

**2002**

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

where available

**Special Locality Report**

**131**

City of Chesapeake

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### **Parallel Roads**

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

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

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

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

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

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

## Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

### QC: Quality of Classification Data:

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

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

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route  
Bypas - Bypass Route



Truck - Truck Route  
ALT - Alternate Route  
Wve - Wve Route connector



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



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Chesapeake

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>City of Chesapeake</b>																	
	2.41	61000	A	91%	0%	From: ECL Suffolk				B	0.149	A	0.647	62000	A	2002	
	0.64	61000	N	91%	0%	From: SR 191 Jolliff Rd; US 13 Military Highway				N	0.149	N	0.647	62000	N	2002	
	0.18	6400	F	91%	1%	From: US 58; SR 191				F	0.092	F	0.58	6800	F	2002	
	0.45	6400	N	91%	1%	From: SR 191, S Military Hwy				N	0.092	N	0.58	6800	N	2002	
	Combined Traffic:	NA									NA			NA			
	Military Hwy	2.44	7200	F	91%	1%	From: S Military Hwy				C	0.123	F	0.557	7600	F	2002
	Military Hwy	1.37	16000	F	97%	0%	From: I-64				F	0.121	F	0.606	16000	F	2002
	Military Hwy	1.01	17000	F	97%	0%	From: US 17 George Washington Hwy				F	0.115	F	0.523	18000	F	2002
	Military Hwy	2.20	30000	A	97%	0%	From: SR 196 Canal Dr				B	0.131	A	0.521	33000	A	2002
	Military Hwy	1.09	24000	F	97%	0%	From: SR 166 Bainbridge Blvd				F	0.11	F	0.555	26000	F	2002
	Military Hwy	0.65	26000	F	97%	0%	From: Campostella Rd				F	0.12	F	0.628	27000	F	2002
	Military Hwy	0.72	29000	F	95%	1%	From: SR 168 Battlefield Blvd				F	0.101	F	0.578	30000	F	2002
	Military Hwy	0.41	31000	F	95%	1%	From: Allison Dr				C	0.095	F	0.552	32000	F	2002
	Military Hwy	1.67	33000	F	95%	1%	From: Greenbrier Pkwy				F	0.097	F	0.574	35000	F	2002
						To: SCL Virginia Beach											
	George Washington Hw	3.58	9100	A	92%	0%	From: North Carolina State Line				A	0.105	A	0.678	8900	A	2002
	.George Washington H	6.52	10000	F	92%	0%	From: 131-8796 Ballahack Rd				F	0.087	F	0.671	9800	F	2002
	Dominion Blvd	3.93	7700	F	95%	0%	From: BUS US 17 George Washington Hwy				F	0.078	F	0.61	8100	F	2002
	Dominion Blvd	0.94	26000	A	95%	0%	From: SR 165 Cedar Rd				A	0.094	A	0.628	28000	A	2002
	Dominion Blvd	1.60	24000	F	95%	0%	From: SR 166 Bainbridge Blvd				F	0.079	F	0.606	25000	F	2002
		0.14				From: SR 190 Great Bridge Blvd											
		Combined Traffic:	46000	G	94%	0%	From: US 17				F	0.095	F	0.737	51000	G	
						To: I-64											
		4.31				From: I-464											
		Combined Traffic:	78000	G	91%	0%	From: US 17				F	0.100	F		78000	G	
	George Washington Hw	0.90	22000	F	91%	1%	From: I-64 West Int				F	0.083	F	0.513	22000	F	2002
	George Washington Hw	1.00	15000	G	91%	1%	From: US 13; US 460 Military Hwy				C	0.078	F	0.539	15000	G	2002
	George Washington Hw	0.63	26000	F	91%	1%	From: SR 196 Canal Rd				F	0.093	F	0.664	26000	F	2002
						To: SCL Portsmouth											

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
17 Western Branch Blvd	0.69	20000	F	98%	0%	From: WCL Portsmouth				F	0.084	F	0.515	20000	F	2002
						1%	0%	0%	0%							
17	0.56	20000	B	98%	0%	From: 131-8524 Churchland Blvd				A	0.101	A	0.543	21000	B	2002
						1%	0%	0%	0%							
Bus 17 George Washington H	3.47	3800	F	92%	0%	From: US 17 Dominion Blvd				F	0.097	F		3700	F	2002
						2%	0%	5%	0%							
Bus 17 George Washington Hw	1.19	22000	F	92%	0%	From: SR 165 Cedar Rd				F	0.074	F		22000	F	2002
						2%	0%	5%	0%							
58	2.41	61000	A	91%	0%	From: ECL Suffolk				B	0.149	A	0.647	62000	A	2002
						2%	1%	6%	0%							
58	0.64	61000	N	91%	0%	From: I-664				N	0.149	N	0.647	62000	N	2002
						2%	1%	6%	0%							
58 Airline Blvd	1.72	8000	F	96%	1%	From: SR 191 Jolliff Rd; US 13 Military Highway				C	0.079	F	0.576	8500	F	2002
						1%	0%	1%	0%							
East 64	0.98	64000	G	91%	0%	From: WCL Virginia Beach				F	0.088	F		64000	G	2002
						2%	1%	6%	0%							
East 64	1.49	61000	G	91%	0%	From: Greenbrier Parkway				F	0.09	F		61000	G	2002
						2%	1%	6%	0%							
East 64	1.22	56000	G	91%	0%	From: SR 168 Battlefield Blvd				F	0.096	F		56000	G	2002
						2%	1%	6%	0%							
East 64	4.31	39000	G	91%	0%	From: I-464				F	0.100	F		39000	G	2002
						2%	1%	6%	0%							
East 64	1.46	29000	G	91%	0%	From: US 17 George Washington Highway				F	0.111	F		29000	G	2002
						2%	1%	6%	0%							
East 64	2.31	37000	G	91%	0%	From: US 13 US 460 Military Highway				F	0.093	F		37000	G	2002
						2%	1%	6%	0%							
West 64	0.89	62000	G	91%	0%	From: I-264, I-664				F	0.086	F		62000	G	2002
						2%	1%	6%	0%							
West 64	1.78	56000	G	91%	0%	From: Greenbrier Parkway				F	0.095	F		56000	G	2002
						2%	1%	6%	0%							
West 64	0.82	54000	N	91%	0%	From: SR 168 Battlefield Blvd				N	0.098	N		54000	N	2002
						2%	1%	6%	0%							
West 64	0.49	54000	G	91%	0%	From: US 17				F	0.098	F		54000	G	2002
						2%	1%	6%	0%							
						To: I-464										



