9-N000A;										
South	0.00	From			131-8529	9 TO ROU	TE 664 V	VESTNOI	RTH					NIA		
3529 Ramp	0.29	NA To			L-664-V	V FROM I	PIGHSVI	I I E ROA	7D		NA			NA		
		From	:						ID.							
Taylor Rd	1.70	22000	G	99%	0%	SR 337 Pc	0%	<u>о</u>	0%	С	0.088	F	0.522	23000	G	201
1330)		То			- / -						_				-	
Taylor Rd	0.29	23000 From	G	99%	0%	0%	uce Rd 0%	0%	0%	F	0.085	F	0.532	24000	G	201:
1330) 147101 114	0.20	To		0070		131-8529			070			•	0.002	21000	ŭ	
		From	:				ylor Rd				i					
Dunedin Dr	0.99	1600	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.557	1700	G	201
		To	c		U	JS 17 West	tern Branc	h Blvd								
		From	:			Ta	ylor Rd									
Bruce Rd	1.54	11000	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.55	12000	G	201
		To	c				Neck Rd									
Tyre Neck Rd	1.26	9000	G	99%	0%	0%	ruce St 0%	0%	0%	С	0.093	F	0.618	9600	G	201
1 yre Neck Ha	1.20	To		00 /0	0 /0		Portsmout		0 /0		0.000	'	0.010	5500	J	201
		From	:				st Lane									
Deep Creek Blvd	0.60	4300	G	98%	1%	1%	0%	0%	0%	С	0.100	F	0.569	4500	G	201
		То					Portsmoutl									
		From				US 46	60 22nd St	t								
Liberty St	0.40	3900	G	87%	1%	2%	3%	7%	0%	F	0.087	F	0.545	4200	G	201
JJJ - 7																

Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From:	ı			EGL	NY C 11									
Berkley Ave	0.39	1900	G	98%	0%	1%	Norfolk 1%	0%	0%	С	0.084	F	0.544	2000	G	2013
Berkley Ave	0.00	To:		0070	0 70		ield Ave	0 70	0 70			•	0.011	2000	ŭ	20.0
		From:					Street				i					
8596) Rosemont Ave	0.13	840	G	73%	1%	2%	2%	22%	0%	F	0.104	F	0.516	890	G	2013
$\overline{}$		To:					Street									
Rosemont Ave	0.37	1500	G	73%	1%	2%	ill St 2%	22%	0%	С	 0.1	F	0.765	1600	G	2013
Rosemont Ave	0.57	1500 To:	G	13/0	1 /0	US 460 Ba			0 /6	-	-0.1	•	0.765	1000	G	2010
		From:				US 460 Ba										
Chesapeake Dr	0.45	2400	G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.51	2600	G	2013
,		To:				Chesap	eake Ave									
		From:				Bu	ell St									
Freeman Ave	0.65	4600	G	64%	0%	2%	8%	25%	0%	С	0.088	F	0.694	4900	G	2013
<u> </u>		To				I-	464									
Freeman Ave	0.25	9000 From:	G	64%	0%	2%	8%	25%	0%	F	0.089	F	0.643	9600	G	2013
\mathcal{L}		To:				US 460 Ba	inbridge l	Blvd								
		From:			131-8598	3 I-464-S00	3A TO A	ND FRO	M I-							
Ramp	0.13	4300	G								0.101	F		4300	G	2013
<u> </u>		To:			I-46	64-S FROM	FREEM	AN Ave								
$\widehat{}$		From:		1	31-8598	I-464-N003	BA FROM	I AND T	O RT							
Ramp	0.13	3700	G								0.12	F		3700	G	2013
		To:				4-N FROM										
O Plant	4.04	From:		070/		JS 13 & 460			00/			_	0.044	10000	_	0040
Cavalier Blvd	1.24	11000 To:	G	87%	1%	2%	3%	7%	0%	С	0.095	F	0.644	12000	G	2013
		From:					ortsmouth									
Deep Creek Blvd	0.94	3200	G	96%	1%	JS 13 & 460 2%	0%	10%	0%	С	0.096	F	0.584	3400	G	2013
Deep Creek Blvd	0.04	To:		0070	1 /0		t Lane	0 70	0 70		0.000	•	0.004	0400	ď	2010
		From:					reek Blvo									
G ₆₀₁ Gust Lane	0.44	5600	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.546	5900	G	2013
<u> </u>		To:				SCL Po	ortsmouth									
O a serial Disal																
(8602) Camelot Blvd	0.50	From:		200/	40/		lahad Dr	00/	00/	_		_	0.544	0000	_	0010
	0.59	7600	G	99%	1%	Sir Ga 1%	lahad Dr 0%	0%	0%	С	0.082	F	0.541	8000	G	2013
		7600				1% Deep C	0% reek Blvo	l								
	0.59	7600 From:	G	99%	1%	1% Deep C 2%	0% Treek Blvo 3%	1 7%	0%	C F	0.082	F F	0.541	8000 4300	G G	
		7600 From: 4000 To:	G		1% US	1% Deep C 2% 17 George	0% Treek Blvd 3% Washingt	7% on Hwy								2013
Camelot Blvd	0.32	7600 From: 4000 From:	G	87%	1% US	1% Deep C 2% 17 George 13, US 460	0% Creek Blvo 3% Washingt	7% on Hwy Highway	0%	F	0.085	F	0.584	4300	G	2013
Camelot Blvd		7600 From: 4000 To:	G		1% US	1% Deep C 2% 17 George	0% Treek Blvd 3% Washingt	7% on Hwy								2013
Camelot Blvd Galberry Rd	0.32 2.41	7600 From: 4000 To: 2300	G G	87% 98%	1% US US 0% Bus U	1% Deep C 2% 17 George 13, US 460 1% US 17 George	0% Sreek Blvc 3% Washingt Military 1% ge Washir	7% on Hwy Highway 0%	0% 0%	F C	0.085	F F	0.584	4300	G G	2013
8602 Camelot Blvd	0.32	7600 From: 4000 To: 2300	G	87%	1% US US	1% Deep C 2% 17 George 13, US 460 1%	0% Sreek Blvo 3% Washingt Military 1%	7% on Hwy Highway	0%	F	0.085	F	0.584	4300	G	
Camelot Blvd Re004 Galberry Rd Re004 Shell Rd	0.32 2.41 0.87	7600 To From: 2300 To From: 5100	G G G	98%	1% US US 0% Bus U	1% Deep C 2% 17 George 13, US 460 1% US 17 Georg 1% Firm	0% Freek Blvc 3% Washingt Military 1% ge Washin 0% man St	1 7% on Hwy Highway 0% ogton Hw 0%	0% 0% y 0%	F C	0.085 0.127 0.093	F F	0.584 0.544 0.545	4300 2400 5400	G G G	2013 2013 2013
