### 2013

# 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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

(F241)	Frontage Road (F precedes frontage route number)
\ /	

(600) Secondary Route

### Special Routes

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

Virginia State Route

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

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

						Tru	ck			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>22000 F</b>	96%	0%	1%	1%	2%	0%	F	0.092	F	0.655	23000	F
<del>~</del>	To: From:	SR 239 Victory Blvd												
17 George Washington Hwy	City of Portsmouth	0.42 <b>19000 F</b>	96%	0%	1%	1%	2%	0%	F	0.083	F	0.592	20000	F
<u> </u>	Τα	Derby Rd			$\neg$ $\vdash$									
17 George Washington Hwy	City of Portsmouth	0.52 <b>26000 G</b>	96%	0%	1%	1%	2%	0%	F	NA			28000	G
	To:	124-8540 Greenwood Dr												
17 George Washington Hwy	City of Portsmouth	0.31 <b>23000</b> F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.630	24000	F
Try deorge Washington riwy	To:	SR 141, Frederick Blvd	0070	0 70	170	1 70	270	0 70	•	0.002	•	0.000	24000	•
	From:	SR 141 George Washington	łwy											
17 Frederick Blvd	City of Portsmouth	0.70 <b>12000 F</b>	96%	0%	1%	1%	2%	0%	F	0.087	F	0.608	13000	F
$\searrow$	To	SR 337 Portsmouth Blvd												
17 Frederick Blvd	City of Portsmouth	0.09 <b>14000</b> F	96%	0%	1%	1%	2%	0%	F	0.108	F	0.616	15000	F
(I)						.,.	_,,	- , -			-			-
Cradoviels Blad	City of Dortomouth	124-8547 Deep Creek Blv 0.53 <b>19000 F</b>		00/	10/	1%	20/	00/	F	0.095	F	0.600	20000	F
17 Frederick Blvd	City of Portsmouth	0.53 <b>19000 F</b>	96%	0%	1%	170	2%	0%	Г	0.095	Г	0.639	20000	Г
~~~	T <sub>cc</sub> From:	I-264												
17 Frederick Blvd	City of Portsmouth	0.35 <b>37000 F</b>	93%	0%	1%	3%	2%	0%	С	0.078	F	0.51	39000	F
<u> </u>	T <sub>C</sub>	ALT SR 337 Turnpike Ro	[		$\neg$ $\vdash$									
17 Frederick Blvd	City of Portsmouth	0.51 <b>27000 F</b>	99%	0%	0%	0%	0%	0%	F	0.082	F	0.508	28000	F
	To	US 58 Airline Blvd												
17 Frederick Blvd	City of Portsmouth	0.16 <b>16000 F</b>	99%	0%	0%	0%	0%	0%	F	0.078	F	0.576	17000	F
17) Trousinent Erro	To:	124-8758 High St	0070	0 70		070	0 70	0 70	•	0.070	•	0.070	17000	•
	From:	124-8758, Frederick Blvd												
17 High St	City of Portsmouth	0.29 <b>24000 F</b>	99%	0%	0%	0%	0%	0%	F	0.078	F	0.64	25000	F
<u> </u>	To:	Rodman Ave												
17 High St	City of Portsmouth	2.13 <b>25000 F</b>	99%	0%	0%	0%	0%	0%	F	0.086	F	0.585	27000	F
17)	T					• , •		- , -			-			-
Lligh Ct	City of Portsmouth	124-8525 Cedar Lane 0.93 <b>23000 F</b>	99%	0%	00/	00/	00/	00/	F	0.084	F	0.547	04000	F
17 High St	City of Portsmouth	0.93 <b>23000 F</b>	99%	0%	0%	0%	0%	0%	Г	0.064	Г	0.547	24000	Г
~~	To: From:	124-8528 Churchland Blv												
17 High St	City of Portsmouth	0.21 <b>17000 F</b>	99%	0%	0%	0%	0%	0%	F	0.088	F	0.553	18000	F
<del></del>	To	124-8532 Tyre Neck Rd												
17 Western Branch Blvd	City of Portsmouth	0.22 <b>19000 F</b>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.523	20000	F
$\bigcirc$	To:	ECL Chesapeake												
North	From:	US 17 TO ROUTE 264 EA	ST											
17 Ramp	City of Portsmouth (Maint: 64)	0.07 <b>NA</b>								NA			NA	
<u> </u>		64-E FROM ROUTE 17 NORTH-F	REDRICK	BL										
North	From:	US 17 TO ROUTE 264 WE	ST											
17 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>1200 G</b>								0.112	F		1200	G
··· ·		4-W FROM ROUTE 17 NORTH00	FREDER	ICK						·				

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
South	From:	US 17 TO ROUTE 264			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	City of Portsmouth (Maint: 64)	0.33 <b>NA</b>								NA			NA	