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
West 64						From: I-464										
	0.41	34000	G	91%	0%	2%	1%	6%	0%	F	0.105	F		34000	G	2002
	Combined Traffic:		73000	G	91%	0%	2%	1%	6%	0%	F	NA		73000	G	
West 64						From: SR 190 Great Bridge Blvd										
	3.86	39000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		39000	G	2002
	Combined Traffic:		78000	G	91%	0%	2%	1%	6%	0%	F	NA		78000	G	
West 64						From: US 17 George Washington Hwy										
	1.86	33000	G	91%	0%	2%	1%	6%	0%	F	0.104	F		33000	G	2002
	Combined Traffic:		62000	G	91%	0%	2%	1%	6%	0%	F	NA		62000	G	
West 64						From: US 13, US 460 Military Hwy										
	1.65	36000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		37000	G	2002
	Combined Traffic:		73000	G	91%	0%	2%	1%	6%	0%	F	NA		74000	G	
						To: I-264, I-664										
165	Cedar Rd	2.40	13000	F	98%	1%	1%	0%	0%	C	0.085	F	0.585	14000	F	2002
						From: West Rd										
165	Cedar Rd	1.29	10000	F	98%	1%	1%	0%	0%	F	0.089	F	0.604	11000	F	2002
						From: US 17; SR 104 Dominion Blvd										
165	Cedar Rd	0.28	21000	F	98%	0%	1%	0%	0%	C	0.087	F	0.552	22000	F	2002
						From: Bells Mill Rd West										
165	Cedar Rd	2.01	21000	F	98%	0%	1%	0%	0%	F	0.088	F	0.553	22000	F	2002
						From: 131-8798 Bells Mill Rd East										
165	Cedar Rd	1.73	22000	F	98%	0%	1%	0%	0%	F	0.076	F	0.506	23000	F	2002
						From: Bus SR 168 Battlefield Blvd										
165	Bus 168 Battlefield Blvd	0.26	29000	F	98%	0%	1%	1%	0%	C	0.077	F	0.517	31000	F	2002
						From: BUS SR 168 Battlefield Blvd										
165	Mt Pleasant Rd	0.75	17000	F	97%	0%	1%	2%	1%	F	0.092	F	0.579	18000	F	2002
						From: SR 168 Great Bridge Bypass										
165	Mt Pleasant Rd	2.57	16000	F	97%	0%	1%	2%	1%	C	0.093	F	0.562	17000	F	2002
						From: 131-866 Centerville Turnpike										
165	Mt Pleasant Rd	4.53	9600	F	97%	0%	1%	1%	1%	C	0.096	F	0.518	10000	F	2002
						From: 131-8667 Fentress Airfield Rd										
165	Mt Pleasant Rd	0.91	9300	F	97%	0%	1%	1%	1%	F	0.101	F	0.579	9800	F	2002
						From: WCL Virginia Beach										
166	Bainbridge Blvd	2.05	3800	F	87%	1%	2%	6%	5%	F	0.102	F	0.616	4100	F	2002
						From: SR 190 Great Bridge Blvd										
166	Bainbridge Blvd	0.69	7900	F	87%	1%	2%	6%	5%	C	0.094	F	0.530	8500	F	2002
						From: US 13 Military Hwy										
166	460 Bainbridge Blvd	1.99	10000	F	97%	0%	1%	1%	1%	F	0.079	F	0.547	11000	F	2002
						From: Chesapeake Dr										
166	460 Bainbridge Blvd	0.81	9200	F	97%	0%	1%	1%	1%	C	0.077	F	0.575	9700	F	2002
						From: SR 337 Poindexter St										
166	460 Poindexter St	0.56	8800	F	96%	0%	1%	1%	2%	C	0.099	F	0.622	9300	F	2002
						From: Liberty St										
166	460 22nd St	0.39	6000	F	96%	0%	1%	1%	2%	F	0.11	F	0.725	6400	F	2002
						From: SCL Norfolk										
168	Battlefield Blvd	1.79	20000	A	95%	0%	2%	2%	2%	A	0.181	A	0.519	18000	A	2002
						From: North Carolina State Line										
						To: BUS SR 168 Battlefield Blvd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(168) Toll Road	6.11	NA				From: BUS SR 168 Battlefield Blvd					NA			NA		
(168) Great Bridge Bypass	1.76	NA				To: End Toll Road					NA			NA		
(168) Great Bridge Bypass	0.20	18000	F			From: BUS SR 168 Battlefield Blvd					0.096	F	0.592	18000	F	2002
(168) Great Bridge Bypass	1.50	40000	F	95%	0%	To: Hanbury Rd				F	0.102	F	0.78	36000	F	2002
(168) Great Bridge Bypass	2.49	54000	F	95%	0%	From: SR 165 Mt Pleasant Rd				F	0.092	F	0.691	48000	F	2002
(168) Oak Grove Connector	1.82	53000	F	95%	0%	To: SR 168 Bus Battlefield Blvd				F	0.089	F	0.641	47000	F	2002
(168) (64)	0.82					From: I-64										
	Combined Traffic:	110000	N	91%	0%	See I-64 for directional traffic volume estimates for this segment.				N	NA			110000	N	
(168) Battlefield Blvd	0.73	38000	B	96%	0%	To: I-64; US 17				A	0.114	A	0.500	39000	B	2002
(168) Battlefield Blvd	0.47	26000	F	96%	0%	From: US 13 Military Hwy				F	0.086	F	0.523	27000	F	2002
(168) Atlantic Ave	0.42	18000	F	96%	0%	To: Campostella Rd				F	0.094	F	0.604	19000	F	2002
(168) Atlantic Ave	1.16	17000	F	96%	0%	From: Providence Rd				F	0.096	F	0.6	17000	F	2002
(168) Atlantic Ave	0.39	10000	F	96%	0%	To: Old Atlantic Avenue				F	0.094	F	0.662	11000	F	2002
(168)	0.35	19000	F	96%	0%	From: SR 246 Liberty Rd				F	0.09	F	0.643	20000	F	2002
Bus						To: SCL Norfolk										
(168) Battlefield Blvd	2.70	11000	F	95%	0%	From: SR 168				F	0.084	F	0.629	11000	F	2002
(168) Battlefield Blvd	1.55	15000	F	95%	0%	To: Indian Creek Rd				F	0.089	F	0.570	15000	F	2002
(168) Battlefield Blvd	3.78	15000	F	95%	0%	From: Centerville Tnpk				F	0.098	F	0.512	16000	F	2002
(168) Battlefield Blvd	1.98	7000	F	98%	0%	To: Great Bridge Bypass				F	0.082	F	0.638	7500	F	2002
(168) Battlefield Blvd	0.26	29000	F	98%	0%	From: SR 165 South; Mount Pleasant Rd				C	0.077	F	0.517	31000	F	2002
(168) Battlefield Blvd	1.24	32000	F	98%	0%	To: SR 165 North; Cedar Road				F	0.074	F	0.51	34000	F	2002
(168) Battlefield Blvd	0.17	33000	F	98%	0%	From: SR 190 Great Bridge Blvd				F	0.082	F	0.522	35000	F	2002
(168)	2.72	40000	F	98%	0%	To: SR 168 Great Bridge Bypass				F	0.085	F	0.638	43000	F	2002
(190) Great Bridge Blvd	1.13	4500	F	81%	2%	From: I-64; SR 168				C	0.099	F	0.534	4700	F	2002
(190) Great Bridge Blvd	0.26	11000	F	97%	1%	To: SR 166 Bainbridge Blvd				F	0.085	F	0.698	12000	F	2002
						From: I-64										
						To: US 17; SR 104 Dominion Blvd										
