Camelot Blvd Re004 Galberry Rd Re004 Shell Rd	0.32 2.41	7600 From: 4000 To: 2300	G G	87% 98%	1% US US 0% Bus U	1% Deep C 2% 17 George 13, US 460 1% US 17 Georg 1%	0% Treek Blve 3% Washingt Military 1% ge Washin	7% on Hwy Highway 0%	0% 0%	F C	0.085	F F	0.584	4300	G G	2013 2013 2013
Gamelot Blvd Ga	0.32 2.41 0.87 0.81	7600 To: 4000 To: From: 2300 To: From: 5100 To: To: To: From: 4200	G G G	98% 98% 97%	1% US 0% Bus U 1%	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car	0% Greek Blvc 3% Washingt Military 1% ge Washin 0% man St 0% nal Dr	7% on Hwy Highway 0% agton Hw 0%	0% 0% y 0% 0%	F C F	0.085 0.127 0.093 0.112	F F F	0.584 0.544 0.545 0.674	4300 2400 5400 4400	G G G	2013 2013 2013 2013
Gamelot Blvd Gamel	0.32 2.41 0.87	7600 To: 4000 To: 2300 From: From: From: 4200 To: To: To: To: To: To: To: T	G G G	98%	1% US 0% Bus U 1%	1% Deep C 2% 17 George 13, US 460 1% US 17 Georg 1% Firm 1% Can 1%	0% Greek Blvc 3% Washingt Military 1% ge Washin 0% man St 0% nal Dr 0%	7% on Hwy Highway 0% agton Hw 0% 0%	0% 0% y 0%	F C	0.085 0.127 0.093	F F	0.584 0.544 0.545	4300 2400 5400	G G G	2013 2013 2013 2013
Galberry Rd Shell Rd Shell Rd	0.32 2.41 0.87 0.81	7600 To: 4000 To: 2300 From: 5100 To: 4200 To: 700 To:	G G G	98% 98% 97%	1% US 0% Bus U 1%	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car	0% Greek Blvc 3% Washingt Military 1% ge Washin 0% man St 0% nal Dr 0%	7% on Hwy Highway 0% agton Hw 0% 0%	0% 0% y 0% 0%	F C F	0.085 0.127 0.093 0.112	F F F	0.584 0.544 0.545 0.674	4300 2400 5400 4400	G G G	2013 2013 2013 2013
Gamelot Blvd Gamel	0.32 2.41 0.87 0.81 1.12	7600 To: 4000 To: 2300 From: 5100 To: 4200 To: From: F	G G G	98% 98% 97% 98%	1% US US 0% Bus U 1% 2% US 000 US	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car 1% S 13, US 46 She	o% Greek Blvc 3% Washingt Military 1% ge Washir 0% man St 0% mal Dr 0% 60 Military	1 7% on Hwy Highway 0% ogton Hw 0% 0% 0%	0% 0% 0% 0% 0%	F C F	0.085 0.127 0.093 0.112	F F F	0.584 0.544 0.545 0.674 0.506	4300 2400 5400 4400 2600	G G G G	2013 2013 2013 2013 2013
Gamelot Blvd Gamel	0.32 2.41 0.87 0.81	7600 To: From: 2300 To: From: 4200 To: From: 4400 To: From: 4400 To: From: 4400	G G G	98% 98% 97%	1% US US 0% Bus U 1% 2% US 00%	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car 1% She 1%	o% Greek Blvc 3% Washingt Military 1% ge Washin 0% man St 0% mal Dr 0% 00 Military ell Rd 0%	T% on Hwy Highway 0% ogton Hw 0% 0% 0% 0% 0%	0% 0% y 0% 0%	F C F	0.085 0.127 0.093 0.112	F F F	0.584 0.544 0.545 0.674	4300 2400 5400 4400	G G G	2013 2013 2013 2013 2013
Galberry Rd Galberry Rd Shell Rd Shell Rd Shell Rd	0.32 2.41 0.87 0.81 1.12	7600 To: 4000 To: 2300 5100 To: 4200 To: 4200 To: 4400 To: 4600 To:	G G G	98% 98% 97% 98%	1% US US 0% Bus U 1% 2% US 0%	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car 1% S 13, US 46 She 1% US 13 & 460	O% Greek Blvc 3% Washingt Military 1% See Washin O% man St O% mal Dr O% so Military ell Rd O% O Military	1 7% on Hwy Highway 0% geton Hw 0% 0% 4 Hwy	0% 0% 0% 0% 0%	F C F	0.085 0.127 0.093 0.112	F F F	0.584 0.544 0.545 0.674 0.506	4300 2400 5400 4400 2600	G G G G	2013 2013 2013 2013 2013
Gamelot Blvd Gamel	0.32 2.41 0.87 0.81 1.12	7600 To: 4000 To: 2300 To: 5100 To: 4200 To: 4200 To: 4400 To: From: 4600 To: From:	G G G	98% 98% 97% 98%	1% US US 0% Bus U 1% 2% 1% US 0% UU US	1% Deep C 2% 17 George 13, US 460 1% US 17 Georg 1% Firm 1% Can 1% S 13, US46 She 1% US 13 & 460 460, SR 160	o% Greek Blvc 3% Washingt Military 1% See Washin 0% man St 0% mal Dr 0% 0 Military ell Rd 0% 0 Military 6 Bainbrid 6 Bainbrid	1 7% on Hwy Highway 0% ogton Hw 0% 0% 4 Hwy 0% Hwy dge Blvd	0% 0% 0% 0% 0%	F C C C	0.085 0.127 0.093 0.112 0.12	F F F F	0.584 0.544 0.545 0.674 0.506	4300 2400 5400 4400 2600	G G G G	2013 2013 2013 2013 2013
Gamelot Blvd Gamel	0.32 2.41 0.87 0.81 1.12	7600 To: 4000 To: 2300 5100 To: 4200 To: 4200 To: 4400 To: 4600 To:	G G G	98% 98% 97% 98%	1% US US 0% Bus U 1% 2% US 0%	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car 1% S 13, US 46 460, SR 166 1%	o% Greek Blvc 3% Washingt Military 1% Ge Washin 0% nan St 0% nal Dr 0% Military 0%	1 7% on Hwy Highway 0% ogton Hw 0% 0% Hwy 0% Hwy 0%	0% 0% 0% 0% 0%	F C F	0.085 0.127 0.093 0.112	F F F	0.584 0.544 0.545 0.674 0.506	4300 2400 5400 4400 2600	G G G G	2013 2013 2013 2013 2013
