### 2011

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

where available

## Special Locality Report 124

City of Portsmouth

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

### **Special Routes**

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

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL Chesapeake												
(17) George Washington Hwy	City of Portsmouth	0.15 <b>26000 G</b>	96%	0%	1%	1%	2%	0%	F	0.096	F	0.687	27000	G
<u> </u>	To:	SR 239 Victory Blvd			$\neg$ $\vdash$									
George Washington Hwy	City of Portsmouth	0.42 <b>22000 G</b>	96%	0%	1%	1%	2%	0%	F	0.089	F	0.618	23000	G
$\bigcirc$	Too	Davis St												
George Washington Hwy	City of Portsmouth	0.52 <b>25000 G</b>	96%	0%	1%	1%	2%	0%	F	0.084	F	0.613	26000	G
	Too	124-8540 Greenwood Dr												
17 George Washington Hwy	City of Portsmouth	0.31 <b>27000 G</b>	96%	0%	1%	1%	2%	0%	F	0.085	F	0.623	28000	G
George Washington Hwy	To:	SR 141, Frederick Blvd	30 /0	070	170	1 /0	270	070	'	0.005	'	0.023	20000	J
	From:	SR 141 George Washington F	łwy											
17 Frederick Blvd	City of Portsmouth	0.70 <b>14000 G</b>	96%	0%	1%	1%	2%	0%	F	0.085	F	0.565	15000	G
	To:	SR 337 Portsmouth Blvd												
17 Frederick Blvd	City of Portsmouth	0.09 <b>18000 G</b>	96%	0%	1%	1%	2%	0%	F	0.096	F	0.609	18000	G
(I) · Iddanan zind	any art anamaun			0,0		.,0	_,,	0,0	•	0.000	-	0.000	.0000	•
17 Frederick Blvd	City of Portsmouth	124-8547 Deep Creek Blvd 0.53 <b>24000 G</b>	96%	0%	10/	10/	20/	0%	F	0.000	F	0.600	25000	G
17 Frederick Blvd	City of Portsmouth	0.53 <b>24000 G</b>	90%	0%	1%	1%	2%	0%	Г	0.089	Г	0.628	25000	G
~~~	To: From:	I-264												
17 Frederick Blvd	City of Portsmouth	0.35 <b>41000 G</b>	99%	0%	0%	0%	0%	0%	F	80.0	F	0.538	43000	G
<u> </u>	To: From:	ALT SR 337 Turnpike Rd												
17 Frederick Blvd	City of Portsmouth	0.51 <b>27000 G</b>	99%	0%	0%	0%	0%	0%	F	0.083	F	0.51	28000	G
$\bigcirc$	To:	US 58 Airline Blvd												
17 Frederick Blvd	City of Portsmouth	0.16 <b>18000 G</b>	99%	0%	0%	0%	0%	0%	F	0.083	F	0.528	19000	G
	To:	124-8758 High St												
	From:	124-8758, Frederick Blvd												
17 High St	City of Portsmouth	0.29 <b>23000 G</b>	99%	0%	0%	0%	0%	0%	F	0.08	F	0.612	24000	G
<u> </u>	To:	Rodman Ave												
17 High St	City of Portsmouth	2.13 <b>29000 G</b>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.590	31000	G
	To:	124-8525 Cedar Lane												
17 High St	City of Portsmouth	0.93 <b>25000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.547	26000	G
(17) Tight St	City of 1 originious			070		070	070	070	•	0.000	•	0.047	20000	Ü
	From:	124-8528 Churchland Blvd		201		00/	00/	201		0.000		0.540	00000	
17 High St	City of Portsmouth	0.21 <b>20000 G</b>	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	20000	G
	To: From:	124-8532 Tyre Neck Rd												
17 Western Branch Blvd	City of Portsmouth	0.22 <b>22000 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	23000	G
<u> </u>	То:	ECL Chesapeake												
North	From:	US 17 TO ROUTE 264 EAS	ST											
(17) Ramp	City of Portsmouth (Maint: 64)	0.07 <b>NA</b>								NA			NA	
~	To: I-20	64-E FROM ROUTE 17 NORTH-FE	REDRICK I	BL										
North	From:	US 17 TO ROUTE 264 WE	ST											
(17) Ramp	City of Portsmouth (Maint: 64)	0.14 <b>NA</b>								NA			NA	
$\checkmark$	To: I-26	4-W FROM ROUTE 17 NORTH00-	FREDERI	CK										

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	0
	Junsuiction		41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QV
outh 7 Ramp	City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 0.33 <b>NA</b>								NA			NA	
Ramp	<u>. , , , , , , , , , , , , , , , , , , ,</u>	264-E FROM ROUTE 17 SOUTH-FI	REDERICK	KВ						INA			INA	
puth	From:	US 17-S027A TO ROUTE 264	WEST		i									
Ramp	City of Portsmouth (Maint: 64)	0.14 <b>NA</b>								NA			NA	
~	To: I-	264-W FROM ROUTE 1700- FREDI	ERICK BLV	VD										
ALT	From:	ECL Chesapeake												
58) (460) Airline Blvd	City of Portsmouth	0.29 <b>12000 G</b>	96%	1%	1%	0%	1%	0%	F	0.089	F	0.532	13000	(
ALT	To- From:	Greenwood Dr												
58 \ 460 Airline Blvd	City of Portsmouth	0.20 <b>13000 G</b>	96%	1%	1%	0%	1%	0%	F	0.086	F	0.546	14000	(
~~~ <u>~</u>	Toc	Elmhurst Lane												
ALT Airling Plud	City of Portsmouth	1.30 <b>10000 G</b>	96%	1%	1%	0%	1%	0%	F	0.087	F	0.559	11000	(
58 460 Airline Blvd	City of Portsmouth		90%	170	1 70	0%	170	0%	Г	0.067	г	0.559	11000	•
ALT	To: From:	SR 239 Victory Blvd												
58 (460 Airline Blvd	City of Portsmouth	0.28 <b>12000 G</b>	96%	1%	1%	0%	1%	0%	F	0.080	F	0.562	12000	(
~~	To: From:	SR 337 Portsmouth Blvd			_									
Airline Blvd	City of Portsmouth	1.40 <b>15000 G</b>	96%	1%	1%	0%	1%	0%	F	0.084	F	0.604	16000	(
<u></u>	To-	US 17 Frederick Blvd												
Airline Blvd	City of Portsmouth	0.19 <b>19000 G</b>	97%	0%	1%	1%	1%	0%	F	0.086	F	0.596	20000	(
	To:	High St												
58 London Blvd	City of Portsmouth	0.72 <b>20000 G</b>	97%	0%	1%	1%	1%	0%	С	0.088	F	0.656	21000	(
	To:	SR 141 London Blvd												
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>29000 G</b>	97%	0%	1%	1%	1%	0%	F	NA			34000	(
3 44 47	то	SR 164 Western Frwy												
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>36000 A</b>	96%	0%	0%	1%	2%	0%	С	0.089	Α		41000	1
56) Martin Zatrior runig i reemay	To:	Elizabeth River Midtown Tu		0,0		170	270	070	Ŭ	0.000	, ,		11000	•
~~	From:	Martin Luther King Freewa	-											
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>36000 A</b>	96%	0%	0%	1%	2%	0%	С	0.089	Α		41000	F
~	10:	ECL Portsmouth												
Canno Machinetae Ilius	From:	US 17 Frederick Blvd	000/	00/	40/	00/	007	00/	_	0.405	_	0.750	40000	(
George Washington Hwy	City of Portsmouth	0.36 <b>18000 G</b>	98%	0%	1%	0%	0%	0%	F	0.105	F	0.750	19000	(
	To- From:	SR 337 Elm Ave							_		_			
41 George Washington Hwy	City of Portsmouth	0.48 <b>17000 G</b>	98%	0%	1%	0%	0%	0%	F	0.091	F	0.719	18000	(
	To: From:	Portsmouth Blvd												
41 Effingham St	City of Portsmouth	0.76 <b>29000 G</b>	98%	0%	1%	0%	0%	0%	F	0.095	F	0.697	30000	(
	To- From:	I-264												
Effingham St	City of Portsmouth	0.18 <b>38000 G</b>	98%	0%	1%	0%	0%	0%	F	0.071	F	0.633	40000	(
<u></u>	To: From:	South St												
141)Effingham St	City of Portsmouth	0.25 <b>26000 G</b>	98%	0%	0%	1%	1%	0%	F	0.071	F	0.522	28000	(
<u> </u>	To:	High St												