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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(190) Great Bridge Blvd	2.34	8600	F	97%	1%	From: US 17; SR 104 Dominion Blvd To: 1% 1% 0% 0%				C	0.088	F	0.592	9100	F	2002
(190) Kempsville Rd	1.29	17000	F	98%	1%	From: Bus SR 168 Battlefield Blvd To: 1% 1% 0% 0%				C	0.098	F	0.573	18000	F	2002
(190) Kempsville Rd	2.30	26000	F	94%	0%	From: Greenbrier Pkwy To: 5% 0% 1% 0%				F	0.101	F	0.589	28000	F	2002
(191) (13)	0.18	6400	F	91%	1%	From: SR 191, S Military Hwy To: 2% 2% 4% 0%				F	0.092	F	0.58	6800	F	2002
(191) Jolliff Rd	2.22	2900	F	97%	1%	From: AIRLINE BLVD To: US 58 Airline Blvd				C	0.134	F	0.632	3100	F	2002
(191) Joliff Rd	0.91	2500	F	97%	0%	From: Dock Landing Rd To: 1% 1% 1% 0%				C	0.142	F	0.512	2700	F	2002
(196) Canal Dr	0.96	12000	F	98%	0%	From: SR 337 Portsmouth Blvd To: US 13 Military Hwy				C	0.099	F	0.631	13000	F	2002
(246) Liberty St	0.39	8700	F	97%	1%	From: US 17 George Washington Hwy To: US 460				C	0.082	F	0.521	9200	F	2002
(246) Liberty St	0.37	5200	F	97%	1%	From: Latham Street To: 1% 1% 1% 0%				F	0.096	F	0.532	5500	F	2002
East (264)	1.10	21000	G	94%	0%	From: I-64; I-664 To: 2% 1% 3% 0%				F	0.119	F		23000	G	2002
Combined Traffic:		43000	G	94%	0%	From: WCL Portsmouth To: 2% 1% 3% 0%				F	0.119	F		46000	G	
West (264)	1.17	22000	G	94%	0%	From: I-64; I-664 To: 2% 1% 3% 0%				F	0.109	F		23000	G	2002
Combined Traffic:		43000	G	94%	0%	From: WCL Portsmouth To: 2% 1% 3% 0%				F	NA	F		46000	G	
(337) Portsmouth Blvd	0.72	11000	F	91%	0%	From: ECL Suffolk To: 2% 2% 5% 0%				C	0.087	F	0.54	12000	F	2002
(337) Portsmouth Blvd	0.68	16000	F	91%	0%	From: SR 191 Joliff Rd To: 2% 2% 5% 0%				F	0.108	F	0.598	17000	F	2002
(337) Portsmouth Blvd	0.60	28000	F	96%	0%	From: I-664 To: 2% 1% 1% 0%				F	0.089	F	0.545	30000	F	2002
(337) Portsmouth Blvd	0.67	24000	F	96%	0%	From: Capri Circle West To: 2% 1% 1% 0%				C	0.088	F	0.509	25000	F	2002
(337) Portsmouth Blvd	0.24	28000	F	96%	0%	From: Taylor Rd To: 2% 1% 1% 0%				F	0.089	F	0.508	30000	F	2002
(337) Portsmouth Blvd	0.49	29000	F	96%	0%	From: Dock Landing Rd To: 2% 1% 1% 0%				F	0.09	F	0.540	31000	F	2002
(337) Poindexter Street	0.50	6600	N	95%	1%	From: WCL Portsmouth To: ECL Portsmouth				N	0.13	N	0.679	6900	N	2002
(337) Bainbridge Blvd	0.74	1600	F	95%	1%	From: I-464 To: US 460; Poindexter St				F	0.087	F	0.503	1600	F	2002
(407) Indian River Rd	0.71	22000	F	98%	0%	From: SCL Norfolk To: ECL Norfolk				F	0.086	F	0.601	24000	F	2002
(407) Indian River Rd	0.90	29000	F	98%	0%	From: Oaklette Ave To: 1% 1% 1% 0%				C	0.094	F	0.546	31000	F	2002
						From: WCL Virginia Beach To:										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
	2.41	61000	A	91%	0%	2%	1%	6%	0%	B	0.149	A	0.647	62000	A	2002
						From: ECL Suffolk										
	0.64	61000	N	91%	0%	2%	1%	6%	0%	N	0.149	N	0.647	62000	N	2002
						To: I-664										
	0.18	6400	F	91%	1%	2%	2%	4%	0%	F	0.092	F	0.58	6800	F	2002
						From: US 13; SR 191										
	0.45	6400	N	91%	1%	2%	2%	4%	0%	N	0.092	N	0.58	6800	N	2002
						From: US 58; SR 191										
Combined Traffic:						NA										
	2.44	7200	F	91%	1%	2%	2%	4%	0%	C	0.123	F	0.557	7600	F	2002
						From: SR 191, S Military Hwy										
	1.37	16000	F	97%	0%	2%	0%	0%	0%	F	0.121	F	0.606	16000	F	2002
						From: S Military Hwy										
	1.01	17000	F	97%	0%	2%	0%	0%	0%	F	0.115	F	0.523	18000	F	2002
						From: I-64										
	2.20	30000	A	97%	0%	2%	0%	0%	0%	B	0.131	A	0.521	33000	A	2002
						From: US 17 George Washington Hwy										
	1.99	10000	F	97%	0%	1%	1%	1%	0%	F	0.079	F	0.547	11000	F	2002
						From: SR 196 Canal Dr										
	0.81	9200	F	97%	0%	1%	1%	1%	0%	C	0.077	F	0.575	9700	F	2002
						From: Military Hwy										
	0.56	8800	F	96%	0%	1%	1%	2%	0%	C	0.099	F	0.622	9300	F	2002
						From: US 13 Military Hwy										
	0.39	6000	F	96%	0%	1%	1%	2%	0%	F	0.11	F	0.725	6400	F	2002
						From: Liberty St										
ALT	1.72	8000	F	96%	1%	1%	0%	1%	0%	C	0.079	F	0.576	8500	F	2002
						From: SCL Norfolk										
						To: JOLIFF RD										
						To: WCL Portsmouth										
North	0.14	19000	G	94%	0%	2%	1%	2%	0%	F	0.143	F		21000	G	2002
						From: US 17; SR 168										
Combined Traffic:						46000										
						From: I-64										
North	0.64	21000	G	94%	0%	2%	1%	2%	0%	F	0.116	F		24000	G	2002
						From: US 13 Military Hwy										
Combined Traffic:						41000										
						From: Freeman Ave										
North	1.06	23000	G	94%	0%	2%	1%	3%	0%	F	0.147	F		23000	G	2002
						From: SR 337 Poindexter St										
Combined Traffic:						43000										
						From: SR 337 Poindexter St										
North	0.76	21000	G	94%	0%	2%	1%	2%	0%	F	0.132	F		24000	G	2002
						From: SCL Norfolk										
Combined Traffic:						37000										
						From: SR 168										
South	0.16	27000	G	95%	0%	2%	1%	3%	0%	F	0.124	F		30000	G	2002
						From: I-64										
Combined Traffic:						46000										
						From: I-64										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
South 						From: I-64										
	1.16	19000	G	95%	0%	2%	1%	3%	0%	F	0.116	F		22000	G	2002
	Combined Traffic:	41000	G	94%	0%	2%	1%	2%	0%	F	NA			45000	G	
South 						From: US 13 Military Hwy										
	0.84	20000	G	93%	0%	2%	1%	3%	0%	C	0.135	F		20000	G	2002
	Combined Traffic:	43000	G	94%	0%	2%	1%	3%	0%	F	NA			43000	G	
South 						From: Freeman Avenue										
	2.01	20000	F	95%	0%	2%	1%	3%	0%	C	0.131	F		20000	F	2002
	Combined Traffic:	42000	F	94%	0%	2%	1%	2%	0%	F	NA			42000	F	
South 						From: Collector Road										
	0.43	16000	G	95%	0%	2%	1%	3%	0%	F	0.116	F		18000	G	2002
	Combined Traffic:	37000	G	94%	0%	2%	1%	2%	0%	F	0.094	F	0.809	42000	G	
East 						From: WCL Suffolk										
	0.16	32000	F	93%	0%	2%	1%	4%	0%	F	0.108	F		34000	F	2002
	Combined Traffic:	64000	G	93%	0%	2%	1%	4%	0%	F	0.108	F		67000	G	
East 						From: 64-659 Pughsville Rd										
	2.02	33000	G	93%	0%	2%	1%	4%	0%	F	0.092	F		35000	G	2002
	Combined Traffic:	70000	G	93%	0%	2%	1%	4%	0%	F	0.087	F	0.51	74000	G	
East 						From: SR 337 Portsmouth Blvd										
	1.10	32000	G	93%	0%	2%	1%	4%	0%	F	0.086	F		33000	G	2002
	Combined Traffic:	69000	G	93%	0%	2%	1%	4%	0%	F	0.084	F	0.571	72000	G	
East 						From: 64-663 Dock Landing Road										
	1.18	39000	G	93%	0%	2%	1%	4%	0%	F	0.089	F		41000	G	2002
	Combined Traffic:	76000	G	93%	0%	2%	1%	4%	0%	F	0.089	F		80000	G	
East 						From: US 58										
	1.13	64000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		64000	G	2002
	Combined Traffic:	125000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		125000	G	
East 						From: US 460, US13										
	0.73	56000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		56000	G	2002
	Combined Traffic:	117000	G	93%	0%	2%	1%	4%	0%	F	0.091	F		117000	G	
West 						From: I-64, I-264										
	0.62	32000	G	92%	0%	2%	1%	4%	0%	F	0.097	F		34000	G	2002
	Combined Traffic:	64000	G	93%	0%	2%	1%	4%	0%	F	0.108	N		67000	G	
West 						From: 64-659 Pughsville Road										
	2.10	37000	G	92%	0%	2%	1%	4%	0%	F	0.084	F		39000	G	2002
	Combined Traffic:	70000	G	93%	0%	2%	1%	4%	0%	F	NA			74000	G	
West 						From: SR 337 Portsmouth Blvd										
	1.03	37000	G	92%	0%	2%	1%	4%	0%	F	0.089	F		39000	G	2002
	Combined Traffic:	69000	G	93%	0%	2%	1%	4%	0%	F	NA			72000	G	
West 						From: 64-663 Dock Landing Road										
	1.48	37000	G	92%	0%	2%	1%	4%	0%	F	0.092	F		39000	G	2002
	Combined Traffic:	76000	G	93%	0%	2%	1%	4%	0%	F	NA			80000	G	
West 						From: US 58										
	1.21	61000	G	92%	0%	2%	1%	4%	0%	F	0.091	F		61000	G	2002
	Combined Traffic:	125000	G	93%	0%	2%	1%	4%	0%	F	0.091	N		125000	G	
						To: I-64, I-264										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
① Towne Point Rd	0.07	21000	F	98%	1%	From: Churchland Blvd To: 124-8520 JB-131 NCL Chesapeake				F	0.096	F	0.521	22000	F	2002
② Backwoods Rd	0.73	1300	F	98%	0%	From: JB-131-NC State Line To: 131-8796 Ballahack Rd				C	0.107	F	0.895	1400	F	2002
③ Douglas Rd	2.95	100	F	98%	1%	From: George Washington Hwy To: Benefit Rd				C	0.139	F	0.706	100	F	2002
④ Indian Creek Rd	5.92	1600	F	94%	1%	From: Battlefield Blvd To: WCL Virginia Beach				C	0.096	F	0.503	1700	F	2002
⑤ Crossways Blvd	0.32	11000	F	99%	0%	From: Volvo Pkwy To: Eden Way North				C	0.099	F	0.546	12000	F	2002
⑥ Woodlake Dr	0.23	19000	F	98%	1%	From: Greenbriar Pkwy To: Old Greenbriar Pkwy				C	0.092	F	0.772	20000	F	2002
⑦ Old Greenbriar Rd	0.43	12000	F	97%	1%	From: Woodlake Dr To: Military Hwy				C	0.089	F	0.61	12000	F	2002
⑦ Old Greenbriar	0.46	4400	F	98%	1%	From: Military Hwy To: Providence Rd				F	0.095	F	0.524	4700	F	2002
⑧ Bunch Walnuts Rd	3.01	980	F	98%	0%	From: Ballahack Rd To: Benefit Rd				C	0.099	F	0.569	1000	F	2002
⑨ Paramount Ave	1.11	6300	F	98%	0%	From: WCL Va Beach To: Military Hwy				C	0.088	F	0.526	6600	F	2002
⑩ Sign Pine Rd	1.73	1600	F	98%	1%	From: Benefit Rd To: Battlefield Blvd				C	0.099	F	0.809	1700	F	2002
⑪ Campostella Rd	0.44	13000	F	96%	0%	From: SR 168 Battlefield Blvd, Atlantic Ave To: 131-8640 Providence Rd				F	0.087	F	0.536	14000	F	2002
⑪ Campostella Rd	1.34	13000	F	96%	0%	From: 131-8640 Providence Rd To: SR 246 Liberty St; Border Rd				F	0.085	F	0.503	14000	F	2002
⑧524 Churchland Blvd	0.57	5500	F	98%	0%	From: Western Branch Blvd To: Town Point Rd				C	0.087	F	0.516	5800	F	2002
⑧524 Churchland Blvd	0.09	14000	F	98%	0%	From: Town Point Rd To: WCL Portsmouth				F	0.089	F	0.511	14000	F	2002
⑧527 Dock Landing Rd	0.27	5000	F	98%	0%	From: SR 191 Jolliff Rd To: I-664				F	0.078	F	0.502	5300	F	2002
⑧527 Dock Landing Rd	0.89	5400	F	98%	1%	From: I-664 To: Eagle Hill Dr				C	0.095	F	0.668	5700	F	2002
⑧527 Dock Landing Rd	0.24	5100	F	98%	1%	From: Eagle Hill Dr To: Devon Dr				F	0.095	F	0.615	5400	F	2002
⑧527 Dock Landing Rd	2.23	5800	F	98%	1%	From: Devon Dr To: SR 337 Portsmouth Blvd				C	0.094	F	0.529	6100	F	2002
⑧529 Pughsville Rd	0.84	6400	F	91%	0%	From: 61-659; CL Suffolk To: I-664				C	0.081	F	0.548	6800	F	2002