Galberry Rd Galbe	0.32 2.41 0.87 0.81 1.12	7600 To: From: 2300 To: From: 4200 To: 4200 To: From: 4600 From: 4600 To: From: 6900 To:	G G G	98% 98% 97% 98%	1% US US 0% Bus U 1% 2% 1% US 0% UU US	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car 1% Sha 1% US 13, US 460 1% US 13 & 460 460, SR 166 1% Campo	o% Greek Blvc 3% Washingt Military 1% ge Washin 0% man St 0% mal Dr 0% oo Military ell Rd 0% 0 Military 6 Bainbrid 0% ostella Rd	1 7% on Hwy Highway 0% ogton Hw 0% 0% Hwy 0% Hwy 0%	0% 0% 0% 0% 0%	F C C C	0.085 0.127 0.093 0.112 0.12	F F F F	0.584 0.544 0.545 0.674 0.506	4300 2400 5400 4400 2600	G G G G	2013 2013 2013 2013 2013
Camelot Blvd Galberry Rd Galberry Rd Shell Rd Shell Rd Shell Rd Canal Dr Ext	0.32 2.41 0.87 0.81 1.12	7600 To: From: 2300 To: From: 5100 To: From: 4200 To: From: 4400 To: From: 4600 From: 6900	G G G	98% 98% 97% 98%	1% US US 0% Bus U 1% 2% 1% US 0% UU US	1% Deep C 2% 17 George 13, US 460 1% US 17 George 1% Firm 1% Car 1% Sha 1% US 13, US 460 1% US 13 & 460 460, SR 166 1% Campo	o% Greek Blvc 3% Washingt Military 1% Ge Washin 0% nan St 0% nal Dr 0% Military 0%	1 7% on Hwy Highway 0% ogton Hw 0% 0% Hwy 0% Hwy 0%	0% 0% 0% 0% 0%	F C C C	0.085 0.127 0.093 0.112 0.12	F F F F	0.584 0.544 0.545 0.674 0.506	4300 2400 5400 4400 2600	G G G G	2013

						,	Oncoupe	ano								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
<u> </u>		From	<u> </u>				lale Cresce				_	_			_	
(8635) Dunbarton Rd	0.18	1600	G	98%	1%	0%	0%	0%	0%	С	0.083	F	0.544	1700	G	2013
<u> </u>		To). T			Crov	vn Crescen	t			\Box					
(8635) Dunbarton Rd	0.16	730	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.538	770	G	2013
\bigcirc		To	E.			Longd	lale Cresce	nt								
		From	1:			Cam	postella Ro	l								
8640) Providence Rd	1.55	15000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.525	16000	G	2013
		To					D.				_					
8640 Providence Rd	0.99	16000	G	98%	1%	1%	ngora Dr 0%	0%	0%	С	0.096	F	0.563	17000	G	2013
8640) Providence Rd	0.55	To		30 70	1 /0		/irginia Be		0 70		0.030	'	0.505	17000	a	2010
			_					icii			-					
C	0.00	From	<u> </u>	000/	00/		itary Hwy	00/	00/			_	0.570	F100	_	0010
(8645) Sparrow Rd	0.23	4800	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.579	5100	G	2013
		To From	1			Prov	vidence Rd									
8645) Sparrow Rd	0.84	8700	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.535	9200	G	2013
\bigcirc		To				India	ın River Ro	ı								
8645) Sparrow Rd	0.57	3300 From		98%	0%	1%	0%	0%	0%	F	0.1	F	0.603	3500	G	2013
Sparrow Rd	0.07	0000	<u> </u>		0 70	1 70	0 70	0 70	0 70			•	0.000	0000	<u> </u>	2010
<u> </u>		From	11				Beaver R				_					
8645 Sparrow Rd	0.28	1700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.609	1800	G	2013
<u> </u>		To	d			Go	ldcrest Dr									
		From	i:			SR 168 C	Campostell	a Rd								
8647) Border Rd	0.47	4600	G	98%	1%	1%	0%	0%	0%	С	0.08	F	0.541	4900	G	2013
		To):			Win	gfield Ave									
		From	c				order Rd									
8647) Wingfield Ave	0.08	2300	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.557	2500	G	2013
\bigcirc		To	r			131-859	2 Berkley	Ave								
8647) Wingfield Ave	0.48	2400 From	G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.564	2500	G	2013
8647	00	To					mstown Ro		0,0			•	0.00		O .	_0
		From	1:				gfield Ave	·								
8647) Tatemstown Rd	0.34	3600	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.584	3900	G	2013
		To):			SR 407 I	ndian Rive	r Rd								
		From	a:		T	Rue SD 16	8 Battlefiel	d Blvd								
8648) Albemarle Dr	1.19	4200	G	99%	1%	0%	0%	0%	0%	С	0.146	F	0.957	4400	G	201
Albertarie Dr	1.10	7200		0070	1 /0		edar Rd	0 70	0 70			•	0.007	4400	ď	2010
O W K 15	0.00	From			10/		Pleasant	00/	00/			_	0.570	0.40	•	0046
(8649) Woodford Dr	0.28	880 To	G	98%	1%	1%	0%	0%	0%	С	0.113	F	0.573	940	G	2013
<u> </u>		To	1			Roy	al Oak Dr									
		From	i:			Wa	alnut Ave									
8650 Cornick Ave	0.14	750	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.609	790	G	2013
\bigcirc		To				Ole	ander Ave									
8650) Cornick Ave	0.60	1100 From	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.591	1100	G	2013
8650)	0.00	To	э:		.,,		arrow Rd	0 70	0,0			•	0.00.		O .	_0.0
		From									1					
8653) West Rd	0.70			079/	00/		ouglas Rd	10/	00/	_	0.103	_	0.501	100	0	2011
West Rd	0.79	180	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.581	190	G	2013
		From	r r				enefit Rd									
8653) West Rd	5.27	920	G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.515	970	G	2013
		To	K.			US 17 I	Dominion I	Blvd								
		From	1:			Re	enefit Rd									
8655) Shillelagh Rd	6.96	730	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.563	780	G	2013
00000	3.00	To		0070	J /U		Dominion I		J /0		0.002	•	0.000	. 00	<u>~</u>	_010
		pr.														