<u> </u>	To: I-26	4-E FROM ROUTE 17 SOUTH-F	REDERICI	КВ										
South	From:	US 17-S027A TO ROUTE 264	WEST											
17 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>5500 G</b>								0.091	F		5500	G
<u> </u>	To: I-26	4-W FROM ROUTE 1700- FRED	ERICK BL	VD										
ALT	From:	ECL Chesapeake												
58) (460) Airline Blvd	City of Portsmouth	0.29 <b>12000 F</b>	96%	1%	1%	0%	1%	0%	F	0.082	F	0.529	12000	F
ALT	To: From:	Greenwood Dr												
58) (460) Airline Blvd	City of Portsmouth	0.20 <b>15000 F</b>	96%	1%	1%	0%	1%	0%	F	0.079	F	0.602	16000	F
36) (460) 2.12	Tree		0070	. , 0		0,0	. , 0	0,0	•	0.07.0	•	0.002	.0000	·
ALT	From:	Elmhurst Lane												
58) (460) Airline Blvd	City of Portsmouth	1.30 <b>9000 F</b>	96%	1%	1%	0%	1%	0%	F	0.079	F	0.571	9600	F
ALT	To: From:	SR 239 Victory Blvd												
58 460 Airline Blvd	City of Portsmouth	0.28 <b>11000</b> F	96%	1%	1%	0%	1%	0%	F	0.078	F	0.587	12000	F
36) (400)	Ter					-,-	.,.	- 7	-		-			
58 Airline Blvd	City of Portsmouth	SR 337 Portsmouth Blvd 1.40 <b>13000</b> F	96%	1%	1%	0%	1%	0%	F	0.110	F	0.511	14000	F
58 Airline Blvd	Oity of Fortsmouth		30 76	1 70	1 /0	0 70	1 /0	0 70	•	0.110	•	0.511	14000	
Aiulin a Dhud	City of Portsmouth	US 17 Frederick Blvd	97%	10/	10/	10/	10/	00/		0.070	F	0.014	00000	F
Airline Blvd	City of Portsmouth	0.19 <b>19000 F</b>	97%	1%	1%	1%	1%	0%	F	0.079	г	0.614	20000	Г
~~ <u>-</u>	To: From:	High St			<u> </u>						_			_
58 London Blvd	City of Portsmouth	0.72 <b>19000 F</b>	97%	1%	1%	1%	1%	0%	С	0.082	F	0.623	20000	F
	To: From:	SR 141 London Blvd												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>35000 G</b>	94%	1%	2%	1%	3%	0%	С	0.085	F	0.653	37000	(
<del>~</del>	To: From:	SR 164 Western Frwy			<u> </u>									
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>36000 A</b>	96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	A
~	To:	Elizabeth River Midtown Tu												
58 (Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	Martin Luther King Freewa	96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	A
58 Elizabeth River Midtown Tunnel	To:	ECL Portsmouth	30 /6	0 /6		1 /0	Z /0	0 /6	C	0.007	^	0.512	40000	,
	From													
141 George Washington Hwy	City of Portsmouth	US 17 Frederick Blvd 0.36 <b>16000 F</b>	98%	0%	1%	0%	0%	0%	F	0.092	F	0.711	17000	F
141) deorge Washington Tiwy	any or i orisinicati		0070	0 70		0 70	0 70	0 70	•	0.002	•	0.711	17000	
Goorge Washington Hung	City of Portomouth	SR 337 Elm Ave 0.48 <b>15000 F</b>	000/	0%	10/	0%	0%	00/	F	0.089	F	0.741	16000	F
George Washington Hwy	City of Portsmouth	0.46 1 <b>3000 F</b>	98%	0%	1%	0%	0%	0%	Г	0.089	Г	0.741	16000	Г
	To: From:	Portsmouth Blvd												
Effingham St	City of Portsmouth	0.76 <b>23000 F</b>	93%	1%	2%	2%	2%	0%	С	0.090	F	0.681	24000	F
	To: From:	I-264												
141 Effingham St	City of Portsmouth	0.18 <b>28000 F</b>	98%	0%	1%	0%	0%	0%	F	0.070	F	0.587	29000	F
<u> </u>	To: From:	South St												
141) Effingham St	City of Portsmouth	0.25 <b>23000 F</b>	98%	0%	1%	0%	1%	0%	F	0.07	F	0.568	25000	F
	To:	High St												

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

						Tru	ck			K		Dir		
Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
From:	High St							221	_		_			
City of Portsmouth		F	98%	0%	1%	0%	1%	0%	F	0.07	F	0.594	22000	F
From:														
City of Portsmouth		F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.747	24000	F
To														
City of Portsmouth		F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.752	28000	F
To:			0070	0 70		0 70	1 /0	0 70	O	0.007	•	0.702	20000	
From:	•		eT.											