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QW
	From:	High St		000/	00/	-00/	407	407	00/	_	0.074	_	0.504	05000	_
141 Effingham St	City of Portsmouth	0.06 23000	G	98%	0%	0%	1%	1%	0%	F	0.074	F	0.591	25000	G
	From:	London Blvd Effingham St													
141)London Blvd	City of Portsmouth	0.33 <b>24000</b>	G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.762	25000	G
141) =							.,.	.,.		-		•			_
Landon Plyd	City of Portomouth	0.83 <b>27000</b>	G	98%	0%	00/	10/	10/	00/	С	0.099	F	0.772	29000	G
London Blvd	City of Portsmouth	0.83 <b>27000</b> M L King Freew		96%	0%	0%	1%	1%	0%	C	0.099	Г	0.773	29000	G
	Para l			-											
North	City of Portomouth (Mainty C4)	SR 141 RO ROUTE 26 0.30 <b>NA</b>	54 WES	ST							NΙΔ			NΙΔ	
141 Ramp	City of Portsmouth (Maint: 64)	0.30 <b>NA</b> I-264-W FROM ROUTE 14100-	EEEIN	ICHAM S'	г						NA			NA	
	-				ı										
South	O'the of Parts as suth (Maist Od)	SR 141 TO ROUTE 26	54 WES	ST							NIA			NIA	
141)Ramp	City of Portsmouth (Maint: 64)		CEEINI	CHAM CT							NA			NA	
	10.	I-264-W FROM ROUTE 141-F		JHAM ST											
	From:	ECL Suffolk								_					_
Western Freeway	City of Portsmouth (Maint: 64)	0.88 <b>44000</b>	В	96%	0%	0%	1%	3%	0%	С	0.101	Α		50000	В
<u> </u>	To- From:	Towne Point R	d												
164) Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>48000</b>	G	96%	0%	0%	1%	3%	0%	F	0.085	F	0.624	54000	G
$\smile$	To	Cedar Lane													
164) Western Freeway	City of Portsmouth (Maint: 64)		G	96%	0%	0%	1%	3%	0%	F	0.085	F	0.593	50000	G
,	Tool														
164) Western Freeway	City of Portsmouth (Maint: 64)	West Norfolk F	G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.601	53000	G
164 Western Freeway	To:	US 58, SR 337 Martin Lutl			076	078	1 /0	3/0	0 /0	-	0.004	-	0.001	33000	G
	From			grwy											
Viotony Plyd	City of Portsmouth	SR 337 Portsmouth 0.22 <b>7800</b>	G Blvd	97%	1%	1%	1%	1%	0%	F	0.09	F	0.564	8300	G
Victory Blvd	City of Portsmouth	0.22 7000	G	9170	170	170	170	170	0%	Г	0.09	Г	0.364	6300	G
	To: From:	US 58 Airline B													
239) Victory Blvd	City of Portsmouth	0.33 <b>28000</b>	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.528	30000	G
$\smile$	To	I-264				$\neg$ $\vdash$									
239) Victory Blvd	City of Portsmouth	0.59 <b>21000</b>	G	97%	1%	1%	1%	1%	0%	С	0.081	F	0.502	23000	G
	To	Greenwood D													
239) Victory Blvd	City of Portsmouth	1.08 <b>15000</b>	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.588	16000	G
239) Violory Biva	Only of 1 ontollinouth			01 70	170	170	170	170	070	•	0.002	•	0.000	10000	Ü
) // - t - m - Dis - i	To:	Deep Creek Blv		000/	40/	40/	40/	40/	00/		0.007		0.050	47000	
Victory Blvd	City of Portsmouth	0.44 <b>16000</b>	G	96%	1%	1%	1%	1%	0%	F	0.097	F	0.658	17000	G
	To- From:	US 17 George Washing	gton Hv	vy											
239) Victory Blvd	City of Portsmouth	0.42 <b>9300</b>	G	96%	1%	1%	1%	1%	0%	С	0.137	F	0.857	9900	G
$\smile$	To:	Frailey Pl				$\neg$ —									
239) Victory Blvd	City of Portsmouth	0.83 <b>4500</b>	G	96%	1%	1%	1%	1%	0%	F	0.201	F	0.925	4800	G
,	Tool		-								-				
239)Victory Blvd	City of Dortons and	Afton Pkwy		060/	40/	10/	10/	40/	00/		0.242	_	0.022	4700	
220 / AICTOLA PINO	City of Portsmouth	0.55 <b>4400</b>	G	96%	1%	1%	1%	1%	0%	F	0.212	F	0.933	4700	G

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

			ty of Portsi	noun				Tru	ıck			K		Dir		
Route	Jurisdiction	n Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 239 I-26-	I-W003A TO	AND FR	OM RT		27 (7.10	017040	- I I I G	ZITUII		1 40101		1 40101		
239 Ramp	City of Portsmouth (	(Maint: 64) 0.11	NA									NA			NA	
$\bigcirc$	To	BI	ELMONT AV	ENUE												
239 Ramp	City of Portsmouth (											NA			NA	
	To:		64-W FROM	RT 239												
	From:	CAVALI	ER BLVD TO	RT 64 E	AST											
239 Ramp	City of Portsmouth (	(Maint: 64) 0.13	NA									NA			NA	
$\overline{}$	To:	I-2	64-E FROM	RT 239												
East	From:		WCL Portsm	outh												
East 264)	City of Portsmouth (	'		G	96%	0%	1%	1%	2%	0%	F	NA			28000	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	e: <b>53000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			56000	G
Fast	To- From:		Greenwood E	Drive												
East (264)	City of Portsmouth (	(Maint: 64) 1.29	25000	G	96%	0%	1%	1%	2%	0%	F	NA			27000	G
204)	Combined Traffic Estimates for 2 Paralle	,		G	96%	0%	0%	1%	2%	0%	F	NA			55000	G
	To	-	R 239 Victory					.,.	_,,		-					
East (264)	From:															_
264	City of Portsmouth (	,		В	96%	0%	1%	1%	2%	0%	С	0.113	Α		32000	В
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	e: <b>58000</b>	В	96%	0%	0%	1%	2%	0%	С	0.09	Α		63000	В
East ALT	To: From:	SR	337 Portsmou	ıth Blvd												
264) 460	City of Portsmouth (	(Maint: 64) 0.50	31000	G	96%	0%	1%	1%	2%	0%	F	NA			33000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	e: <b>62000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			66000	G
	To	ŢŢ	S 17 Frederic	k Blvd												
East ALT	From:				000/	00/	40/	40/	00/	00/	_	NIA			40000	_
264 460	City of Portsmouth (	,		G	96%	0%	1%	1%	2%	0%	F	NA			40000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	e: /3000	G	96%	0%	0%	1%	2%	0%	F	NA			77000	G
East ALT	To: From:		Deep Creek I	Blvd												
264) (460)	City of Portsmouth (	(Maint: 64) 0.67	34000	G	96%	0%	1%	1%	2%	0%	F	NA			36000	G
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	e: <b>67000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			71000	G
F / ALT	To:	S	R 141 Effingh	nam St												
East ALT	er Downtown Tunnel City of Portsmouth (	(Maint: 64) 0.87	44000	В	96%	0%	1%	1%	2%	0%	F	0.078	Α		48000	В
264 460 Elizabeth Rive	Combined Traffic Estimates for 2 Paralle	,		В	96%	0%	0%	1%	2%	0%	F	0.076	A		98000	В
	To:	or Rodaways on this Roa	WCL Norfo		JU /0	070	378	1 /0	<u>~</u> /0	0 /0	•	0.073	^		30000	ט
East	From:	I-264-F T	O GREENW		IVE		i									
(264) Ramp	City of Portsmouth (			JUD DI	1 12							NA			NA	
'	To:	,	540 FROM T	O RT 26	1											
East	From:	I-264-F	TO GREEN	WOOD I	DR .							-				
(264) Ramp	City of Portsmouth (						-					NA			NA	
	To:		-8540 FROM	RT 264												

Route East 264 Ramp	Jurisdiction From:	n	Length	AADT	ΟΔ	4Tiro	Dua		Tru	JOIN		$\sim$	K	01/	Dir		
	From:		Ü		Q,A	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Ramp				-E TO RT	239												
<u> </u>	City of Portsmouth (	(Maint: 64)	0.14	NA									NA			NA	
	To:		124-8599 RAM			AST											
East	From:			-E TO RT :	337												
Ramp	City of Portsmouth (	(Maint: 64)	0.14	NA									NA			NA	
<u> </u>	To:		SR 337	FROM R	Γ 264												
East	From:		4-E TO ROUTE		EDERIC	K BLVD											
Ramp	City of Portsmouth (	(Maint: 64)	0.25	NA									NA			NA	
Foot	To: From:	I-264-	E005B TO ROU	JTE 17 NC	RTH-FF	REDERICE	ζ										
East 264) Ramp	City of Portsmouth (	(Maint: 64)	0.03	NA									NA			NA	
264 / (411)	To:	(Marrie 04)	US 17 FROM		264 FAS	T							14/1			147 (	
East	From	1 264	E005A TO ROU				7	_									
East 264 Ramp	City of Portsmouth (		0.02	NA	JK I H-FF	EDEKICI	`						NA			NA	
264 / Kamp	To:	(Mairit. 04)	US 17 FROM		264 F A 9	T							INA			INA	
	From							_									
East	City of Portsmouth (	(Maint: 64)	I-264-E TO 0.14	NA	NES AV	E							NA			NA	
Ramp	To:	(IVIAITIL 04)		9 FROM R	T 264								INA			INA	
	F							_									
East Damp	City of Portsmouth (		-264-E TO ROU 0.20	TE 141-EF	FINGH	AM ST							NA			NA	
Ramp	City of Portsmouth (	(IVIaIIII. 04)	SR 141 FRO		264 EA	CT.		_					INA			INA	
	Francis	Y 251						_									_
East	City of Portsmouth (		E TO ROUTE 1 0.10	NA NORTI	H-EFFIN	GHAM S	ľ						NA			NA	
Ramp	City of Portsmouth (	. ,											INA			INA	
East	To: From:	I-	-264-E007C TO	CRAWFO	RD STR	EET S											
264)Ramp	City of Portsmouth (	(Maint: 64)	0.13	NA									NA			NA	
	To:	` ,	SR 141 FRO	M ROUTE	264 EA	ST											
East	From:	Ĭ-	-264-E007B TO	CRAWFO	RD STR	EET S											
264)Ramp	City of Portsmouth (		0.21	NA									NA			NA	
	To:	,	CRAWF	ORD STR	EET S												
Vest	From:		WC	L Portsmou	ıth												
264)	City of Portsmouth (	(Maint: 64)	0.61	26000	G	96%	0%	0%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Paralle			53000	G	96%	0%	0%	1%	2%	0%	F	NA			56000	G
	To.					00,0	0,0		. , ,	_,,	0,0	•				00000	Ū
/est	From:			enwood Dri										_			
264)	City of Portsmouth (		_	26000	G	96%	0%	0%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Paralle	l Roadways on	this Route:	52000	G	96%	0%	0%	1%	2%	0%	F	NA			55000	G
	To		SR 23	9 Victory E	Blvd			$\neg$ $\vdash$									
Vest	City of Portsmouth (	(Maint: 64)		29000		96%	0%	00/	10/	20/	00/	C	0.12	۸		31000	٨
264	•	•			A			0%	1%	2%	0%	С	0.12	A			A
	Combined Traffic Estimates for 2 Paralle	n Koadways on		58000 Portsmouth	В	96%	0%	0%	1%	2%	0%	С	0.09	Α		63000	В