O Dame Ch Dul	4.00	From	<u> </u>	0701			8 Battlefiel		00/			_	0.510	4 400	_	001
8656 Benefit Rd	1.96	1300	G	97%	0%	1%	0%	1%	0%	С	0.109	F	0.513	1400	G	2013
\sim		To	r r			Sig	n Pine Rd									
			-													
8656) Benefit Rd	1.92	2300	G	97%	0%	1%	0%	1%	0%	F	0.113	F	0.549	2400	G	2013

						City of Chesap	eane								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
8656) Benefit Rd	3.16	980	G	95%	2%	Johnstown Ro	0%	0%	С	0.125	F	0.629	1000	G	2013
Benefit Rd	0.10	To	Ĕ	33 76	2 /0	Douglas Rd	0 /0	0 70		0.123	•	0.023	1000	a	2010
		Fron				SR 168 Atlantic	Ave			1					
01d Atlantic Ave	0.07	4100	N	95%	2%	2% 1%	0%	0%	N	0.08	Ν	0.529	4400	Ν	2013
3007		Te				Dowle Avia									
8657) Old Atlantic Ave	0.24	4100	G	95%	2%	Park Ave 2% 1%	0%	0%	F	0.08	F	0.529	4400	G	2013
Old Atlantic Ave	0.2 .							0,0	•		•	0.020		٥.	_0.0
8657) Cascade Blvd	0.41	910 From	G	95%	2%	SR 246 Liberty 2% 1%	St 0%	0%	F	0.141	F	0.722	970	G	2013
Cascade Bivd	0.41	To		33 76	<i>L</i> /0	Spadina Ave		0 70		0.141	'	0.722	370	ď	2010
		Fron	:			SR 166 Bainbridge									
8658 Booker St	0.58	850	G	98%	0%	1% 0%	0%	0%	С	0.129	F	0.68	900	G	2013
Booker St	0.00	To	<u> </u>	0070		SR 190 Great Bridg		070			•	0.00	000	ŭ	2010
		Fron				Bus SR 168 Battlefie				1					
8661) Centerville Tpke	3.76	6100	G	96%	1%	1% 1%	0%	0%	С	0.127	F	0.702	6500	G	2013
1		To					D11								
8661) Centerville Tpke	1.03	8100	G	96%	1%	Etheridge Manor 1% 1%	0%	0%	F	0.105	F	0.64	8700	G	2013
Genterville Tpke	1.00	0100	<u> </u>	0070	1 70		0 70	070		0.100	•	0.04	0700	ŭ	2010
Contonvillo Toko	1 1/	8600 From	G	000/	1%	Fentress Rd	00/	00/	С				9400	G	2012
661 Centerville Tpke	1.14	0000		98%	1 70		0%	0%	C	NA —			9400	G	2013
	4.05	Fron	<u> </u>	000/	00/	SR 165 Mt Pleasa		00/				0.070	47000		0010
8661 Centerville Tpke	1.25	16000	G	98%	0%	1% 1%	0%	0%	F	0.100	F	0.678	17000	G	2013
		Fron				131-8665 Butts Station F Butts Station F									
8661) Centerville Tpke	0.46	9500	G	98%	0%	1% 1%	0%	0%	С	0.106	F	0.646	10000	G	2013
1		To				131-8805 Elbow	Rd								
O		Fron				Elbow Rd									
8661 Centerville Tpke	1.76	6900	G	98%	0%	1% 1%	0%	0%	F	NA			7600	G	2013
		TC .				ECL Va Beac	h								
Overen Tree Del	0.70	Fron		000/	00/	SR 190 Kempsvil		00/		0.100	_	0.011	7500	_	0010
Green Tree Rd	0.73	7000 To	G	99%	0%	0% 0%	0%	0%	С	0.103	F	0.611	7500	G	2013
		Fron			F	Oak Grove R Bus US 168 Battlefie									
8662) Oak Grove Rd	0.86	7800	G	99%	0%	0% 0%	0%	0%	С	0.087	F	0.624	8200	G	2013
		To				Green Tree R	d								
		Fron	:			Benefit Rd									
3663) Johnstown Rd	5.94	3200	G	98%	1%	0% 0%	0%	0%	С	0.098	F	0.578	3400	G	2013
\bigcup		To			I	Bus US 168 Battlefic	eld Blvd								
_		Fron				Johnstown Ro	i								
8664) Woodbridge Dr	0.19	910	G	99%	0%	0% 0%	0%	0%	С	0.121	F	0.664	960	G	2013
\smile		Fron				Briarfield Dr									
8664) Briarfield Dr	0.68	2600	G	99%	0%	Woodbridge I	0%	0%	С	0.13	F	0.535	2700	G	2013
Briameid Dr	0.00	2000		33 76	0 70	Sr 165 Cedar I		0 70		-0.10	•	0.555	2700	a	2010
		Fron				Providence R				l					
8665) Dunbarton Rd	0.65	5800	G	98%	1%	1% 0%	0%	0%	С	0.11	F	0.587	6200	G	2013
0003) = 00 0		T								_	-			-	
8665) Greenbrier Pkwy	0.28	28000 From	G	98%	0%	US 13 Military I 1% 0%	1wy 0%	0%	F	0.079	F	0.537	30000	G	2013
Greenbrier Pkwy	0.20	20000		30 /6	0 76			0 /6	'	0.073	•	0.557	30000	ч	2010
O and built an Plant	0.00	Fron	<u> </u>	000/	00/	Woodlake D		00/		0.070		0.500	55000	_	0040
Greenbrier Pkwy	0.22	52000	G	98%	0%	1% 0%	0%	0%	F	0.076	F	0.599	55000	G	2013
<u> </u>		Fron				I-64				<u> </u>					
(8665) Greenbrier Pkwy	0.94	71000	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.551	75000	G	2013
<u> </u>		T _e Fron				Eden Way									
8665) Greenbrier Pkwy	0.42	39000	G	98%	0%	1% 0%	0%	0%	F	0.083	F	0.552	42000	G	2013
$\overline{}$		T. Fron	-			Volvo Pkwy									
8665) Greenbrier Pkwy	1.78	25000	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.654	27000	G	2013
(8665) Greenbrier Pkwy	1./8	25000 To		90%	υ%	1% U% SR 190 Kempsvil		υ%	U	0.093		0.054	Z/UUU	G	2 01
										_					

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:				SR 190	Cempsville Rd									
2.08	13000	G	96%	0%	1%			0%	С	0.107	F	0.661	14000	G	2013
	To:				131-8661	Centerville Tp	ke								
0.05	From:	\Box		1	131-8665 ′	O RT 64 EAS	ST			0.000	_		0000		0040