City of Portsmouth (Maint: 64)			51							0.233	F		2700	(
			IGHAM S	Т						0.200	•			
From:					1									
City of Portsmouth (Maint: 64)			,,,							0.132	F		2200	(
			SHAM ST											
From:	ECL Suffolk													
City of Portsmouth (Maint: 64)	0.88 <b>46000</b>	Α	95%	0%	0%	1%	3%	0%	С	0.102	Α	0.555	52000	,
To		d												
City of Portsmouth (Maint: 64)			95%	0%	1%	1%	3%	0%	С	0.084	F	0.619	56000	(
				0,0		. , 0	0,0	0 / 0	Ū	0.00	•	0.0.0	00000	
City of Portemouth (Maint: 64)		G	05%	10/-	19/-	1%	30/	<b>0</b> %		NΙΔ			51000	(
Oity of 1 oftsmouth (Maint. 04)			90 /6	1 /0	1 /0	1 /0	J /6	0 /6	O	INA			31000	`
City of Devices with (Mainty CA)			050/	00/		10/	00/	00/		0.000		0.015	F4000	
City of Portsmouth (Maint: 64)				0%	0%	1%	3%	0%	г	0.083	г	0.615	54000	(
- [	,		g Fwy											
City of Dortomouth			069/	00/	10/	10/	20/	00/	_	0.007	_	0.500	0.400	-
City of Portsmouth	0.22 7900	Г	90%	0%	170	1%	2%	0%	Г	0.087	Г	0.560	8400	
To: From:									_					_
City of Portsmouth	0.33 <b>19000</b>	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.505	20000	F
To: From:	I-264				$\Box$ $\vdash$									
City of Portsmouth	0.59 <b>22000</b>	F	96%	0%	1%	1%	2%	0%	С	0.077	F	0.515	23000	
To:	Greenwood D	r			$\neg$ $\vdash$									
City of Portsmouth	1.08 <b>16000</b>	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	17000	
To:	Deen Creek RI	vd												
City of Portsmouth			93%	1%	1%	3%	3%	0%	F	0.087	F	0.622	17000	-
To														
City of Portsmouth				1%	1%	3%	3%	0%	C	0.12	F	0.860	10000	
any of Fortamouth		•	JJ /6	1 /0	- 70	J /0	J /0	0 /0	5	0.12	•	0.500	10000	٠
City of Downson with		_	000/	00/		20/	20/	00/		0.105		0.057	6000	
City of Portsmouth	0.83 <b>5900</b>		93%	υ%	1%	3%	3%	υ%	C	0.135	F	0.857	6300	F
To: From:	Afton Pkwy													
City of Portsmouth	0.55 <b>6300</b>	F	93%	1%	1%	3%	3%	0%	F	0.138	F	0.865	6700	F
	City of Portsmouth  Tot  Front  City of Portsmouth (Maint: 64)  Tot  Front  City of Portsmouth  City of Portsmouth  Tot  Front  City of Portsmouth  City of Portsmouth  Tot  Front  City of Portsmouth	City of Portsmouth   0.06   20000   1.00   20000   2000	City of Portsmouth	City of Portsmouth   0.06   20000   F   98%	City of Portsmouth   0.06   20000   F   98%   0%	Length   AADT   QA   4Tire   Bus   2Axie   Bus   Elim   Bus   Elim	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	City of Portsmouth   0.06   2000   F   98%   0%   1%   0%   0	City of Portsmouth (Maint: 64)   1.35   49000   2   95%   0%   1%   3%   0%   0%   0%   0%   0%   0%   0	City of Portsmouth   Canal   Canal	Autor   Autor   Autor   Autor   Autor   Autor   Bus   Autor   Autor   Bus   Autor   Autor	Section   Continue   Continue	Section   Control   Cont

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
239)Ramp	City of Portsmouth	SR 239 I-264-V (Maint: 64) 0.11	W003A TO A	ND FR	ROM RT							NA			NA	
-	To	REI	MONT AVE	NHE												
239 Ramp	City of Portsmouth		5900	G								0.091	F		5900	G