						4	_		Tru	ck		00	K	01/	Dir	A A14/DT	0)4/
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West ALT	From		SR 337	7 Portsmout	h Blvd												
264) 460	City of Portsmouth	(Maint: 64)	0.84	31000	G	96%	0%	0%	1%	2%	0%	F	NA			33000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on	this Route:	62000	G	96%	0%	0%	1%	2%	0%	F	NA			66000	G
	То	4	LIS 1	7 Frederick	Blvd												
West ALT	From City ( D )	(1.1 :				000/	201		407	00/	00/	_				00000	•
264) 460	City of Portsmouth	` ,	0.55	36000	G	96%	0%	0%	1%	2%	0%	F _	NA			38000	G
<u> </u>	Combined Traffic Estimates for 2 Paralle	el Roadways on	this Route:	73000	G	96%	0%	0%	1%	2%	0%	F	NA			77000	G
West ALT	To From		De	ep Creek B	lvd												
264 460	City of Portsmouth	(Maint: 64)	1.17	33000	G	96%	0%	0%	1%	2%	0%	F	NA			35000	G
204)(400)	Combined Traffic Estimates for 2 Paralle	` '			G	96%	0%	0%	1%	2%	0%	F	NA			71000	G
	To Tamber 1 Tamber 101 2 1 drain				_	0070	070		170	_,0	070	•				7.1000	Ū
West ALT	From		SR I	41 Effingha	ım St												
264) 460 Elizabeth River Do	owntown Tunnel City of Portsmouth	(Maint: 64)	0.45	47000	В	96%	0%	0%	1%	2%	0%	F	0.077	Α		50000	В
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on			В	96%	0%	0%	1%	2%	0%	F	0.075	Α		98000	В
	То	:	V	VCL Norfol	k												
West	From	i.	I-264-W TO	GREENWO	OOD DR	IVE											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.17	NA									NA			NA	
	То		124-85	40 FROM I	RT 264												
West	From	c .	I-264-W TO	GREENWO	OOD DR	IVE											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.27	NA									NA			NA	
	To		124-85	40 FROM I	RT 264												
West	From	c .	I-264	4-W TO RT	239												
(264) Ramp	City of Portsmouth	(Maint: 64)	0.20	NA									NA			NA	
	То	:	SR 239 SR 239	9- A TO AN	ND FRO	M RT											
West ALT	From	·	I-264	4-W TO RT	337												
264 (460) Ramp	City of Portsmouth	(Maint: 64)	0.37	NA									NA			NA	
	То	:	SR 33	7 FROM R	T 264												
West	From	I-264	4-W TO ROUT	TE 1700- FF	REDERI	CK BLVD	)										
(264) Ramp	City of Portsmouth	(Maint: 64)	0.25	NA									NA			NA	
	To	c	US 17 FRO	M ROUTE	264 WE	ST											
West	From	I-264-	W005A TO RO	OUTE 17 SO	OUTH00	- FREDRI	IC										
(264) Ramp	City of Portsmouth		0.04	NA									NA			NA	
	To	•	US 17 FRO	M ROUTE	264 WE	ST											
West	From	I-264-	W TO RT 141	-EFFINGH	AM ST	VIA CRAV	W										
(264) Ramp	City of Portsmouth		0.02	NA									NA			NA	
		/			NIDT C			1									
West	From			07B TO CO	JUKT S	l .											
264 Ramp	City of Portsmouth	(Maint: 64)	0.07	NA									NA			NA	
	То	c	CRAW	FORD STR	REET N												
West	From		I-264-W0	07A TO CO	OURT S	Γ											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.18	NA									NA			NA	
$\overline{}$	To	:	•	124-8761													

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

		City of Portsm	nouth												
Davida	Lorden den de la	Learnith AADT	•	4	Б		Tru	ıck		00	K	014	Dir	A A \ A \ C T	
Route	Jurisdiction	Length AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
	From:	ECL Chesapea	ake			Ī									
337)Portsmouth Blvd	City of Portsmouth	0.34 <b>27000</b>	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.524	29000	G
931)	-						-,-								_
Dordon worth Bland	Prom:	Hodges Ferry		000/	00/		00/	00/	00/		0.000	_	0.500	0.4000	_
937 Portsmouth Blvd	City of Portsmouth	0.60 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	24000	G
<u> </u>	To: From:	Elmhurst Lar	ne												
337)Portsmouth Blvd	City of Portsmouth	1.17 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.617	22000	G
$\bigcirc$	To	SR 239 Victory	Blvd												
337)Portsmouth Blvd	City of Portsmouth	0.23 <b>15000</b>	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.606	16000	G
331)	-						-,-	-,-		•		•			_
ALT	To: From:	US 58, ALT US 460 A	Airline B	vd											
(337) (460) Portsmouth Blvd	City of Portsmouth	0.10 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	G
	To	ALT SR 337 Turn	nika Dd												
ALT	From:		•												
(337)(460) Portsmouth Blvd	City of Portsmouth	0.16 <b>12000</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	G
	To-	Ramp to I-264		~											
ALT Dorton outh Dhad	City of Double as suith	Ramp to I-264 E; Function			0%		00/	007	00/	N.I	0.007	N.I	0.050	40000	N.I
9337 460 Portsmouth Blvd	City of Portsmouth	0.29 <b>12000</b>	N	99%	0%	0%	0%	0%	0%	N	0.087	N	0.656	12000	N
	To- From:	Ramp From I-264 E	L, US 460	)											
(337) Portsmouth Blvd	City of Portsmouth	0.98 <b>10000</b>	G	97%	1%	0%	1%	1%	0%	F	0.106	F	0.534	11000	G
$\bigcirc$	To:	Deep Creek B	lvd												
(337) Portsmouth Blvd	City of Portsmouth	0.17 6700	G	97%	1%	0%	1%	1%	0%	F	0.102	F	0.63	7100	G
001)	Tool	11 m 110 15 F 1													
Dortomouth Dhid	City of Portsmouth	ALT US 17 Freder	ick Blvd <b>G</b>	070/	40/	00/	1%	40/	00/	С	0.129	F	0.772	10000	G
937 Portsmouth Blvd	City of Portsmouth	US 17 Elm A		97%	1%	0%	170	1%	0%	C	0.129	Г	0.773	10000	G
	From:	US 17 EIM A													
(337)Elm Ave	City of Portsmouth	0.32 <b>3400</b>	G	97%	1%	0%	1%	1%	0%	F	0.123	F	0.633	3600	G
337)=	To:	US 17 George Washington			.,,		. , 0	. 70	0,0	•	020	·	0.000	0000	•
	From:	US 17 George Washingtor													
337 Elm Ave	City of Portsmouth	0.72 <b>4800</b>	G	97%	1%	0%	1%	1%	0%	F	0.133	F	0.855	5100	G
	To	SR 239 Victory	Dlvd												
337 Elm Ave	City of Portsmouth	0.23 <b>9600</b>	G	97%	1%	0%	1%	1%	0%	F	NA			10000	G
337 LIII AVE	City of 1 oftsmouth			31 /0	1 70	0 70	1 /0	1 70	070	'	INA			10000	O
	From:	Burtons Point													
337 Elm Ave	City of Portsmouth	0.32 <b>6800</b>	G	97%	1%	0%	1%	1%	0%	F	NA			7300	G
	To:	WCL Chesape	ake												
East ALT	From:	SR 337 TO RT	264												
(337)(460) Ramp	City of Portsmouth (Maint: 64)	0.57 <b>NA</b>									NA			NA	
$\sim$	To:	I-264-E FROM R	RT 337	-											
West	From:	SR 337 TO RT	264			1									
(337) Ramp	City of Portsmouth (Maint: 64)	0.17 <b>NA</b>									NA			NA	
	· · · · · · · · · · · · · · · · · · ·	I-264-W RAMP FROM RT 3	37 FRO	M RT 337											