0.35	6900 To:	G	1.64.1	E280V E	DOM CD	EMBDIED D	A DKWA	VEAS		0.096	F		6900	G	2013
	From:		1-04-1					II LAS							
0.19	4800	G			.31-6003	OKI 04 WE	31			0.116	F		4800	G	2013
	To:		I-64	4-W289X	K FROM (REENBRIER	PARKV	WAY							
	From:				131-8665	O RT 64 EAS	ST								
0.20	10000	G								0.08	F		10000	G	2013
	10:	<u> </u>	I-64-I					Y WES							
0 38				1	31-8665	O RT 64 WE	ST			0.091	F		15000	G	2013
0.50	To:		I-64-V	V289X F	ROM GR	EENBRIER P.	ARKWA	Y WES		0.031	'		13000	u	2010
	From:									i					
2.62	2100	G	94%	1%	1%		2%	0%	С	0.099	F	0.717	2300	G	2013
	To:		_	_						1					
0.15		G	85%	2%			9%	0%	С	NA			4600	G	2013
	To:		3370										.500		
	From:			I	Bus SR 16	Battlefield B	lvd								
0.81	3200	G	98%	0%	1%			0%	С	0.089	F	0.531	3400	G	2013
	To:				Cente	rville Tpke									
4.89	1800	G	96%	0%	1%		%	0%	С	0.106	F	0.527	1900	G	2013
		<u> </u>			WCL V	irginia Beach									
0.40		<u> </u>	000/					00/		0.100	_	0.500	2600	_	2012
0.42	3400 To:		99%	0%				0%	C	0.108	Г	0.599	3600	G	2013
	From:									1					
0.67	3500	G	98%	1%	1%		1%	0%	С	0.144	F	0.816	3700	G	2013
	To:				Del	Baun Ave									
0.40		<u> </u>	000/	10/			0/	00/			_	0.742	4200	C	2012
0.49	4100 To:		90%	170				0%	C	0.132	Г	0.743	4300	G	2013
	From:						•								
0.30	740	G	99%	0%			1%	0%	F	0.101	F	0.506	780	G	2013
	To														
0.26	9100	G	99%	0%	0%		1%	0%	С	0.105	F	0.793	9600	G	2013
	To	_			Indene	ndence Pkwy									
0.25	15000	G	99%	0%	0%		1%	0%	F	0.096	F	0.704	16000	G	2013
	To			I	Bus SR 16	Battlefield B	lvd								
								0%	С	0.087	F	0.504	25000	G	2013
1.38	23000 From:	G	98%	0%	1%	0% 1	70								
1.38	23000 From:	G	98%	0%		0% 1 brier Pkwy	70								
1.38 0.45	23000 From:	G G	98%	0%		brier Pkwy		0%	F	0.098	F	0.653	25000	G	2013
	To: From: 23000			0%	Green 1%	brier Pkwy 0% 1 en Way	%		F	0.098	F	0.653	25000	G	2013
0.45	700 From: 23000 To: From:	G	98%	0%	Green 1% Ed 06 Eden V	brier Pkwy 0% 1 en Way Yay; 8717-Vol	% vo Pkwy	7							
	To: From: 23000			0%	Green 1% Ed 06 Eden V 1%	brier Pkwy 0% 1 en Way Yay; 8717-Vol	% vo Pkwy		F	0.098	F F	0.653	25000 27000	G G	2013
0.45	700 From: 23000 To: From:	G	98%	0%	Green 1% Ec 06 Eden V 1% D	brier Pkwy 0% 1 en Way /ay; 8717-Vol 0% 1	% vo Pkwy	7							
0.45	23000 To: 26000	G	98%	0%	Green 1% Ecc 06 Eden V 1% Dock 1%	brier Pkwy 0% 1 en Way /ay; 8717-Vol 0% 1 ead End landing Rd 0% 0	% vo Pkwy %	7							
0.45	23000 To: Prom: 26000 To: From: From:	G G	98%	0% 131-88 0%	Green 1% Ecc 06 Eden V 1% Dock 1%	brier Pkwy 0% 1 en Way /ay; 8717-Vol 0% 1 ead End landing Rd	% vo Pkwy %	0%	F	0.099	F	0.641	27000	G	2013
0.45 1.49 0.70	23000 To Prom 26000 To Prom 1600 To From 1600 To From 1600	G G	98%	0% 131-88 0%	Green 1% Ex 06 Eden V 1% Dock 1% SR 337 P SR 190 G	brier Pkwy 0% 1 en Way /ay; 8717-Vol 0% 1 ead End landing Rd 0% 0 ortsmouth Blv	% vo Pkwy %	0%	F	0.099	F	0.641	27000 1700	G G	2013
0.45	23000 To Prom 26000 To Prom 1600 To	G G G	98%	0% 131-88 0%	Green 1% Ec 06 Eden V 1% Dock 1% SR 337 P	brier Pkwy 0% 1 en Way /ay; 8717-Vol 0% 1 ead End landing Rd 0% 0 ortsmouth Blv	% vo Pkwy %	0%	F	0.099	F	0.641	27000	G	2013
0.45 1.49 0.70	23000 To Prom 26000 To Prom 1600 To From 1600 To From 1600	G G	98%	0% 131-88 0%	Green 1% Ec 06 Eden V 1% Dock 1% SR 337 P SR 190 G 2%	brier Pkwy 0% 1 en Way /ay; 8717-Vol 0% 1 ead End landing Rd 0% 0 ortsmouth Blv eat Bridge Blv 0% 0 Military Hwy	% vo Pkwy % g% d rd	0%	F	0.099	F	0.641	27000 1700	G G	2013
	2.08 0.35 0.19 0.20 0.38 2.62 0.15 0.81 4.89 0.42 0.67 0.49 0.30 0.26	2.08 13000 To From 0.35 6900 To 0.19 4800 To 10000 T	2.08	2.08	2.08	Content Cont	AAD GA 41 From SR 190 Kempsville Rd	AADI	Length AADT QA 4Tire Bus	2.08	Part Subsequence Subsequ	Length AADT QA 4Tire Bus Caxale 3+Axle 1Trail 2Trail Core Caxale Caxa	Length AADT QA 4Tire Bus	Column	AAVI

						City of Chesapeake								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake														
Virginia Ava	0.50	From		000/	00/	US 460 Bainbridge Blvd	00/	-	0.004	F	0.544	1000	_	0010
Virginia Ave	0.50	1200	G	99%	0%	0% 1% 0% Chesapeake Ave	0%	С	0.094	Г	0.544	1300	G	2013
		From	n.			Virginia Ave								
(8771) Chesapeake Ave	1.12	2700	G	97%	2%	1% 0% 0%	0%	С	0.108	F	0.642	2800	G	2013
\bigcirc		Т	Y			Park Ave								
(8771) Chesapeake Ave	0.41	1800	G	97%	2%	1% 0% 0%	0%	F	0.099	F	0.566	2000	G	2013