-	To		-W FROM R	T 239												
	From	CAVALIER	R BLVD TO I	RT 64 I	EAST											
239)Ramp	City of Portsmouth	<u> </u>	NA									NA			NA	
$\smile$	То	I-264	-E FROM R	Γ 239												
East	From		CL Portsmou													
264	City of Portsmouth	,	26000	G	95%	0%	1%	1%	3%	0%	F	0.117	F		28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	G
East	To From	Gı	reenwood Dri	ive												
264)	City of Portsmouth	(Maint: 64) 1.29	25000	G	95%	0%	1%	1%	3%	0%	F	0.12	F		27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.687	54000	G
	To Control of the Con	SR	239 Victory I	Blvd												
East 264)	City of Portsmouth	•	30000	Α	95%	0%	1%	1%	3%	0%	С	0.120	Α		33000	Α
264)	Combined Traffic Estimates for 2 Parallel	•		A	95%	0%	1%	1%	3%	0%	С	0.092	Α	0.589	64000	Α
	To T				0070	0 70		1 /0	0 70	0 /0	Ü	0.002	,,	0.000	04000	,,
East ALT	From	•	37 Portsmouth													
264 (460)	City of Portsmouth	•	31000	G	95%	0%	1%	1%	3%	0%	F	0.107	F		33000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
East ALT		US	17 Frederick	Blvd												
264 460	City of Portsmouth	(Maint: 64) 0.99	38000	G	95%	0%	1%	1%	3%	0%	F	0.099	F		41000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	74000	G	95%	0%	1%	1%	3%	0%	F	0.090	F	0.591	79000	G
	To	D	eep Creek Bl	vd												
East ALT	City of Portsmouth	:	35000	G	95%	0%	1%	1%	3%	0%	_	0.099	F		38000	G
264 460	Combined Traffic Estimates for 2 Parallel	'		G	95%	0%	1%	1%	3%	0%		0.099	F	0.577	73000	G
	Combined Trainic Estimates for 2 Faraner				95 /6	0 /0	1 /0	1 /0	3 /0	0 /6	'	0.09	1	0.577	73000	G
East ALT	To From	•	141 Effingha	m St												
264 460 Elizabeth	n River Downtown Tunnel City of Portsmouth	'	42000	В	95%	0%	1%	1%	3%	0%	F	0.084	Α		45000	В
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel			В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	То		WCL Norfoll													
East	From		GREENWO		RIVE							0.400	_		0500	
Ramp	City of Portsmouth	,	2500	G	4							0.129	F		2500	G
	10	-	0 FROM TO													
East	City of Bortomouth		O GREENW		OR							0.093	F		2200	G
Ramp	City of Portsmouth	<u> </u>	<b>3200</b> 540 FROM R	<b>G</b>								0.093	Г		3200	G
	10	124-83	J4U FKUM K	.1 ∠04												

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

			City	of Portsn	iloutri												
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
East	From:	l	I 26	4-E TO RT	230			ZAXI	e 3+Axie	HIIdii	ZIIali		racioi		Facioi		
Ramp	City of Portsmouth	(Maint: 64)	0.14	4500	<u>239</u>								0.087	F		4500	G
.04)	To:	(	124-8599 RA			EAST							0.007	•		.000	
ast	From:		I-26	4-E TO RT	337												
Ramp	City of Portsmouth	(Maint: 64)	0.14	2100	G								0.085	F		2100	C
1	To:	,	SR 33	37 FROM R													
ast	From:	I-2	64-E TO ROUT	ΓΕ 1700- FE	REDERI	CK BLVD	1										_
Ramp	City of Portsmouth		0.25	5400	G								0.103	F		5400	(
	To:	1.26	4-E005B TO RC	MITE 17 N	ОРТИ Б	DEDEDIC	'V										
ast	From:				OK I II-F	KEDEKIC	Λ.										