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

			Portsmouth				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
LT	From:		ortsmouth Blvd												
Turnpike Rd	City of Portsmouth	1.05 <b>4</b>	1400 G	87%	1%	1%	3%	8%	0%	F	0.1	F	0.507	4700	C
ALT	To- From:	US 17 Fr	rederick Blvd												
337)Turnpike Rd	City of Portsmouth	0.30 1	1000 G	87%	1%	1%	3%	8%	0%	F	0.082	F	0.561	12000	C
	To- From	Hov	ward St			_									
ALT 337)Turnpike Rd	City of Portsmouth	0.54 <b>9</b>	300 G	87%	1%	1%	3%	8%	0%	С	0.083	F	0.651	9900	(
537) Turripino Tid	To:		rbor Dr	01.70	170	Ť	070	070	070	Ū	0.000	•	0.001	0000	
LT _	From:		sell Ave												
Harbor Dr	City of Portsmouth	0.05 <b>3</b>	900 G	87%	1%	1%	3%	8%	0%	F	0.092	F	0.54	4200	(
ALT	To: From:	Cor	unty St												
Harbor Dr	City of Portsmouth	0.11 <b>4</b>	1800 G	87%	1%	1%	3%	8%	0%	F	0.093	F	0.502	5200	(
O T	To- From:	Hi	igh St			_									
<u>ALT</u> 337)Harbor Dr	City of Portsmouth	0.24 12	2000 G	87%	1%	1%	3%	8%	0%	F	0.097	F	0.585	13000	(
337). 14.126. 2.	To:		JS 58	0.70	.,0		0,0	0,0	0,0	•	0.007	•	0.000	.0000	
ALT	From:	ECL C	hesapeake												
460 (58) Airline Blvd	City of Portsmouth	0.29 12	2000 G	96%	1%	1%	0%	1%	0%	F	0.089	F	0.532	13000	(
ALT	To: From:	Green	nwood Dr												
460 58 Airline Blvd	City of Portsmouth	0.20 13	3000 G	96%	1%	1%	0%	1%	0%	F	0.086	F	0.546	14000	(
100 (00)	To	Flmh	urst Lane												
ALT Addition Division	City of Dept.			000/	40/	40/	00/	407	00/	_	0.007	_	0.550	44000	
Airline Blvd	City of Portsmouth		0000 G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.559	11000	(
ALT	To: From:	VICTO	ORY BLVD												
460) (58) Airline Blvd	City of Portsmouth	0.28 12	2000 G	96%	1%	1%	0%	1%	0%	F	0.080	F	0.562	12000	(
ALT	To- From:	US 58	8, SR 337			$\Box$ $\vdash$									
460 337 Portsmouth Blvd	City of Portsmouth	0.10 <b>1</b> 6	6000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	(
$\sim$	To	ALT SR 33	37 Turnpike Rd												
ALT 460 (337) Portsmouth Blvd	City of Portsmouth		2000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	(
Portsmouth Blvd	City of Fortsmouth			9970	076	076	076	076	076		0.007		0.030	12000	•
ALT	From:	I	[-264												
960 337 Portsmouth Blvd	City of Portsmouth		2000 N	99%	0%	0%	0%	0%	0%	Ν	0.087	Ν	0.656	12000	
LT	From:		7 & I-264 TO RT 264												
160 (337) Ramp	City of Portsmouth (Maint: 64)	0.57	-	S	ee VA 3	37 for d	irectiona	l traffic	volume e	estima	tes for th	is seg	ıment.		
$\sim$ $\sim$	То		ROM RT 337												
ALT	City of Portsmouth (Maint: 64)	0.50	37 & I-264		Soo I-26	A for div	ectional	traffic v	oluma oc	etimet	es for this	e coar	ment		
460 264	Combined Traffic Estimates for 2 Parallel Roadways		2000 G	96%	0%	0%	1%	2%	0%	F	NA	s segi	HOHL.	66000	(
	To:		rederick Blvd	JU /0	0 /0	0 /0	1 /0	∠/0	U /0	r	INA			00000	,

8/29/2012 14

Route	Jurisdictio	n Le		AADT	QA	4Tire	Bus		• •	uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	City of Portsmouth	(Maint: 64)	US 17 0.99	Frederick	Blvd		Soo I-26	S4 for di	ractional	traffic v	oluma a	etimat	es for this	e eaan	nent		
460 (264)	Combined Traffic Estimates for 2 Paralle	` '		73000	G	96%	0%	0%	1%	2%	0%	F	NA	s segn	nent.	77000	G
	To:	I		ep Creek Bl		0070			170	270	070					11000	
ALT	From:	(NA='=+ OA)		ер стеск вт	vu		2 1-00	24 (1)		· · · · · · · · · · · · · · · · · · ·							
460 (264)	City of Portsmouth	,	0.67	07000	_								es for this	s segn	nent.	74.000	0
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R			G	96%	0%	0%	1%	2%	0%	F	NA			71000	G
ALT	To: From:		SR 14	41 Effingha	m St												
460 264 Elizabeth River Dow		,	0.87			5	See I-26	64 for di	rectional	traffic v	olume e	stimate	es for thi	s segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R			В	96%	0%	0%	1%	2%	0%	F	0.075	Α		98000	В
	To:			CL Norfoll													
ALT	From:	(14 : 4 : 64)		-W TO RT	337												
460 264 Ramp	City of Portsmouth	(Maint: 64) (	0.37	7 FROM R	Г 264		see I-26	54 for di	rectional	traffic v	olume es	stimate	es for thi	s segn	nent.		
ALT	From:			Portsmouth													
(460)(264)	City of Portsmouth	(Maint: 64)	0.84			5	See I-26	64 for di	rectional	traffic v	olume e	stimate	es for thi	s segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R	Route:	62000	G	96%	0%	0%	1%	2%	0%	F	NA			66000	G
ALT	Tou: From:		US 17	Frederick	Blvd												
160 (364)	City of Portsmouth	(Maint: 64)	0.55			9	See I-26	64 for di	rectional	traffic v	olume es	stimate	es for this	s sean	nent.		
490 204	Combined Traffic Estimates for 2 Paralle	,		73000	G	96%	0%	0%	1%	2%	0%	F	NA	9		77000	G
	Tae	, 	Dee	ep Creek Bl	vd												
ALT	From:	(Mainte C4)		ер стеск вт	·vu		S L 00	24 6 - 11:				-4:	f 4h:				
460 (264)	City of Portsmouth	•	1.17	67000	•							stimate	es for this	s segn	nent.	74.000	0
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R			G	96%	0%	0%	1%	2%	0%	۲	NA			71000	G
ALT	To: From:		SR 14	41 Effingha	m St												
460 264 Elizabeth River Dow	vntown Tunnel City of Portsmouth	(Maint: 64)	0.45			5	See I-26	64 for di	rectional	traffic v	olume e	stimate	es for thi	s segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R			В	96%	0%	0%	1%	2%	0%	F	0.075	Α		98000	В
-	То:		W	CL Norfoll	k												

						City of	Portsmou	uri .								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From:	1			De	ead End									
(F <sub>154</sub> ) Liberty St	0.40	20	G			D	cad End				NA			20	G	2011
		To				Taz	zewell St									
O		From					ernon Ave								_	
1 Bayview Blvd	0.21	400	G	96%	2%	2%	0%	0%	0%	С	0.104	F	0.553	430	G	2011
		From:	<u> </u>				tauqua Ave	D 1			<u> </u>					
(8516) Cedar Lane	0.42	1100	G			124-8525	River Shore	Ra			0.102	F	0.549	1100	G	2011
(8316) South Zuite	02	To:				De	ead End					•	0.0.0			
		From				EC:	L Suffolk									
(8520) Towne Point Rd	0.71	10000	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.500	11000	G	2011
		To:				Twi	n Pines Rd									
(8520) Towne Point Rd	0.13	22000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.526	23000	G	2011
<u> </u>		To: From:				SR 164	Western Fw	у			_					
8520 Towne Point Rd	0.31	21000	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.538	22000	G	2011
		To:	<u> </u>				Chesapeake				<u> </u>					
(8522) Portsmouth Blvd	0.34	6900	G	000/	<b>∩</b> 0/.		lm Ave 0%	<b>Λ</b> 0/:	<b>∩</b> 0/:	F	0.147	F	0.700	7400	G	2011
Portsmouth Blvd	0.34	0900		99%	0%	1%		0%	0%	ı-	0.147	r	0.700	1400	G	2011
(8522) Portsmouth Blvd	0.55	From:	G	99%	0%	Effi 1%	ngham St 0%	0%	0%	С	0.133	F	0.759	4700	G	2011
Portsmouth Blvd	0.55	To:		JJ /0	0 /0		enter Pkwy	0 /0	U /0		0.133	Г	0.138	4700	3	2011
		From:					n Point Rd				i					
(8523) Twin Pines Rd	0.90	9200	G			204					0.093	F	0.565	9800	G	2011
$\overline{}$		To				Swar	nnanoa Dr									
(8523) Twin Pines Rd	0.51	3600 From:	G								0.105	F	0.512	3800	G	2011
$\bigcirc$		To.				Twii	n Pines Rd				$\neg$ —					
(8523) Twin Pines Rd	0.12	3600 From:	N								0.105	Ν	0.512	3800	Ν	2011
$\bigcirc$		To	-			Twi	n Pines Rd				$\neg$ —					
(8523) Hedgerow Ln	0.28	1700	G								0.122	F	0.572	1800	G	2011
<u> </u>		To:				Rive	r Shore Rd									
Oh., 11, 151, 1		From		0001	401		Chesapeake	001	607	_	0.000	_	0.545	40000		
(8524) Churchland Blvd	0.09	13000 <sub>To:</sub>	G	99%	1%	0% West	0% Norfolk Rd	0%	0%	F	0.098	F	0.516	13000	G	2011
_		From:					hland Blvd				╧					
(8524) W Norfolk Rd	0.11	3000	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.559	3300	G	2011
		To:				Tyre	Neck Rd				$\exists$					
(8524) W Norfolk Rd	1.05	5700	G	99%	1%	0%	0%	0%	0%	С	0.106	F	0.543	6100	G	2011
$\frac{\mathcal{C}}{\mathcal{C}}$		To: From:				Ce	dar Lane				_					
(8524) W Norfolk Rd	1.47	4300	G	99%	1%	0%	0%	0%	0%	F	0.111	F	0.708	4600	G	2011
<u> </u>		To: From:				SR 164	Western Fw	у			_					
(8524) W Norfolk Rd	0.46	300	G	99%	1%	0%	0%	0%	0%	F	0.126	F	0.5	320	G	2011
<u> </u>		To:					adway St									
Ctarling Daint Dd	0.00	1500	بيا	000/	40/		dist Drive	00/	00/		0.405	_	0.575	1600	_	2044
8525 Sterling Point Rd	0.38	1500	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.575	1600	G	2011
Codar Lana	1 10	From:	<u> </u>	090/	10/		High St	Ω0/	00/	С	0.000	F	0.510	12000	C	2011
(8525) Cedar Lane	1.18	11000 <sub>To</sub>	G	98%	1%	1% West	0% Norfolk Rd	0%	0%		0.088	F	0.519	12000	G	2011
		From:				WN	lorfolk Rd									
(8525) Cedar Ln	0.23	14000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.539	15000	G	2011
$\overline{\circ}$		To: From:					estern Freev	way			$\exists$					
(8525) Cedar Ln	0.47	9700	G	98%	1%	1%	0%	0%	0%	F	0.114	F	0.511	10000	G	2011
		To: From:					r Shore Rd dar Lane				+					
(8525) River Shore Rd	0.11	7000	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.577	7500	G	2011
(6525) 111701 011010 110																