		To):			SR 246 Poindexter St								
		Fron	1:			US 460 Bainbridge Blvd								
8776) Park Ave	0.37	1300	G	97%	1%	1% 1% 0%	0%	С	0.097	F	0.5	1400	G	2013
\cup		Te				Chesapeake Ave								
₈₇₇₆ Park Ave	0.35	3400 From	G	97%	1%	1% 1% 0%	0%	F	0.099	F	0.696	3600	G	2013
5/19		To):			Old Atlantic Ave								
		Fron	1:			Dead End								
8778) Barnes Rd	0.45	1000	G	66%	1%	3% 3% 28%	0%	С	0.112	F	0.646	1100	G	2013
0110)		To):			US 460 Bainbridge Blvd								
		Fron	1:		US	S 17 George Washington Hw	v							
8796) Ballahack Rd	11.72	860	G	98%	1%	1% 0% 1%	0%	С	0.11	F	0.775	910	G	2013
	<u> </u>	т			-			•						
8796) Ballahack Rd	0.10	5000 From	G	98%	1%	Old Battlefield Blvd 1% 0% 1%	0%	F	0.11	N	0.775	5500	G	2013
Ballanack Rd	0.10	To	· -	JU /0	1 /0	SR 168 Battlefield Blvd	0 /0		3.11	1 1	0.113	3300	u	2010
		Fron	n:						<u> </u>					
8797) Poplar Hill Rd	0.23	11000	G	99%	ι 0%	US 17 Western Branch Blvd 0% 0% 0%	0%	С	0.094	F	0.523	11000	G	2013
Poplar Hill Rd	0.23	T 1000	<u>. </u>	99 /o	0 /6	Churchland Blvd	0 /6		0.094	'	0.525	11000	G	2010
		From												
8798 Bells Mill Rd	2.38	1600	G	98%	0%	SR 165 W, Cedar Rd 1% 0% 0%	0%	С	0.109	F	0.687	1600	G	2013
Bells Mill Rd	2.00	To	. G	30 /6	0 /6	SR 165 E, Cedar Rd	0 /6		0.103	•	0.007	1000	u	2010
		Fron												
8799 Waters Rd	0.36	8200	G	98%	1%	Washington Dr 1% 0% 0%	0%	С	0.089	F	0.616	8700	G	2013
waters Rd	0.50	0200 To	<u>. </u>	30 /6	1 /0	SR 165 Cedar Rd	0 /6		0.003	•	0.010	0700	u	2010
		Fron							1					
8800 Millville Rd	0.69	1800	G	98%	1%	Cedar Rd 0% 0% 0%	0%	С	0.1	F	0.665	1900	G	2013
Millville Rd	0.09	1000		90 /6	1 /0	076 076 076	0 /6		0.1	'	0.003	1900	G	2013
<u> </u>		Fron	1:		5	SR 165 Moses Grandy Trail			<u> </u>					
8800 Millville Rd	0.42	NA							NA			NA		
		T _e Fron):):			Burson Dr								
8800 Millville Rd	0.65	880	G	98%	1%	0% 0% 0%	0%	F	0.093	F	0.540	930	G	2013
\bigcirc		To):			Shipyard Rd								
_		Fron	1:			SR 165 Cedar Rd								
8801) Shipyard Rd	0.99	1100	G	97%	1%	1% 0% 0%	0%	С	0.091	F	0.632	1100	G	2013
\bigcirc		T _e Fron	Y.			Burson Dr								
Shipyard Rd	1.28	300	G	97%	1%	1% 0% 0%	0%	F	0.148	F	0.558	320	G	2013
		To):			Millville Rd								
		Fron	1:			Johnstown Rd								
8802) Hanbury Rd	1.00	8300	G	99%	0%	0% 0% 0%	0%	С	0.101	F	0.581	8800	G	2013
		To	Y			Bus SR 168 Battlefield Rd								
8802 Hanbury Rd	0.51	15000	G	99%	0%	0% 0% 0%	0%	С	0.094	F	0.52	16000	G	2013
(8802) Hanbury Rd	0.51	То		33 /6	0 70	Hillwell Rd	0 70		0.034	'	0.52	10000	u	2010
		Fron	1:						1					
8803 Hillwell Rd	2.36	3400	G	97%	2%	Bus SR 168 Battlefield Blvd 1% 0% 0%	0%	С	0.103	F	0.550	3600	G	2013
(8803) Hillwell Ra	2.00	T-00		01/0	_ /0	SR 165 Mt Pleasant Rd	0 /0			•	0.000	3000	G	2010
		Fron	1:						<u> </u>					
8804) Fentress Rd	1.80	3000	G	98%	1%	SR 165 Mt Pleasant Rd 1% 0% 0%	0%	С	0.112	F	0.552	3200	G	2013
(8804) Fentress Rd	1.00	To	. G	JO /0	1 /0	Centerville Tpke	U /o	0	0.112	1.	0.55∠	3200	G	2013
		Fron							1					
8805) Elbow Rd	0.87			100%	0%	Butts Station Rd 0% 0% 0%	00/	F	0.121	F	0 663	4700	G	2013
Elbow Rd	0.07	4500 _{To}	G	100%	U 70		0%	Г	0.121	r	0.663	4/00	a	2013
		10	1			Centerville Tpke								

						Oity Oi	Οποσαρι	Jano								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Chesapeake		From					'11 m 1				-					
805) Elbow Rd	3.05	8100	G	100%	0%	0%	erville Tpk 0%	e 0%	0%	С	0.112	F	0.504	8600	G	2013
803) = 30 11 1 10	0.00	То	<u> </u>	.0070	0 70		Virginia Be		0,70		<u> </u>	•	0.00	0000	<u>.</u>	
		From	:			Vo	olvo Pkwy									
Eden Way N	0.49	10000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.585	11000	G	2013
		То	-			White	Oak Cross	ing			_					
Eden Way N	0.68	11000	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.61	12000	G	2013
		To				Graa	nbrier Pkw	N/								
806) Eden Way N	0.85	12000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.522	13000	G	2013
,		To				Cros	sways Blv	d								
		From	1			US 460	Bainbridge	Blvd								
Anne Ave		450	G								NA			450	G	2013
		To					Arlie St									
		From				(Canal Dr									
Baywood Trail		370	G								NA			370	G	2013
		To				N	leiggs Rd									
		From					ille Tpke S									
Beaver Dam Rd		500	G	98%	0%	1%	0%	0%	0%	С	NA			500	G	201
		To	<u> </u>				g Ridge Ro									
		From				Wil	low Oak D	r				_			_	
Beckley Lane		200	G				.1 Y				0.116	F	0.647	210	G	2013