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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Chesapeake</b>																	
(8529) Pughsville Rd	0.17	18000	F	98%	0%	1%	0%	0%	0%	C	0.087	F	0.593	19000	F	2002	
				From:	I-664												
				To:	131-8530 Taylor Rd												
(8529) Taylor Rd	1.65	17000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.542	17000	F	2002	
				From:	Pughsville Rd												
				To:	US 17												
(8530) Taylor Rd	1.70	20000	F	97%	0%	1%	0%	1%	0%	C	0.114	F	0.526	22000	F	2002	
				From:	SR 337 Portsmouth Blvd												
				To:	Bruce Rd												
(8530) Taylor Rd	0.29	19000	F	97%	0%	1%	0%	1%	0%	F	0.112	F	0.568	21000	F	2002	
				From:	Bruce Rd												
				To:	131-8529 Pughsville Rd												
(8531) Dunedin Dr	0.99	1500	F	97%	1%	1%	0%	0%	0%	C	0.096	F	0.51	1500	F	2002	
				From:	Taylor Rd												
				To:	Western Branch Blvd												
(8532) Bruce Rd	1.54	11000	F	99%	0%	0%	0%	0%	0%	C	0.095	F	0.518	12000	F	2002	
				From:	Taylor Rd												
				To:	Tyre Neck Rd												
(8532) Tyre Neck Rd	1.26	10000	F	97%	0%	2%	0%	1%	0%	C	0.093	F	0.551	11000	F	2002	
				From:	Bruce St												
				To:	WCL Portsmouth												
(8547) Deep Creek Blvd	0.60	4100	F	99%	0%	0%	0%	0%	0%	C	0.09	F	0.614	4300	F	2002	
				From:	Gust La												
				To:	SCL Portsmouth												
(8591) Liberty Street	0.40	NA									NA			NA			
				From:	US 460												
				To:	SCL Norfolk												
(8592) Berkley Ave	0.39	1700	F	99%	0%	0%	0%	0%	0%	C	0.082	F	0.579	1800	F	2002	
				From:	ECL Norfolk												
				To:	Wingfield Ave												
(8596) Rosemont Ave	0.13	NA									NA			NA			
				From:	Bank Street												
				To:	Hill Street												
(8596) Rosemont Ave	0.37	710	F	86%	0%	2%	2%	11%	0%	C	0.083	F	0.507	750	F	2002	
				From:	Hill St												
				To:	US 460 Bainbridge Blvd												
(8597) Chesapeake Dr	0.45	2600	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.595	2700	F	2002	
				From:	Bainbridge Blvd												
				To:	Chesapeake Ave												
(8598) Freeman Ave	0.65	3500	F	61%	1%	4%	7%	28%	0%	C	0.084	F	0.691	3700	F	2002	
				From:	Buell St												
				To:	I-664												
(8598) Freeman Ave	0.25	6700	F	61%	1%	4%	7%	28%	0%	F	0.085	F	0.585	7100	F	2002	
				From:	I-664												
				To:	Bainbridge Blvd												
(8599) Cavalier Blvd	1.24	11000	F	86%	1%	2%	3%	8%	0%	C	0.093	F	0.565	12000	F	2002	
				From:	Military Hwy												
				To:	SCL Portsmouth												
(8601) Deep Creek Blvd	0.94	3200	F	97%	1%	1%	1%	0%	0%	C	0.083	F	0.658	3400	F	2002	
				From:	Military Hwy												
				To:	Gust La												
(8601) Gust La	0.44	5700	F	99%	0%	0%	0%	0%	0%	C	0.084	F	0.549	6000	F	2002	
				From:	Deep Creek Blvd												
				To:	SCL Portsmouth												
(8602) Camelot Blvd	0.59	8800	F	98%	1%	1%	1%	0%	0%	C	0.077	F	0.522	9400	F	2002	
				From:	Sir Galahad Dr												
				To:	Deep Creek Blvd												
(8602) Camelot Blvd	0.32	4400	F	86%	1%	2%	3%	8%	0%	F	0.077	F	0.630	4700	F	2002	
				From:	Deep Creek Blvd												
				To:	George Washington Hwy												