						City Of F	orismout	.11								
Route	Length	AADT	QA	4Tire	Bus		Trucl 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
River Shore Rd	0.05	3700	G	000/	1%		nurst Rd 0%	0%	0%	F	0.085	F	0.577	2000	G	2011
8525) River Shore Rd	0.85	3700 To		98%	1 /0	1% Hedge	row Lane	0 /6	0 /6		0.065		0.577	3900	G	2011
		From									1					
8526) Chautauqua Ave	0.58	1000	G	98%	1%	1%	-d-Sac 0%	0%	0%	F	0.103	F	0.604	1100	G	2011
(8526) Chautauqua Ave	0.56	1000		90%	170	170	U%	U70	0%	Г	0.103	Г	0.604	1100	G	2011
$\overline{}$		From	:				eland St									
(8526) Chautauqua Ave	0.12	1800	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.587	1900	G	2011
		To				Det	roit St									
8526) Chautauqua Ave	0.14	1200	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.531	1300	G	2011
		То				Wes	sley St									
8526) Chaltauqua Ave	0.26	1100 From	G	98%	1%	1%		0%	0%	F	0.091	F	0.603	1100	G	2011
0020)		To					ew Blvd									
		From	:				lorfolk Rd									
Churchland Blvd	0.13	9000	G	98%	1%	1%		0%	0%	F	0.098	F	0.527	9600	G	2011
Churchland Blvd	0.10	3000		30 70	1 /0			070	070		0.000	'	0.521	3000	O	2011
Observable 181 1	0.07	From	<u> </u>	0001	407		Neck Rd	00/	001			_	0.504	40000		004
Churchland Blvd	0.27	9300	G	98%	1%	1%		0%	0%	С	0.098	F	0.531	10000	G	2011
<u> </u>		To	1				St US 17									
		From					hesapeake									
<sub>8532</sub> Tyre Neck Rd	0.24	10000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.614	11000	G	2011
<u> </u>		To From				Hi	gh St				$\neg$ —					
Tyre Neck Rd	0.18	5000	G	99%	0%	0%	-	0%	0%	С	0.1	F	0.540	5300	G	2011
		To				Charach	land Dlvd									
Tyre Neck Rd	0.09	3200 From	G	99%	0%	0%	land Blvd 0%	0%	0%	F	0.104	F	0.506	3500	G	2011
1 yre Neck Rd	0.09	3200 To		99 /0	0 /0		orfolk Rd	0 /6	0 /6		0.104		0.500	3300	G	2011
		_	1								_					
O Hattara Di Dal	0.50	From	<u> </u>	000/	00/		ar Lane	00/	00/			_	0.044	0000	0	0044
Hatton Pt Rd	0.56	2700 <sub>та</sub>	G	99%	0%	0%		0%	0%	F	0.086	F	0.644	2900	G	2011
		10	1			GO	off St									
<u> </u>		From	<u> </u>				gh St				<u> </u>	_			_	
Western Branch Blvd	0.58	5300	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.530	5700	G	2011
		From				Hi	gh St									
8536) Hartford St	1.00	3000	G	97%	1%	1%	0%	0%	0%	С	0.104	F	0.534	3200	G	2011
$\bigcup$		To				Mt Ve	rnon Ave									
		From	:			Victo	ory Blvd									
Elmhurst Ln	1.41	3400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.542	3600	G	2011
$\mathcal{O}$		To				Commi	ood Ave									
8537) Elmhurst Ln	0.18	4100	G	98%	1%	1%		0%	0%	F	0.101	F	0.61	4300	G	2011
Elmnurst Ln	0.10	4100		30 70	1 /0			0 70	0 70	'	0.101	'	0.01	4300	G	2011
		From					ne Blvd					_				
Elmhurst Ln	0.71	6200	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.596	6600	G	2011
<u> </u>		To From				Chero	okee Rd									
8537) Elmhurst Ln	0.31	6200	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.585	6600	G	2011
$\bigcirc$		To				Portem	outh Blvd									
8537) Elmhurst Ln	0.89	5200 From	G	98%	1%	1%		0%	0%	F	0.101	F	0.519	5500	G	2011
B537) Elmnurst Ln	0.00	To	Ť	5570	. 70		ore Dr	3,3	2,0	•	<u> </u>	•	0.010	2300	•	_0
		From	:								<del>-                                    </del>					
Cherokee Rd	0.67	3600	G	98%	1%	1%	Ferry Rd	0%	0%	F	0.098	F	0.515	3800	G	2011
Cherokee Rd	0.07	To		JU /0	1 /0		Park Ave	J /0	U /0	ı	0.030	'	0.010	3000	3	2011
		-	.I								+					
O	0.40	From				Constit	ution Ave					_	0.074	F000	0	0044
G539 County St	0.40	4700	G								0.105	F	0.671	5000	G	2011
		To From				Penins	sula Ave				ightharpoons					
S539 County St	0.31	4200	G			· · · · · · · · · · · · · · · · · · ·					NA			4600	G	2011
$\bigcirc$		To				E1	n Ave				¬					
S539) County St	0.33	4700	G	97%	2%	1%		0%	0%	F	0.101	F	0.882	5100	G	2011
8539 County St	5.50	To	Ť	5.70	_ /0		gham St	570	373	•	<u> </u>	•	0.002	3.00	•	_5.1
						EIIII	اد سسم									