Ramp	City of Portsmouth	(Maint: 64)	0.03	NA									NA			NA	
	10:		US 17 FRC														
ast	From:	I-264	4-E005A TO RC		ORTH-F	REDERIC	CK										
Ramp	City of Portsmouth	(Maint: 64)	0.02	NA		~							NA			NA	
	10:		US 17 FRO														
ast	From:	(14 : 1 04)		O DES MO		/E							0.44	_		0000	,
64 Ramp	City of Portsmouth	(Maint: 64)	0.14	3000	G								0.11	F		3000	(
	10.			59 FROM													
ast	From:		I-264-E TO RO			IAM ST							0.450	_		0400	,
Ramp	City of Portsmouth	(Maint: 64)	0.20	2100	G	om.							0.158	F		2100	(
	100		SR 141 FR														
ast	City of Doutemouth		4-E TO ROUTE		TH-EFFI	NGHAM S	ST						NIA			NIA	
Ramp	City of Portsmouth	(Mairit. 64)	0.10	NA									NA			NA	
ast	To: From:		I-264-E007C T	O CRAWFO	ORD ST	REET S											
Ramp	City of Portsmouth	(Maint: 64)	0.13	1500	G								0.092	F		1500	(
	To:		SR 1	41 Effingha	am St												
ast	From:		I-264-E007B T	O CRAWFO	ORD ST	REET S											
Ramp	City of Portsmouth		0.21	2700	G								0.140	F		2700	(
	To:		CRAW	FORD STI	REET S												
/est	From:		We	CL Portsmo	outh												
264)	City of Portsmouth	(Maint: 64)	0.61	26000	G	95%	0%	0%	1%	3%	0%	F	NA			28000	(
	Combined Traffic Estimates for 2 Parallel	Roadways or	this Route:	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	(
	To:		Gro	eenwood D	rive												
est	From:	(Maint: C4)				OE0/	00/	001	40/	00/	00/	_	0.115	_		07000	,
64	City of Portsmouth	. ,	1.34	25000	G	95%	0%	0%		3%	0%	F	0.115	r	0.007	27000	(
_	Combined Traffic Estimates for 2 Parallel	Hoadways or			G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.687	54000	(
/est	To: From:		SR 2	239 Victory	Blvd	•											
64)	City of Portsmouth	(Maint: 64)	0.75	29000	Α	95%	0%	0%	1%	3%	0%	С	0.124	Α		31000	A
	Combined Traffic Estimates for 2 Parallel	. ,			Α	95%	0%	1%		3%	0%	С	0.092	Α	0.589	64000	A
	To:			7 Portsmou				$\overline{}$				-					-

									Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West ALT	From:			7 Portsmou													
264 (460)	City of Portsmouth	'	0.84	30000	G	95%	0%	0%	1%	3%	0%	F	0.107	F		32000	G
$\bigcirc$ $\hookrightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
West ALT			US 1	7 Frederick	Blvd												
264 (460)	City of Portsmouth	(Maint: 64)	0.55	36000	G	95%	0%	0%	1%	3%	0%	F	NA			38000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	74000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G
\\/+ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	To:		De	ep Creek B	lvd			$\neg$ $\vdash$									
West ALT (264) (460)	City of Portsmouth	(Maint: 64)	1.17	33000	G	95%	0%	0%	1%	3%	0%	F	NA			35000	G
2047 (400)	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	3%	0%	F	NA			73000	G
	Tec	,	SR 1	41 Effingha	am St												
West ALT	lizabeth River Downtown Tunnel City of Portsmouth	(Maint: 64)	0.45	44000	В	95%	0%	0%	1%	3%	0%	E	0.079	Α		48000	В
264 460 E	Combined Traffic Estimates for 2 Parallel	` '			В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	To:	Tioddways on th		VCL Norfol		0070	0 70		1 70	070	0 70	•	0.070	,,	0.000	00000	
West	From:		I-264-W TO	GREENW	OOD DE	RIVE											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.17	2300	G								0.087	F		2300	G