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(8604) Galberry Rd	2.41	2700	F	98%	0%	From: Military Hwy To: 1% 1% 0% 0%				C	0.145	F	0.806	2900	F	2002
(8604) Shell Rd	0.87	5300	F	99%	0%	From: US 17 George Washington Hwy To: 0% 0% 0% 0%				F	0.103	F	0.51	5600	F	2002
(8604) Shell Rd	0.81	4400	F	98%	1%	From: Firman St To: 1% 0% 0% 0%				C	0.105	F	0.685	4700	F	2002
(8604) Shell Rd	1.12	2200	F	99%	0%	From: Canal Dr To: 0% 0% 0% 0%				F	0.126	F	0.797	2300	F	2002
(8605) Canal Dr Ext	0.51	4700	F	98%	1%	From: Military Hwy To: Shell Rd 1% 0% 0% 0%				C	0.106	F	0.584	5000	F	2002
(8622) Portlock Rd	0.89	4700	F	98%	0%	From: Bainbridge Blvd To: 1% 1% 0% 0%				C	0.095	F	0.581	5000	F	2002
(8635) Dunbarton Rd	0.06	3600	F	98%	1%	From: Campostella Rd To: Providence Rd 1% 0% 0% 0%				F	0.142	F	0.512	3800	F	2002
(8635) Dunbarton Rd	0.18	1600	F	98%	1%	From: Longdale Crescent To: 1% 0% 0% 0%				C	0.099	F	0.629	1700	F	2002
(8635) Dunbarton Rd	0.16	670	F	98%	1%	From: Crown Crescent To: 1% 0% 0% 0%				F	0.106	F	0.528	710	F	2002
(8640) Providence Rd	1.55	17000	F	99%	0%	From: Longdale Crescent To: Campostella Rd 0% 0% 0% 0%				F	0.093	F	0.522	18000	F	2002
(8640) Providence Rd	0.99	15000	F	99%	0%	From: Angora Dr To: 0% 0% 0% 0%				C	0.099	F	0.55	16000	F	2002
(8645) Sparrow Rd	0.23	5500	F	98%	0%	From: WCL Virginia Beach To: Military Hwy 0% 0% 0% 0%				F	0.093	F	0.564	5800	F	2002
(8645) Sparrow Rd	0.84	9000	F	98%	0%	From: Providence Rd To: 0% 0% 0% 0%				C	0.087	F	0.520	9500	F	2002
(8645) Sparrow Rd	0.57	3400	F	98%	0%	From: Indian River Rd To: 0% 0% 0% 0%				F	0.095	F	0.552	3600	F	2002
(8645) Sparrow Rd	0.28	1600	F	98%	0%	From: Little Beaver Rd To: 0% 0% 0% 0%				F	0.101	F	0.554	1700	F	2002
(8647) Border Rd	0.47	5200	F	99%	0%	From: Goldcrest Dr To: Campostella Rd 168 1% 1% 0% 0%				C	0.094	F	0.526	5500	F	2002
(8647) Border Rd	0.08	NA				From: Wingfield Ave To: 131-852 Berkley Ave NA				NA			NA			
(8647) Wingfield Dr	0.48	2300	F	99%	0%	From: Berkley Ave To: 1% 0% 0% 0%				C	0.099	F	0.527	2400	F	2002
(8647) Tatemstown Rd	0.34	3700	F	99%	0%	From: Tatemstown Rd To: Wingfield Ave 0% 0% 0% 0%				C	0.095	F	0.56	3900	F	2002
(8648) Albemarle Dr	1.19	3800	F	99%	0%	From: Indian River Rd To: Battlefield Blvd 0% 0% 0% 0%				C	0.092	F	0.863	4000	F	2002
(8649) Woodford Dr	0.28	280	F	99%	0%	From: Cedar Rd To: Mt Pleasant 0% 0% 0% 0%				C	0.102	F	0.531	300	F	2002
						From: Royal Oak Dr To: 0% 0% 0% 0%										