						City of Po									
Route	Length	AADT	QA	4Tire	Bus		Truck- +Axle 1T	rail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
		From	<u> </u>			Effing				<u> </u>	_			_	
(8539) County St	0.34	4200 To	G	97%	2%	1% Cou	0% 0'	% 0%	С	0.114	F	0.716	4400	G	2011
(8539) County St	0.16	3500 From	G	97%	2%	1%	0% 0'	% 0%	F	0.099	F	0.744	3700	G	2011
		10	<u> </u>			Crawf	ord St								
		From				Portsmouth 1	Blvd SR 337								
(8540) Hodges Ferry Rd	0.28	6800 <sub>To</sub>	G	99%	0%	0%	0% 0	% 0%	F	0.087	F	0.506	7200	G	2011
(8540) Hodges Ferry Rd	0.26	5500 From	G	99%	0%	Loga 0%	0% 0°	% 0%	F	0.085	F	0.504	5900	G	2011
(8540) Hodges Ferry Rd	0.76	5900	G	99%	0%	Cherol	kee Rd	% 0%	С	0.086	F	0.518	6300	G	2011
110 goo 1 on 110	0.70	0000		0070	070			70 070			•	0.010	0000	Ü	2011
<u> </u>		From				Airlin									
(8540) Greenwood Dr	0.57	15000	G	99%	0%	0% I-2	0% 0'	% 0%	F	0.086	F	0.577	16000	G	2011
(8540) Greenwood Dr	0.80	14000	G	98%	1%	1%	0% 0'	% 0%	F	0.087	F	0.501	15000	G	2011
		To From				Cavalie	er Blvd								
(8540) Greenwood Dr	0.63	9800	G	98%	1%	1%	0% 0	% 0%	F	0.09	F	0.542	10000	G	2011
(8540) Greenwood Dr	1.05	4200 From	G	98%	1%	Victor 1%	y Blvd 0% 0'	% 0%	С	0.1	F	0.576	4500	G	2011
(8540) Greenwood Dr	0.36	4300	G	98%	1%	Indepen	dence St	% 0%	F	0.107	F	0.505	4600	G	2011
Greenwood Dr	0.30	4300	_	90 /6	1 /0	Deep Cr		76 076	-	0.107	•	0.505	4000	<u> </u>	2011
(8540) Greenwood Dr	0.50	3200 To	G	98%	1%	1% George Wasi	0% 0	% 0%	F	0.1	F	0.515	3400	G	2011
		From													
East	0.40					124-8540	IORI 264						NIA		
(8540) Ramp	0.19	NA To			X 0 6 4 XX	/ EDOL / CD	EEL WILLOOD	DDW/E		NA NA			NA		
					1-264-V	FROM GR	EENWOOD	DRIVE							
West		From				124-8540	ΓO RT 264								
( <sub>8540</sub> ) Ramp	0.21	NA								NA_			NA		
<u> </u>		To			I-264-W	FROM GR	EENWOOD	DRIVE							
		From	:			Chandler	Harper Dr								
8542 Snead Fairway	0.30	650	G	98%	1%	1% Hodges	0% 0'	% 0%	С	0.114	F	0.6	690	G	2011
		From								1					
City Dark Ave	0.70			000/	40/	US 58 Ai		0/ 00/	_	0.002	_	0.55	2400	0	2011
8543 City Park Ave	0.79	2000	G	99%	1%	0%	0% 0	% 0%	F	0.092	F	0.55	2100	G	2011
														_	
(8543) City Park Ave		From				SR 337 Port				$\Box$					
	0.58	4500 From	G	99%	1%	0%	0% 0'		F	0.095	F	0.501	4900	G	2011
$\bigcup$	0.58	4500 To	G	99%	1%	0% Cliffe	0% 0' ord St		F	0.095	F	0.501	4900		
Olifford Ct		4500 To				0% Cliffo City Pa	0% 0° ord St urk Ave	% 0%						G	2011
(8543) Clifford St	0.58	4500 To	G G	99%	1%	0% Cliffo City Pa	0% 0' ord St ork Ave 0% 0'	% 0%	F	0.095	F F	0.501	4900 8200		
8543) Clifford St		4500 To From 7700				0% Cliffo City Pa 0% Powhat	0% 0' ord St ork Ave 0% 0' an Ave	% 0%						G	2011
O Book store Aug	0.53	4500 From 7700 To	G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe	0% 0' ord St ork Ave 0% 0' can Ave ord St	% 0%	С	0.102	F	0.589	8200	G G	2011
8543) Clifford St  8543) Powhatan Ave		4500 To From 7700				0% Cliffe City Pa 0% Powhat Cliffe 0%	0% 0' ord St ord St ork Ave 0% 0' an Ave ord St 0% 0'	% 0%						G	2011
O Book store Aug	0.53	4500 From 7700 To	G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin	0% 0° ord St	% 0%	С	0.102	F	0.589	8200	G G	2011
8543) Powhatan Ave	0.53	4500 To From 7700 From 6200 To From	G G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat	0% 0' ord St urk Ave 0% 0' an Ave ord St 0% 0' g St an Ave	% 0% % 0%	C F	0.102	F F	0.589	8200 6600	G G	2011 2011 2011
O Book store Aug	0.53	7700 To From 6200	G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat	0% 0' ord St urk Ave 0% 0' an Ave ord St 0% 0' g St an Ave 0% 0'	% 0% % 0%	С	0.102	F	0.589	8200	G G	2011
8543) Powhatan Ave	0.53	4500 To From 6200 To From 66000 To To	G G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat 0% Rodma	0% 0' ord St urk Ave 0% 0' an Ave ord St 0% 0' g St an Ave 0% 0' an Ave	% 0% % 0%	C F	0.102	F F	0.589	8200 6600	G G	2011 2011 2011
8543) Powhatan Ave 8543) King St	0.53 0.26 0.79	4500 To From 6200 To From 6600 To From From From From From From From Fro	G G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat 0% Rodma	0% 0' ord St urk Ave 0% 0' an Ave ord St 0% 0' g St an Ave 0% 0' an Ave smouth Blvd	% 0% % 0% % 0%	C F	0.102 0.103 0.099	F F	0.589 0.619 0.595	8200 6600 7100	G G G	2011 2011 2011 2011
8543) Powhatan Ave	0.53	4500 To From 6200 To From 66000 To To	G G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat 0% Rodma SR 337 Ports 1%	0% 0' ord St urk Ave 0% 0' an Ave ord St 0% 0' g St an Ave 0% 0' an Ave smouth Blvd 0% 0'	% 0% % 0% % 0%	C F	0.102	F F	0.589	8200 6600	G G	2011 2011 2011
8543) Powhatan Ave 8543) King St	0.53 0.26 0.79	4500 To From 7700 To From 6200 To From 7100	G G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat 0% Rodna SR 337 Port 1% Carolin	0% 0' ord St urk Ave 0% 0' an Ave ord St 0% 0' g St an Ave 0% 0' an Ave when Ave 0% 0' an Ave	% 0% % 0% % 0%	C F	0.102 0.103 0.099	F F	0.589 0.619 0.595	8200 6600 7100	G G G	2011 2011 2011 2011
8543) Powhatan Ave  8543) King St  Rodman Ave	0.53 0.26 0.79	4500 From 7700 To From 6200 From 6600 To From 7100 From From From From From From From From	G G G	99% 99% 99%	1% 1% 1% 0%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat 0% Rodma SR 337 Ports 1% Carolin Rodma	0% 0' ord St ord St ork Ave 0% 0' ord St ord Ave ord St 0% 0' g St ord Ave 0% 0' ord Ave ord St 0% 0' ord Ave	% 0% % 0% % 0% % 0%	C F F	0.102 0.103 0.099 0.100	F F F	0.589 0.619 0.595	8200 6600 7100 7600	G G G	2011 2011 2011 2011 2011
8543 Powhatan Ave 8543 King St	0.53 0.26 0.79	4500 From 7700 From 6200 From 66000 From 7100 From 7100	G G	99%	1%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat 0% Rodma SR 337 Port 1% Carolin Rodma	0% 0' ord St ord St ord Ave 0% 0' an Ave ord St 0% 0' g St ord Ave 0% 0' an Ave	% 0% % 0% % 0% % 0%	C F	0.102 0.103 0.099	F F	0.589 0.619 0.595	8200 6600 7100	G G G	2011 2011 2011 2011
8543 Powhatan Ave  8543 King St  8544 Rodman Ave  8544 Caroline Ave	0.53 0.26 0.79 0.58	4500 From 7700 From 6200 From 6600 To From 7100 To From 7100 From 7100 From 7100 From 7100 From 7100 From	G G G G	99% 99% 99% 99%	1% 1% 1% 0%	O% Cliffe City Pa O% Powhat Cliffe O% Kin Powhat O% Rodma SR 337 Port 1% Carolin Rodma 1% US 58 Air	0% 0' ord St ord St ord Ave 0% 0' an Ave ord St 0% 0' g St an Ave 0% 0' an Ave 0% 0' an Ave 0% 0' an Ave 0% 0' one Ave an Ave 0% 0' one Ave one Ave one Ave one Ave one Ave one Blvd	% 0% % 0% % 0% % 0%	C F F	0.102 0.103 0.099 0.100 0.117	F F F	0.589 0.619 0.595 0.553	8200 6600 7100 7600	G G G G	2011 2011 2011 2011 2011 2011
8543 Powhatan Ave 8543 King St 8544 Rodman Ave	0.53 0.26 0.79	4500 From 7700 To From 6200 To From 7100 From 7100 To From 7100 To From 7100 To From 7100 To From 7100	G G G	99% 99% 99%	1% 1% 1% 0%	0% Cliffe City Pa 0% Powhat Cliffe 0% Kin Powhat 0% Rodma SR 337 Port 1% Carolin Rodma	0% 0' ord St ord St ord Ave 0% 0' an Ave ord St 0% 0' g St ord Ave 0% 0' an Ave 0% 0' an Ave 0% 0' ord Ave ord	% 0% % 0% % 0% % 0%	C F F	0.102 0.103 0.099 0.100	F F F	0.589 0.619 0.595	8200 6600 7100 7600	G G G	2011 2011 2011 2011 2011

						City of Portsmo	Julii								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	.1			110 to 1.1. Di	1			1					
Rodman Ave	0.61	6900	G			US 58 Airline Bl	vd			0.095	F	0.522	7400	G	2011
(8545) Rodman Ave	0.01	т.	Ť			High St				0.033	'	0.022	7 400	J	2011
		From	:			McLean St				i					
8546) Elliott Ave	1.60	3000	G			Weben St				0.142	F	0.584	3200	G	2011
		To	:			Frederick Blvd US	S 17								
		From	:			N CL Chesapeal	ke								
8547) Deep Creek Blvd	0.28	5400	G	97%	1%	1% 0%	0%	0%	F	0.102	F	0.632	5700	G	2011
<u> </u>		To From				Victory Blvd				$\neg$ —					
8547) Deep Creek Blvd	0.84	6200	G	97%	1%	1% 0%	0%	0%	F	0.089	F	0.56	6700	G	2011
		To				Greenwood Dr									
8547) Deep Creek Blvd	0.27	8100 From	G	97%	1%	1% 0%	0%	0%	F	0.128	F	0.671	8700	G	2011
6547)		To								_					
8547) Deep Creek Blvd	0.46	8200	G	97%	1%	Wright Ave	0%	0%	С	0.088	F	0.573	8800	G	2011
Deep Creek Blvd	0.40	0200		31 /0	1 /0			070		0.000	'	0.575	0000	G	2011
Door Croal: Divid	0.40	From	<u> </u>	070/	40/	Portsmouth Blv		00/		0.070	_	0.555	0400		2044
Deep Creek Blvd	0.16	8500	G	97%	1%	1% 0%	0%	0%	F	0.078	F	0.555	9100	G	2011
<u> </u>		To From				Frederick Blvd									
8547) Deep Creek Blvd	0.78	4500	G	97%	1%	1% 0%	0%	0%	F	0.098	F	0.571	4800	G	2011
<u> </u>		То				Des Moines Av	re								
		From	·			Mt Vernon Ave	e								
8548 Wesley St	0.21	540	G							0.1	F	0.568	580	G	2011
<u> </u>		To From				Chautauqua Av	e								
8548) Wesley St	0.12	900	G	97%	1%	1% 0%	0%	0%	F	0.137	F	0.523	960	G	2011
$\bigcup$		To	:			Lee Ave									
		From				High St									
8549) Mt Vernon Ave	0.14	2700	G	98%	1%	1% 0%	0%	0%	F	0.155	F	0.755	2900	G	2011
$\bigcup$		To From	-			London Blvd									
Mt Vernon Ave	1.21	3000 From	G	98%	1%	1% 0%	0%	0%	С	0.086	F	0.5	3100	G	2011
		To	:			Bay View Blvo	1								
		From	•			Mt Vernon Ave	e								
8550) Cleveland St	0.21	2000	G	98%	1%	0% 0%	0%	0%	F	0.090	F	0.580	2100	G	2011
		To				Chautauqua Av	e								
8550) Cleveland St	0.16	4200	G	98%	1%	0% 0%	0%	0%	С	0.088	F	0.541	4500	G	2011
8330) 61676161114 61	00				.,,						•	0.0	.000	•	
8550) Cleveland St	0.17	NA From				SR 168 ML King F	rwy			NA			NA		
8550 Cleveland St	0.17	INA To				US 58; SR 164	1			TIVA			INA		
		From					,								
8552) London St	0.49	7100	G	98%	1%	Effingham St 0% 0%	0%	0%	F	0.093	F	0.617	7500	G	2011
8552 London St	0.49	7 100 To		90 /0	1 /0	Crawford St	0 /6	0 /6		0.093		0.017	7300	G	2011
		From	1							$\dashv$					
8553) Peninsula Ave	0.10	620	G	98%	1%	County St	0%	0%	F	0.107	F	0.727	670	G	2011
Peninsula Ave	0.10	020		JJ /0	1 /0		0 /0			0.107	•	0.121	010	<u> </u>	2011
Ponincula A	0.40	From	<u> </u>	000/	40/	High St	00/	00/		0.000		0.575	2500		2044
Peninsula Ave	0.16	2400	G	98%	1%	0% 0%	0%	0%	F	0.098	F	0.575	2500	G	2011
<u> </u>		To From				SR 141 London B									
8553) Peninsula Ave	0.33	2400	G	98%	1%	0% 0%	0%	0%	F	0.104	F	0.660	2600	G	2011
<u> </u>		To	<u> </u>			Leckie St									
<u> </u>	-	From				County St									
8554 Constitution Ave	0.10	990	G							0.101	F	0.639	1100	G	2011
		To From				High St									
8554) Constitution Ave	0.19	940	G							0.221	F	0.617	1000	G	2011
		To	4			SR 141 London B	lvd								
(8554) Constitution Ave	0.37	2300 From	G			SR 141 London B	lvd			0.092	F	0.646	2500	G	2011