		10					ntham Land									
Divoble of Del		From	<u> </u>			Brie	r Cliff Cres	st			0.100	_	0.707	000	_	001
Birchleaf Rd		200 _{To}	G			M	ll Pond Dr				0.126	F	0.737	220	G	201
		From														
Burson Dr		800	G			Sh	ipyard Rd				NA			800	G	201
Buison Bi		To				Orar	ngewood R	d						000	ď	2010
		From	:				enver Ave									
Chattanooga St		400	G			Di	enver Ave				0.111	F	0.73	420	G	2013
onananoga or		To	Ť			W	aters Rd				<u> </u>	•	0.70	0	.	_0
		From			F	Rus SR 16	8 Battlefie	ld Blvd								
Coastal Way		1100	G			ous sit it	o Buttlerie	id Divd			0.093	F	0.718	1200	G	2013
•		To				(Sams Dr									
		From	:			SR 1	65 Cedar R	ld								
Conquest Dr		1500	G								0.115	F	0.617	1600	G	201
		To				1	Shea Dr									
		From			US	17 Georg	ge Washing	gton Hwy								
Conrad Ave		1400	G								0.093	F	0.546	1500	G	2013
		To]	Butler St									
		From				G	ibson Dr									
Cottonwood Lane		170	G								0.106	F	0.65	180	G	201
		To	<u> </u>				nore Trail									
2		From	<u> </u>	0==:			/ilson Rd				<u> </u>					
Cypress St		840	G	97%	0%	2%	0%	0%	0%	С	NA			840	G	201
							Isaac St									
		Prom	<u> </u>				Vellen St					_	0.000	000	^	004
		210 To	G			T	Pallan Ct				0.11	F	0.608	220	G	201
Debbs Lane		10					Rellen St									
Debbs Lane		-				W	arrick Rd								0	2013
		From	$\overline{}$			•	arrick Ru				0.440		0 765	270		
Debbs Lane Dove Dr		260	G								0.118	F	0.765	270	G	201
		260				Ві	atterfly Dr				0.118	F 	0.765	270		201
		260				Ві					0.118	F F	0.765	270 ————————————————————————————————————	G	201

Route	Length AADT	- 04	4Tire	Ruc	Truck		QC	K	QK	Dir	AAWDT	OW/	Year
	Lengin AADI	GA	41116	Dus	2Axle 3+Axle 1Tra	ail 2Trail	QU	Factor	QIN	Factor	AAWDI	QW	i eai
v of Chesapeake	I	rom:			Jule Dr								
Etheridge Manor Blvd	13000	G To:			C1:CC 1 X			0.096	F	0.592	14000	G	2013
	Ī	rom:			Shifford Lane			<u> </u>					
Etheridge Rd	2500	G	99%	0%	Edenbridge Dr 1% 0% 0%	0%	С	NA			2500	G	2013
		To:			Fentress Rd								
		rom:			Saul Dr								
Eva Blvd	590	G						0.086	F	0.67	630	G	2013
		rom:			Marge Dr								
Fairway Dr	2000	G	99%	0%	Greenbrier Pkwy 0% 0% 0%	0%	С	NA			2000	G	2013
		To:			Cranston Dr								
		rom:			Shell Rd								
Firman St	650	G To:			T at G			0.103	F	0.623	690	G	2013
		rom:			Tuttle St Cecilia Terrace								
Fleming Circle	350	G			Cecina Terrace			NA			350	G	2013
		To:			SR 165 Cedar Rd								
	I	rom:			Bramblewood Ct								
Forest Cove Rd	320	G						0.106	F	0.536	320	G	2013
		To: From:			Winslow Ave								
Frank Dr	1000	G			Johnstown Rd			0.098	F	0.52	1100	G	2013
T I GIII DI		To:		В	sus SR 168 Battlefield Blvc	I		0.000		0.02	1100	<u> </u>	2010
	ī	rom.			Country Rd								
Franklin St	2400	G	99%	0%	1% 0% 0%	0%	С	NA			2400	G	2013
		To:			US 460 Bainbridge Blvd								
Gilmerton Rd	4500	G			Albert Ave			0.09	F	0.563	4800	G	2013
difficitori i la	4500	To:			Geneva Ave					0.000	4000	u	2010
	I	rom:			Collins Blvd								
Greendell Rd	300	G						0.090	F	0.54	320	G	2013
		To:			Ashland Dr								
Guenevere Dr		From:			Galahad Dr			0.097	F	0.613	1500	G	2013
Guerievere Di	1400	G To:			Sean Dr			0.097	Г	0.613	1500	G	201
	I	rom:			Barksdale Rd								
Hawksley Dr	330	G						0.136	F	0.542	350	G	2013
		To:			Glenview Rd								
Hally Cata Laws		From:			Pinecliff Dr				_	0.504	000	•	001
Holly Gate Lane	370	G To:			Briarwood Dr			0.118	F	0.531	390	G	2013
	I	rom:			Placid Way								
Hunningdon Woods Blv	d 990	G			There way			0.107	F	0.622	1000	G	2013
		To:			SR 190 Kempsville Rd								
		rom:			Canal Rd							_	
Iowa St	700	G To:			Oklahoma Dr			0.136	F	0.726	740	G	2013
	I	rom:											
Joyner Rd	360	G			Gregg St			0.116	F	0.575	380	G	2013
		To:			Grant St						-		
		rom:			Parker Rd								
Keeling Dr	550	G						NA			550	G	2013
		To:			Lobdell Ct								
Kemp Lane	320	G			SR 407 Indian River Rd			0.105	F	0.6	340	G	2013
NEITIN LATIE	ა∠0	G						U. 1UE)	Г	0.0	340	a	2013

Route	Length AADT	ΩA	4Tire	Rus	Tru			QC	K	QK	Dir	AAWDT	ΟW	Year
	Longin AADI	≪ ^	-111G	פטם	2Axle 3+Axle	1Trail	2Trail	ΨU	Factor	ωi	Factor	, v. 7 1 1 1 1	₹	ıcaı
v of Chesapeake	From				Cobb Ave									
Laurel Ave	630	G			Rokeby Ave				0.101	F	0.638	670	G	2013
	From				Cornick Ave									
Lilac Ave	1300	G	99%	0%	1% 0%	0%	0%	С	0.099	F	0.546	1400	G	2013