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(8650) Cornick Ave	0.14	780	F	99%	0%	0%	0%	0%	0%	F	0.12	F	0.567	830	F	2002
				From:	Walnut Ave											
(8650) Walnut Ave	0.60	1100	F	99%	0%	0%	0%	0%	0%	C	0.104	F	0.535	1200	F	2002
				From:	Oleander Ave											
				To:	Sparrow Rd											
(8653) West Road	0.79	300	F	95%	2%	2%	1%	1%	0%	F	0.112	F	0.639	310	F	2002
				From:	Douglas Rd											
(8653) West Rd	5.27	1700	F	95%	2%	2%	1%	1%	0%	C	0.101	F	0.572	1900	F	2002
				From:	Benefit Road											
				To:	Dominion Blvd											
(8655) Shilelagh Rd	6.96	1100	F	98%	1%	1%	0%	0%	0%	C	0.094	F	0.628	1200	F	2002
				From:	Benefit Rd											
				To:	Dominion Blvd											
(8656) Benefit Rd	1.96	1500	F	95%	1%	3%	1%	0%	0%	C	0.094	F	0.554	1600	F	2002
				From:	Battlefield Blvd											
(8656) Benefit Rd	1.92	1600	F	95%	1%	3%	1%	0%	0%	F	0.1	F	0.541	1700	F	2002
				From:	Sign Pine Rd											
(8656) Benefit Rd	3.16	760	F	97%	0%	2%	0%	1%	0%	C	0.097	F	0.658	800	F	2002
				From:	Johnstown Rd											
				To:	Douglas Rd											
(8657) Old Atlantic Ave	0.31	5400	F	97%	0%	2%	0%	1%	0%	F	0.09	F	0.521	5700	F	2002
				From:	SR 168 Atlantic Ave											
(8657) Cascade Blvd	0.44	980	F	97%	0%	2%	0%	1%	0%	F	0.13	F	0.725	1000	F	2002
				From:	SR 246 Liberty St											
				To:	SR 168 Campostella Rd											
(8658) Booker St	0.58	920	F	96%	2%	2%	0%	0%	0%	F	0.124	F	0.53	980	F	2002
				From:	Bainbridge Blvd											
				To:	Greatbridge Blvd											
(8661) Centerfield Tnpk	3.99	5900	F	96%	0%	1%	2%	0%	0%	C	0.086	F	0.650	6200	F	2002
				From:	SR 168 Battlefield Blvd											
(8661) Centerville Tnpk	2.06	12000	F	96%	0%	1%	3%	0%	0%	C	0.085	F	0.626	12000	F	2002
				From:	Murray Dr											
(8661) Centerville Tnpk	1.13	15000	F	97%	0%	1%	1%	0%	0%	F	0.092	F	0.633	16000	F	2002
				From:	Waterway Circle											
				To:	131-8665 Butts Station Rd											
(8661) Centerville Tnpk	0.46	8500	F	97%	0%	1%	1%	0%	0%	C	0.089	F	0.600	9000	F	2002
				From:	Butts Station Rd											
				To:	131-8805 Elbow Rd											
(8661) Centerville Tnpk	1.76	7200	F	97%	0%	1%	1%	0%	0%	F	0.084	F	0.588	7600	F	2002
				From:	Elbow Rd											
				To:	ECL Va Beach											
(8662) Green Tree Rd	0.73	5600	F	98%	0%	1%	0%	0%	0%	C	0.109	F	0.563	5900	F	2002
				From:	Kempsville Rd											
				To:	Oak Grove Rd											
(8662) Oak Grove Rd	0.86	7000	F	98%	0%	1%	0%	1%	0%	C	0.098	F	0.587	7400	F	2002
				From:	Battlefield Blvd											
				To:	Green Tree Rd											
(8663) Johnstown Rd	5.94	3300	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.615	3500	F	2002
				From:	Benefit Rd											
				To:	Battlefield Blvd											
(8664) Woodbridge Dr	0.19	940	F	100%	0%	0%	0%	0%	0%	C	0.104	F	0.604	990	F	2002
				From:	Johnstown Rd											
				To:	Briarfield Dr											
(8664) Briarfield Dr	0.68	2200	F	99%	0%	0%	0%	0%	0%	C	0.104	F	0.521	2400	F	2002
				From:	Woodbridge Dr											
				To:	Cedar Rd											