						City of F	onsmo	um								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron														
8554) Leckie St	0.06	130	G			Constit	tution Ave	e			0.147	F	0.691	140	G	2011
0004)		Tr				Dea	ad End									
8554) Leckie St	0.74	550 From	G								0.11	F	0.623	580	G	2011
$\bigcirc$		Tr Fron	12				t Lane ckie St									
8554) Fort Lane	0.07	1300	G			IX	KIC St				0.166	F	0.834	1400	G	2011
		To	0:				ord Pkwy	•								
8554) Crawford Pkwy	0.06	2100	G			For	t Lane				0.094	F	0.660	2300	G	2011
,		Те				Effin	gham St									
8554) Crawford Pkwy	0.28	2000 From	G				8				0.156	F	0.778	2100	G	2011
		T- Fron	h:			Co	ourt St									
8554 Crawford Pkwy	0.35	2600	G								NA			2800	G	2011
<u> </u>		From	1:			Lond	lon Blvd								_	
6554 Crawford St	0.10	7000	G								NA —			7600	G	201
Crowford Ct	0.44	From				Hi	igh St							9000		204
8554 Crawford St	0.11	7400	G			~					NA			8000	G	201
8554) Crawford St	0.12	9000 From	G			Cou	unty St				NA			9700	G	201
8334) 014111014 01	0	Tr				Wy	the St							0.00		
<u> </u>		Fron	n:			So	uth St									
8555) Washington St	0.57	950	G								0.139	F	0.653	1000	G	201
		From					ord Pkwy	,								
8557) Effingham St	0.09	15000	G	99%	0%	0%	lon Blvd 0%	0%	0%	F	0.089	F	0.794	16000	G	201
8337) =g.r.c 01	0.00	To	_	0070			orth St			•				.0000		
8557) Effingham St	0.20	14000	G	99%	0%	0%	0%	0%	0%	С	0.081	F	0.792	15000	G	201
		Te Fron				Crawf	ord Pkwy	,			Τ					
8557) Effingham St	0.09	14000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.563	15000	G	201
<u> </u>		Tr	»·				N. Hospit									
8558) Elm Ave	0.76	8100	G			Portsm	outh Blvo	d			NA			8700	G	201
8558) 21117770	0.70	T:				<b>T</b>	264							0700		201
8558) Elm Ave	0.03	9400	G			I·	-264				NA			10000	G	201
		Т				So	uth St									
8558) Elm Ave	0.19	9800 From	G								NA			11000	G	2011
		T- Fron	1:			Cot	unty St									
8558) Elm Ave	0.10	9500	G								NA			10000	G	2011
<u> </u>		Fron	1:			Hi	igh St				$\Box$ $\Box$					
8558 Elm Ave	0.11	6500	G								NA 			7000	G	2011
8558) Elm Ave	0.38	3600 From	G			Lond	lon Blvd				0.127	F	0.686	3900	G	201
Elm Ave	0.56	3000 To				Leo	ckie St				0.127	-	0.000	3900	G	201
		Fron	n:			Portsm	outh Blvo	1								
Des Moines Ave	0.59	2000	G								NA			2100	G	2011
$\sim$		To From	n:			Deep C	Creek Blv	d								
8559 Des Moines Ave	0.07	8200	G								NA			8800	G	2011
<u> </u>		From				I-	-264				<u> </u>			0000		
Des Moines Ave	0.05	8100 To	G			So	uth St				NA T			8900	G	2011
		From	n:				hesapeak	e								
8599) Cavalier Blvd	0.68	9400	G	99%	1%	1%	0%	0%	0%	С	0.096	F	0.642	10000	G	2011
$\bigcirc$		To	):			Tazewell	l St; King	St	_							

						City of Portsmo	um								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
(8599) Cavalier Blvd	0.83	3300	G	99%	1%	Tazewell St; King	9 St 0%	0%	F	0.103	F	0.862	3500	G	2011
(8599) Cavalier Blvd	0.65	3300 To		99 /0	1 /0	Victory Blvd	0 /6	076		0.103	-	0.002	3300	G	2011
		From				NCL Chesapeak	70								
(8601) Gust Lane	0.70	6100	G	99%	1%	1% 0%	0%	0%	F	0.091	F	0.55	6500	G	2011
(8601)	00	То		0070	.,,	Victory Blvd	0,0	0,0	-		•	0.00	0000		
		From			Geo	orge Washington Pkv	vv US 17								
8606) Afton Pkwy	0.28	2800	G	99%	1%	1% 0%	0%	0%	F	0.1	F	0.669	3000	G	2011
		To				Prospect Pkwy G	ар								
O		From				124-3; Gap Prospect					_			_	
(8606) Afton Pkwy	0.51	1300 <sub>To</sub>	G	99%	1%	1% 0%	0%	0%	F	0.143	F	0.765	1400	G	2011
						Victory Blvd 23									
0	0.07	From	<u> </u>	000/	407	West Norfolk R		201			_	0.040	0.400	_	0044
8755 Coast Guard Blvd	0.97	3200 <sub>To</sub>	G	90%	1%	1% 2%	6%	0%	F	0.154	F	0.942	3400	G	2011
			l			Main Gate									
Convered Ave	0.17	From	G	000/	10/	Greenwood Dr	6%	00/			F	0.516	2000	0	2011
<sub>8756</sub> Garwood Ave	0.17	3600 <sub>To</sub>	-	90%	1%	1% 2% Elmhurst Lane	0%	0%	С	0.096	Г	0.516	3900	G	2011
		From					1 1								
8758 High St	0.12	14000	G	99%	0%	US 17 Frederick B 1% 0%	0%	0%	F	0.085	F	0.625	15000	G	2011
(8758) High St	0.12	To	Ť	0070	070	US 58 Airline Bl		070	•	0.000	•	0.020	10000	Ü	2011
		From				Airline Blvd									
8758) High St	0.22	11000	G	99%	0%	1% 0%	0%	0%	F	0.080	F	0.512	12000	G	2011
<u> </u>		То.				Mt Vernon Ave	2			<b>—</b> —					
8758) High St	0.47	12000	G	99%	0%	1% 0%	0%	0%	F	0.081	F	0.527	12000	G	2011
		To				ML King Frwy	,								
8758) High St	0.79	14000	G	99%	0%	1% 0%	0%	0%	С	0.092	F	0.641	15000	G	2011
(6/36) * "g. * 5		To	_							_				_	
(8758) High St	0.32	11000	G	99%	0%	Elm Ave 1% 0%	0%	0%	F	0.086	F	0.727	12000	G	2011
(8758) 1 ligit Ot	0.02	11000	<u> </u>	3370	070		070	070	į	0.000	•	0.727	12000	J	2011
O I limb Ct	0.54	From	<u> </u>	000/	00/	Effingham St	00/	00/				0.070	0000		2044
8758 High St	0.51	6500 <sub>To</sub>	G	99%	0%	1% 0% Crawford St	0%	0%	F	0.085	F	0.678	6900	G	2011
		From	! !												
8759 McLean St	0.92	7900	G	99%	0%	Greenwood Dr 1% 0%	0%	0%	F	0.092	F	0.608	8400	G	2011
18759) IVICLEAN St	0.32	7 300 To	<u> </u>	3376	070	Airline Blvd	0 70	070		0.032	•	0.000	0400	G	2011
		From					A								
8760) Lincoln St	0.83	2700	G	98%	0%	Deep Creek Blv	0%	0%	F	NA			2900	G	2011
(8760) Lincoln St	0.00	2700		3070	070		070	070	į.				2500	J	2011
C Lincoln Ct	0.00	From	<u> </u>	000/	00/	Effingham St	00/	00/				0.047	2000		2011
8760 Lincoln St	0.66	2700 To	G	98%	0%	1% 0% First St	0%	0%	F	0.152	F	0.847	2900	G	2011
		From	! :				1								
8761) Port Centre Pkwy	0.67	8800	G	98%	0%	Portsmouth Blve	0%	0%	С	0.121	F	0.914	9300	G	2011
(8761) Port Centre Pkwy	0.07	0000		90 /6	0 /0			0 /6		0.121	-	0.914	9300	G	2011
0 0 0 0 0 0	0.04	From	<u> </u>	070/	40/	Crawford St Near I		00/			_	0.074	0700		0044
(8761) Court St	0.21	8200	G	97%	1%	1% 0%	0%	0%	F	0.096	F	0.674	8700	G	2011
<u> </u>		From				County St				$\supset$					
(8761) Court St	0.11	7700	G	97%	1%	1% 0%	0%	0%	С	0.102	F	0.599	8200	G	2011
<u> </u>		To From				High St				<b>□</b>					
(8761) Court St	0.11	3800	G	97%	1%	1% 0%	0%	0%	F	0.107	F	0.516	4100	G	2011
$\overline{}$		To				London St				<u> </u>					
(8761) Court St	0.23	1100 From	G	97%	1%	1% 0%	0%	0%	F	NA			1200	G	2011
		To				Crawford Pkwy									
		From				Columbus Avenu	ie								
(8762) South St	0.10	2900	G							0.126	F	0.945	3100	G	2011
$\bigcirc$		To				Swanson Parkwa	ıy								
					_										_