	To				Davis Ave									
	From	:			Dunn St								_	
Lincoln Rd	170	G	92%	1%	2% 2% Outlaw St	3%	0%	С	NA			170	G	2013
	From	 :			Lindale Dr									
Lindsey Ave	240	G			Lindale Di				NA			240	G	2013
·	To				Waterfield Ave)								
	From				Baugher Ave									
Lofurno Rd	210 _{To}	G							0.159	F	0.541	220	G	2013
	From	<u> </u>			Bounds Ave	1.01.1								
Marion Dr	1200	G		В	Bus SR 168 Battlefiel	a Biva			NA			1200	G	2013
	To				Johnstown Rd									
	From				Culpeper Ave									
Marlboro St	140	G							0.127	F	0.625	150	G	2013
	То				Winslow Ave									
Masters Row Ct	From 610	G			Baff Loop Ct				0.094	F	0.542	640	G	2013
Masiers now Ci	To	<u> </u>			Brassie Ct				0.094	Г	0.342	640	G	2013
	From				Haledon Rd									
McCosh Dr	950	G							0.092	F	0.632	1000	G	2013
	To	c .			Duffield Pl									
	From				Broadmoor Ave	e			<u>ا</u>	_			_	
Michael Dr	50	G			Texas St				0.12	F	0.643	60	G	2013
	From	! :			Clover Dr									
Millwood Ave	1200	G			Clovel Di				0.096	F	0.620	1300	G	201
	To	c			E Royce Dr									
	From				Parker Rd								_	
Natchez Terrace	540	G			F . O .				NA			540	G	201
	From	1			Foxgate Quarte									
Newberry Dr	710	G			Johnstown Rd				0.104	F	0.515	760	G	201
,	To				Horse Run Dr									
	From				Woodcroft Lan	e								
Oak Dr	320	G							0.119	F	0.535	340	G	2013
	То				Tyre Neck Rd									
Old Dr	1600	G			Victoria Dr				0.127	F	0.672	1700	G	2013
Old Di	To				Barlett Dr				0.127	'	0.072	1700	u	2010
	From	:			Campostella Ro	1								
Omar St	550	G							0.091	F	0.552	580	G	2013
	To				Faye St									
Dhiladalahia Ct	From	پ			English Ave				0.100	_	0.550	47		0044
Philadelphia St	40	G			Miller Ave				0.186	F	0.556	47	G	2013
	From	:			Etheridge Rd				<u> </u>					
Poplar Ridge Dr	270	G			Luciuge Ku				NA			270	G	2013
-	To				Sandlewood Lar	ne								
	From				Erik Paul Dr									
Priscilla Lane	790	G							NA			790	G	2013

							pound							
Route	Length AADT	QA	4Tire	Bus	IS	 Axle 3+Ax		QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake	From	ı				Greenway l	Dr		Ī					
Queenswood Terrace	170	G				oreenway .		0	.125	F	0.625	180	G	2013
	To					Royal Grant	Dr							
Diver Oreals Del	From				-	Campostella	Rd) N			500		001
River Creek Rd	530	G				Booker S	t		NA 1			530	G	201
	From				SR	168 Battlefie			1					
Robert Hall Blvd	6600	G			DIC.	roo Buttlette	14 D1 (4	0	.084	F	0.645	7000	G	201
	To				US	S 13 Military	Hwy		<u> </u>					
Ob amb and a Cata	From	\Box				Shepherds	Ct	0	000	_	0.501	010		001
Shepherds Gate	290	G			Lo	ogans Mill Te	errace	0	.096 1	F	0.561	310	G	201
	From					Sir Meliot								
Sir Meliot Dr	270	G				Sii iviciiot	Ci	0	.138	F	0.518	280	G	201
	To					Drawbridge]					
Sir Meliot Dr	870	G				Saxon Ct			J NA			870	G	201
Oil Wollot Di	To					Parapet Re	d		Ľ					
	From	L				Cricket C								
Smokey Mountain Trail	1300	G							NA			1300	G	201
	To				1	Woodwind V	Vay							
0 45 44 5	From					Woodberry	Dr			_	0.500		_	201
Southfield Dr	50	G				Bartell Di	-	().16 1	F	0.526	60	G	201
	From	l				Scarlett D			1 1					
Stadium Dr	1700	G				Scarlett D	1	0	127	F	0.543	1900	G	201
	To				SR	165 Mt Pleas	sant Rd]					
	From				(Golden Hind	Rd]					
Strafford Dr	330	G						0	.115	F	0.607	350	G	201
	To					Harding D								
Tanglewood Trail	350	G				Goldcrest I	Or		103	F	0.623	370	G	201
ranglewood fraii	330 To					Trilby Ct		0	1	'	0.023	370	u	201
	From					Fairview S			1					
Tatemstown Rd	2600	G					-	0	.077	F	0.564	2800	G	201
	To					Peter Rd								
	From					Bruin Rd								
Terry Dr	1100	G				Brittany Wa	0.27	0	.084 1	F	0.589	1200	G	201
	From	l							<u> </u>					
Tintern St	2700	G				Bulldog D	"1	0	. .077	F	0.532	2800	G	201
	To					Volvo Pkw	/ y				•			
	From				(Campostella	Rd							
Wadena Rd	840	G							NA			840	G	201
	То	<u> </u>				Gratton S								
Warrick Rd	990	G		—	S	SR 165 Ceda	r Rd	^	.088	F	0.643	1000	G	201
Wallion Flu	33U To					Butterfly D)r	U	.000	1	0.043	1000	G	201
	From					Waters Ro								
Washington Dr	760	G				Liero IX			NA			760	G	201
	To					E St								
	From					Magnolia A	ve						_	_
Winslow Ave	220	G				Mc ::11- 1	24	0	.103 1	F	0.58	230	G	201
	From	<u> </u>			110 17 2	Marlboro S			1					
Yadkin Rd	4400	G			US 17 G	George Wash	ington Hwy	n	094	F	0.58	4700	G	201
	7-7-00	<u> </u>				I-64]	•	3.00	., 00	~	_01