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						2Axle	3+Axle	1Trail	2Trail							
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(8665) Dunbarton Rd	0.65	6900	F			From: Providence Rd					0.105	F	0.603	7300	F	2002
(8665) Greenbrier Pkwy	0.50	32000	F	98%	0%	To: US 13 Military Hwy				F	0.086	F	0.556	34000	F	2002
(8665) Greenbrier Pkwy	0.94	73000	F	98%	0%	From: I-64				F	0.088	F	0.536	77000	F	2002
(8665) Greenbrier Pkwy	0.42	39000	F	98%	0%	To: Eden Way				F	0.083	F	0.568	42000	F	2002
(8665) Greenbrier Pkwy	1.78	21000	F	98%	0%	From: Volvo Pkwy				C	0.098	F	0.682	22000	F	2002
(8665) Butts Station Rd	2.08	11000	F	98%	0%	To: SR 190 Kempsville Rd				F	0.104	F	0.681	11000	F	2002
(8667) Blackwater Rd	2.62	2700	F	94%	1%	From: 131-8661 Centerville Tnrpk				C	0.094	F	0.661	2900	F	2002
(8667) Fentress Airfield Rd	0.15	4300	F	95%	0%	To: WCL Va Beach				C	0.1	F	0.709	4500	F	2002
(8668) Hickory Rd East	0.81	2800	F	98%	0%	From: Fentress Airfield Rd				C	0.146	F	0.655	3000	F	2002
(8668) Head Of River Rd	4.89	1200	F	96%	0%	To: Blackwater Rd				C	0.099	F	0.642	1200	F	2002
(8674) Ashley Rd	0.42	3000	F	99%	0%	From: SR 165 Mt Pleasant Rd				C	0.088	F	0.579	3200	F	2002
(8695) Lindale Dr	0.70	3200	F	98%	1%	To: Battlefield Blvd				C	0.095	F	0.692	3400	F	2002
(8695) Debaun Ave	0.33	4200	F	97%	1%	From: Centerville Tnpk				C	0.085	F	0.576	4500	F	2002
(8717) Volvo Pkwy	0.30	800	F	99%	0%	To: WCL Virginia Beach				F	0.11	F	0.584	850	F	2002
(8717) Volvo Pkwy	0.26	8700	F	99%	0%	From: Battlefield Blvd				C	0.099	F	0.670	9200	F	2002
(8717) Volvo Pkwy	0.25	13000	F	99%	0%	To: Mt Pleasant Rd				F	0.096	F	0.658	13000	F	2002
(8717) Volvo Pkwy	1.38	25000	F	98%	0%	From: Campostella Rd				C	0.096	F	0.571	26000	F	2002
(8717) Volvo Pkwy	0.45	20000	F	98%	0%	To: Debaun Ave				F	0.096	F	0.664	21000	F	2002
(8717) Volvo Parkway	1.49	24000	F	98%	0%	From: Lindale Dr				F	0.102	F	0.668	25000	F	2002
(8757) Coffman Blvd	0.70	1600	F	97%	1%	To: Battlefield Blvd				C	0.109	F	0.525	1700	F	2002
(8763) Campostella Rd	1.34	6200	F	97%	1%	From: Crystalwood Circle				C	0.087	F	0.637	6600	F	2002
(8763) Campostella Rd	1.06	12000	F	97%	1%	To: Byron St				F	0.1	F	0.638	12000	F	2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Chesapeake</b>																
(8771) Virginia Ave	0.50	1000	F	99%	0%	1%	0%	0%	0%	C	0.096	F	0.574	1100	F	2002
				From:	Bainbridge Blvd											
				To:	Chesapeake Ave											
(8771) Chesapeake Ave	1.12	3400	F	99%	0%	1%	0%	0%	0%	C	0.101	F	0.616	3600	F	2002
				From:	Virginia Ave											
(8771) Chesapeake Ave	0.41	2500	F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.562	2700	F	2002
				From:	Park Ave											
				To:	Poindexter St											
(8776) Park Ave	0.37	1500	F	99%	0%	1%	0%	0%	0%	C	0.097	F	0.595	1600	F	2002
				From:	Bainbridge Blvd											
(8776) Park Ave	0.35	4100	F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.631	4300	F	2002
				From:	Chesapeake Ave											
				To:	Atlantic Ave											
(8778) Barnes Rd	0.45	820	F	57%	0%	1%	2%	40%	0%	C	0.101	F	0.571	860	F	2002
				From:	Dead End											
				To:	Bainbridge Blvd											
(8796) Ballahack Rd	11.72	650	F	97%	0%	2%	0%	1%	0%	C	0.107	F	0.52	690	F	2002
				From:	George Washington Hwy											
				To:	Old Battlefield Blvd											
(8796)	0.10	NA									NA		NA			
				From:	SR 168											
(8797) Poplar Hill Rd	0.23	11000	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.524	12000	F	2002
				From:	W Branch Blvd											
				To:	Churchland Blvd											
(8798) Bells Mill Rd	2.38	1500	F	97%	0%	1%	1%	1%	0%	C	0.091	F	0.539	1600	F	2002
				From:	Cedar Rd											
				To:	Cedar Rd											
(8799) Waters Rd	0.36	6800	F	99%	0%	0%	1%	0%	0%	F	0.089	F	0.598	7200	F	2002
				From:	Washington Dr											
				To:	Cedar Rd 165											
(8800) Millville Rd	1.11	810	F	95%	0%	1%	3%	1%	0%	C	0.094	F	0.518	860	F	2002
				From:	Cedar Rd											
				To:	Burson Dr											
(8801) Shipyard Rd	1.05	1500	F	98%	1%	1%	0%	0%	0%	C	0.087	F	0.571	1600	F	2002
				From:	Cedar Rd											
				To:	Burson Dr											
(8802) Hanbury Rd	1.00	7100	F	99%	0%	1%	0%	0%	0%	C	0.108	F	0.633	7600	F	2002
				From:	Johnstown Rd											
				To:	Battlefield Rd											
(8803) Hillwell Rd	2.36	2100	F	98%	0%	1%	0%	0%	0%	C	0.097	F	0.583	2200	F	2002
				From:	Battlefield Blvd											
				To:	Mt Pleasant Rd											
(8804) Fentress Rd	1.80	3300	F	98%	0%	1%	1%	0%	0%	C	0.104	F	0.608	3500	F	2002
				From:	Mt Pleasant Rd											
				To:	Centerville Tnpk											
(8805) Elbow Rd	3.05	4800	F	98%	0%	1%	1%	0%	0%	C	0.118	F	0.617	5000	F	2002
				From:	Centerville Tnpk											
				To:	WCL Virginia Beach											
(8806) Eden Way N	0.49	9600	F	99%	1%	0%	0%	0%	0%	F	0.105	F	0.576	10000	F	2002
				From:	Volvo Pkwy											
				To:	White Oak Crossing											
(8806) Eden Way N	0.68	15000	F	99%	1%	0%	0%	0%	0%	C	0.098	F	0.604	16000	F	2002
				From:	White Oak Crossing											
				To:	Greenbrier Pkwy											
(8806) Eden Way N	0.85	12000	F	99%	1%	0%	0%	0%	0%	F	0.102	F	0.633	13000	F	2002
				From:	Greenbrier Pkwy											
				To:	Volvo Penta Dr											