							OI POILSII								
Route	Length	AADT	QA	4Tire	Bus	;		Fruckle 1Trail 2	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth		From	ī				Swanson Pky			1					
762) South St	0.09	3200	G				5 Walisoli F K	vy		0.114	F	0.908	3500	G	2011
<u> </u>		To From				D	es Moines A	Ave							
South St	0.38	8000	G							NA			8600	G	2011
<u></u>		To From					Elm Ave								
South St	0.34	2300 <sub>To</sub>	G				Ecc 1 6	7.		0.094	F	0.501	2400	G	2011
		From		CD	AWEOR		Effingham S	ROUTE 264 W	тет						
est Ramp	0.21	NA		CK	AWFOR	KDSIK	KEEI N IO	KOUTE 204 W	ESI	NA			NA		
-		To		I-264	-W FRC	OM CRA	AWFORD S	TREET N & B	ART S						
		From				(	Clover Hill l	Dr							
Amherst Dr		80	G				г Б			0.139	F	0.5	80	G	201
		From					Ferguson D								
Bain St		110	G			W	illiamsburg	Ave		0.134	F	0.563	110	G	201
		То				I	Peninsula A	ve			•				
		From					Fulton Ave	,							
Baldwin Ave		220	G							0.140	F	0.632	230	G	201
		To				De	eep Creek B								
Brookmere Lane		From 160	G				Heather Ro	1		0.111	F	0.59	170	G	201
DIOUNITION E LAINE		To					Summerset 1	Dr		0.111	'	0.00	170	5	201
		From					Chumley R	d		ĺ					
Brunswick Rd		630	G				•			0.097	F	0.521	670	G	201
		То					Tatem Dr								
O a sala si dana Annanana		From					Glasgow S	t		0.000	_	0.5	0.40		004
Cambridge Avenue		230 <sub>To</sub>	G				North St			0.086	F	0.5	240	G	201
		From				1	Midfield Pky	N/V		<del>-  </del>					
Canterbury Dr		370	G				viidiicid i K	vy		0.088	F	0.662	400	G	201
		To					Templar D	r							
		From					Manor Ave	غ						_	
Cardinal Lane		430	G				Tl 1	C4		0.105	F	0.608	460	G	201
		From					Thornwood								
Courtney Rd		90	G				Hatton Pt R	ш		0.131	F	0.539	100	G	201
- <b>,</b> -		То					Dead End							_	
		From					Bob White S	St							
Cypress Rd		150	G							0.111	F		150	G	201
		To	1				Cypress Ci								
Dale Dr		1900	G			(	Columbus A	ve		NA			2000	G	201
		То				1	Nashville A	ve						_	
		From					Horne Ave				•				
Darren Dr		1900	G							0.098	F	0.529	2100	G	201
		To From					Greenwood l Bardot Lan								
Darren Dr		890	G				Daigot Lan	<u>.</u>		NA			890	G	201
		To				(	Cavalier Bly	vd							
		From					Shamrock D	)r							
Dominion Rd		70	G							0.178	F	0.5	80	G	201
		To	<u> </u>				Fairway Di								
Duke St		1200	G			F	Richmond A	ve		0.083	F	0.591	1300	G	201
Duke of		1200	<u> </u>							0.003	г	0.551	1300	9	201

					City of Portsmouth							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tı	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Portsmouth	From:	-			M 'C 11D1 1							
Forrest Hills Dr	200	G			Merrifield Blvd		0.101	F	0.546	210	G	2011
T GITGGET IIIIG BT	To	Ť			Burrland Rd			•	0.0 10	2.0	Ū	2011
	From:				Gills Rd		Î					
Frailey PI	450	G					0.187	F	0.713	480	G	2011
	To:				Fiske St							
	From:				George Washington Hwy		]				_	
Gillis Rd	<b>620</b>	G					NA			620	G	2011
	From:	<u> </u>			Aylwin Rd							
Glasgow St	1400	G			Potomac Ave		0.089	F	0.588	1500	G	2011
Glasgow St	To:				Vermont Ave		0.009	'	0.500	1500	G	201
	From:	I			Bolling Rd		l					
Greenland Blvd	1300	G			Bolling Ru		0.105	F	0.657	1400	G	201
	To:				Portsmouth Blvd							
	From:				Columbia St							
Halifax Ave	340	G					0.137	F		360	G	201
	To:				County St							
	From				Twin Pines Rd							
Hawthorne Lane	190	G					0.147	F	0.581	200	G	201
	To				Heather Rd							
	From:	Ļ			Kirby St			_	0.004	000	•	004
Independence St	210 To	G			A A		0.236	F	0.624	220	G	201
	From:				Appomattox Ave							
Jefferson St	1500	G			Elm Ave		0.14	F	0.561	1600	G	201
Jenerson St	To:	Ü			Pearl St		0.14	'	0.501	1000	G	201
	From				Green Street							
Jefferson St	1000	G					NA			1000	G	201
	To:				7th Street							
	From:				Yorktown Ave		<u> </u>	_			_	
King St	140	G			W7:11: A		0.142	F	0.727	150	G	201
	From:				Williamsburg Ave							
Lancaster Ave	60	G			Race St		0.181	F	0.75	60	G	201
Lancaster Ave	To:	Ü			Griffin St		0.101	'	0.75	00	G	201
	From:	I			Astor Ave							
Magnolia St	410	G			ASIOI AVC		0.098	F	0.670	440	G	201
g	To:				Killian Ave			-			_	
	From:				Florence Rd							
Mayflower Rd	370	G					0.156	F	0.578	390	G	201
	To				Hodges Ferry Rd							
	From:				Lugar Ct							
McClean Sts	610	G					0.106	F	0.621	650	G	201
	To:				Vickers Ct							
	From	<u> </u>			Broad St		<u>.</u>	_				
Meander Rd	410	G			Classitan Ass		0.161	F	0.713	430	G	201
	**************************************	l			Chautauqua Ave		<u> </u>					
Morro Blvd	300	G			Wycliff Rd		0.132	F	0.509	320	G	201
INIOHO DIVU	300 To:	٦			Saxon Rd		0.132	г	0.509	320	G	∠U I
	From:	i i			Afton Pkwy							
Nicholson St	530	G			Anon FRWy		0.138	F	0.709	560	G	201
	To				Harris Rd							
	From:				Snead Fairway							
								_			_	
Nottingham Rd	180	G					0.099	F	0.683	190	G	201

					City of Fortsmouth							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Portsmouth	From:	i			Marshall Ave		1					
Oak St	1200	G			Maishan Ave		0.192	F	0.652	1200	G	2011
3	To				Wilcox Ave			-			_	
	From:				Kenny Lane							
Old Farm Rd	230	G			Tienny Lane		0.093	F	0.617	240	G	201
	To				Redbarn Rd							
	From				Jackson St							
Progress Ave	40	G					0.237	F	0.556	40	G	201
	To				Monroe St							
	From:				Hedgerow Lane							
River Shore Rd	2100	G					0.092	F	0.510	2200	G	201
	To				Rivermill Cir							
	From:				Bob White St							
Robin Rd	190	G					0.191	F	0.646	200	G	201
	To				Portsmouth Blvd							
	From:				Beechdale Rd							
Smithfield Rd	430	G					0.111	F	0.598	460	G	201
	To				Deep Creek Blvd							
	From				Palmer St							
Staunton Ave	150	G					0.174	F	8.0	160	G	201
	To				Jefferson St .							
	From:				Eisenhower Circle		1					
Stratford St	3100	G					0.212	F	0.801	3400	G	201
	To				Truman Circle							
	From				Augustine Cir							
Sugar Creek Cir	370	G					0.111	F	0.516	400	G	201
	To				Gateway Dr							
	From	1			Greenwood Dr							
Tazewell St	320	G					0.111	F	0.544	350	G	201
	To				Freedom Ave							
	From:				Bridges Ave		1					
Verne Ave	40	G			Bridgestive		0.156	F	0.857	40	G	201
	To				Gamer Ave							
<u> </u>	From:				Merrifield Blvd							
Weyanoke Dr	210	G					0.128	F	0.542	220	G	201
	To				Burrland Rd							
	From:				River Edge Dr							
Whaley Rd	30	G					0.189	F	0.857	40	G	201
<u> </u>	To:				Edwin Rd							
	From:	Ī			West Rd		ī					
Willett Dr	3000	G			11 601 200		0.086	F	0.619	3200	G	201
	To	Ī			Sycamore Rd			-			-	
	From				Caroline Ave							
Winchester Dr	1100	G			Curonne 1110		NA			1100	G	201
	To:	Ť			Augusta Ave		7				•	_01
	From:	I			Mount Vernon Ave							
Woodrow St	500	G			MOUNT ACTION WAS		NA			500	G	201
TV OOG! OVV OL	To:	Ť			Broad St					500	5	201
	From:	 					+					
Wright Rd	340	G			Capelle Rd		0.11	F	0.643	370	G	201
vv rigrit i tu	340 To:				Norfolk Rd		J. 1 1	1.	0.043	310	J	201
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