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						2Axle	3+Axle	1Trail	2Trail							
Baywood Trail		380	F			From: Canal Dr To: Meiggs Rd					0.234	F	0.613	380	F	2002
Beaverdam Road		380	F	98%	0%	1%	0%	0%	0%	C	0.101	F	0.718	380	F	2002
						From: Centerville Turnpike South To: Long Ridge Rd										
Beckley La		330	F			From: Willow Oak Dr To: Grantham Lane					0.142	F		350	F	2002
Birchleaf Rd		140	F			From: Brier Cliff Crest To: Mill Pond Dr					0.155	F		150	F	2002
Chatanooga St		470	F			From: Denver Ave To: Waters Rd					0.1	F		500	F	2002
Coastal Way		1200	F			From: Battlefield Blvd To: Sams Dr					0.116	F		1200	F	2002
Conquest Dr		1500	F			From: Cedar Rd To: Albermarle Dr Shea					0.153	F		1600	F	2002
Conrad Ave		1300	F			From: G.Washington Hwy To: Butler St					0.093	F		1400	F	2002
Cottonwood La		180	F			From: Gibson Drive To: Lenore Trail					0.12	F		190	F	2002
Cypress Street		840	F			From: Wilson Rd To: Isaac St					0.086	F	0.623	840	F	2002
Debbs La		280	F			From: Vellen St To: Rellen St					0.108	F		290	F	2002
Dove Dr		180	F			From: Warrick Rd To: Butterfly Dr					0.151	F		190	F	2002
Essex Dr		690	F			From: Kalmar Dr To: Kings Way Dr					0.143	F		730	F	2002
Etheridge Manor Blvd		11000	F			From: Jule Dr To: Shifford La					0.100	F		12000	F	2002
Etheridge Road		2400	F	99%	0%	1%	0%	0%	0%	C	0.100	F	0.627	2400	F	2002
						From: Edenbridge Dr To: Fentress Rd										
Eva Blvd		630	F			From: Saul Dr To: Marge Dr					0.096	F		670	F	2002
Fairway Drive		NA				From: Greenbrier Pkwy To: Cranston Dr					NA			NA		
Fireman St		750	F			From: Shell Rd To: Tuttle St					0.113	F		790	F	2002

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						2Axle	3+Axle	1Trail	2Trail							
Forest Cove Rd		450	F			From: Bramblewood Ct				0.117	F	0.547	450	F	2002	
						To: Winslow Ave										
Frank Dr		1000	F			From: Johnston Rd				0.119	F	0.816	1100	F	2002	
						To: Battlefield Blvd										
Franklin Street		NA				From: Flynn St				NA		NA				
						To: Bainbridge Blvd										
Gilmerton Rd		5200	F			From: Albert Ave				0.098	F		5500	F	2002	
						To: Geneve Ave										
Greendell Rd		270	F			From: Collins Blvd.				0.100	F		280	F	2002	
						To: Ashland Dr										
Guenevere Dr		1700	F			From: Galahad Dr				0.097	F		1800	F	2002	
						To: Sean Dr										
Hawksley Rd		390	F			From: Barksdale				0.137	F		420	F	2002	
						To: Glenview Rd										
Hollygate La		340	F			From: Pinecliff Dr				0.12	F		360	F	2002	
						To: Briarwood Dr										
Iowa St		700	F			From: Canal Rd				0.129	F		740	F	2002	
						To: Oklahoma Dr										
Joyner Rd		190	F			From: Gregg St				0.145	F		200	F	2002	
						To: Grant St										
Kemp La		320	F			From: Indian River Rd				0.106	F		340	F	2002	
						To: E. Kemp Lane										
Laurel Ave		710	F			From: Cobb Ave				0.094	F		750	F	2002	
						To: Rokeby Ave										
Lilac Ave		1400	F	99%	0%	1%	0%	0%	0%	F	0.1	F	1500	F	2002	
																From: Cornick Ave
Lincoln Road		NA				To: Davis Ave				NA		NA				
						From: Dunn St										
Lofurno Rd		240	F			From: Baugher Ave				0.144	F		250	F	2002	
						To: Bounds Ave										
Marlboro St		120	F			From: Culpeper Ave				0.151	F	0.512	130	F	2002	
						To: Winslow Ave										
Masters Row Ct.		590	F			From: Baff Loop Ct				0.095	F		620	F	2002	
						To: Brassie Ct										
McCosh Dr		1200	F			From: Haledon Rd				0.117	F		1300	F	2002	
						To: Duffield Pl										
Michael Dr		70	F			From: Broadmoor Ave				0.181	F		70	F	2002	
						To: Texas St										

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						2Axle	3+Axle	1Trail	2Trail							
Millwood Ave		1600	F			From: Clover Dr To: E. Royce Dr				0.107	F		1700	F	2002	
Newberry Dr		550	F			From: Johnstown Rd To: Horse Run Dr				0.091	F		580	F	2002	
Oak Dr		820	F			From: Woodcroft La To: Tyre Neck Rd				0.269	F		870	F	2002	
Old Dr		1100	F			From: Victoria Dr To: Barlett Dr				0.142	F		1100	F	2002	
Omar St		460	F			From: Campostella Road To: Faye St				0.098	F		480	F	2002	
Philadelphia St		60	F			From: English Ave To: Miller Ave				0.124	F		70	F	2002	
Queenswood Terr		120	F			From: Greenway Dr To: Royal Grant Dr				0.134	F		130	F	2002	
Robert Hall Blvd		4700	F			From: Battlefield Blvd To: Military Hwy				0.088	F		5000	F	2002	
Shepherds Gate		280	F			From: Shepherds Ct To: Logans Mill Terr				0.126	F		300	F	2002	
Sir Meliot Dr		780	F			From: Sir Meliot Ct To: Drawbridge Dr				0.106	F		830	F	2002	
Southfield Dr		80	F			From: Woodberry Dr To: Bartell Dr				0.148	F		80	F	2002	
Stadium Dr		1800	F			From: Scarlett Dr To: Mt Pleasant Rd				0.135	F		1900	F	2002	
Strafford Dr		340	F			From: Golden Hind Rd To: Harding Dr				0.125	F		360	F	2002	
Tanglewood Tr		400	F			From: Goldcrest Dr To: Trilby Ct				0.104	F		420	F	2002	
Tatemstown Rd		3000	F			From: Fairview St To: Peter Rd				0.086	F		3200	F	2002	
Terry Dr		2900	F			From: Bruin Rd To: Brittany Way				0.186	F		3000	F	2002	
Tinter St		2400	F			From: Pine Top Rd To: Volvo Pkwy				0.086	F		2500	F	2002	
Warrick Rd		1100	F			From: Cedar Rd To: Butterfly Dr				0.109	F		1100	F	2002	
Winslow Ave		360	F			From: Magnolia Ave To: Marlboro St				0.122	F		380	F	2002	

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						2Axle	3+Axle	1Trail	2Trail							
Woods Blvd		850	F			From: Placid Way				0.117	F		900	F	2002	
						To: Kempsville Rd										
Yadkins Rd		3300	F			From: George Wash. Hwy				0.106	F		3500	F	2002	
						To: I-64										