$\overline{}$	To:		124-85	40 FROM	RT 264												
West	Fron:		I-264-W TO			RIVE											
Ramp	City of Portsmouth	(Maint: 64)	0.27	2900	G								0.103	F		2900	G
	I.			40 FROM													
West (264) Ramp	City of Portsmouth	(Maint: 64)	0.20	4-W TO RT <b>8600</b>	G G								0.084	F		8600	G
264) 1 10.11	To:	<del>` ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '</del>	R 239 SR 23			M RT							0.001	•		0000	ŭ
West ALT	From:		I-264	4-W TO RT	Г 337												
(264)(460)R	tamp City of Portsmouth	(Maint: 64)	0.37	3900	G								0.1	F		3900	G
	To:		SR 33	7 FROM R	RT 264												
West	From:		W TO ROU			CK BLVE	)										
264 Ramp	City of Portsmouth	(Maint: 64)	0.25 US 17 FRO	11000	G	COTT							0.096	F		11000	G
	From	Y 264 YY					*C										
West (264) Ramp	City of Portsmouth		0.04	<u>NA</u>	OUTH00	)- FREDR	IC.						NA			NA	
264) 1 101119	To:	(11141111111111111111111111111111111111	US 17 FRO		E 264 WE	ST							1471			1471	
West	From:	I-264-W	/ TO RT 141	-EFFINGH	IAM ST	VIA CRA	W										
(264) Ramp	City of Portsmouth		0.02	21000	G								0.098	F		21000	G
$\overline{}$	To		I-264-W0	07B TO C	OURT S	Γ		<u> </u>									
West (264) Ramp	City of Portsmouth	(Maint: 64)	0.07	NA									NA			NA	
264/11/2011	To:	(14/4/1111. 04)		FORD STE	REET N								13/7			14/7	
West	From:			07A TO C		Т		<del></del>									
Ramp	City of Portsmouth	(Maint: 64)	0.18	NA NA	J J K I J	•							NA			NA	
	To:	·		124-8761													

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

		Oity of Fortsin	- Catil				Tru	alı			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC		QK		AAWDT	QV
	From:	ECL Chesapea	-lra			ZAXIE	3+Axie	TITAII	ZITali		Factor		Factor		
337)Portsmouth Blvd	City of Portsmouth	0.34 <b>25000</b>	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.541	27000	F
337)1 Orismodin Biva	Oity of Fortsmouth			33 76	0 70	0 70	0 70	0 70	0 70	•	0.000	•	0.541	27000	•
	To: From:	Hodges Ferry		000/	00/		00/	00/	00/		0.005	_	0.574	0.4000	
Portsmouth Blvd	City of Portsmouth	0.60 <b>22000</b>	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.574	24000	F
<u> </u>	To: From:	Elmhurst Lan	ne												
337)Portsmouth Blvd	City of Portsmouth	1.17 <b>20000</b>	F	99%	0%	0%	0%	0%	0%	С	0.085	F	0.611	21000	F
$\smile$	To:	SR 239 Victory	Blvd												
337)Portsmouth Blvd	City of Portsmouth	0.23 13000	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.617	14000	F
301)	To	110.50 ALTELIO 460 A	. 1: D												
ALT	From:	US 58, ALT US 460 A													
337)(460)Portsmouth Blvd	City of Portsmouth	0.10 <b>14000</b>	F	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	15000	F
<u> </u>	To	ALT SR 337 Turng	oike Rd												
ALT 337)(460)Portsmouth Blvd	City of Portsmouth	0.16 <b>11000</b>	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	F
337 (460) Portsmouth Blvd	City of Portsmouth	Ramp to I-264	_	9976	076	0%	0%	070	0%	Г	0.063	Г	0.616	12000	Г
ALT	From:	Ramp to I-264 E; Functiona		Change											
337)(460)Portsmouth Blvd	City of Portsmouth	0.29 <b>11000</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.083	Ν	0.616	12000	Ν
3017(400)	Tool		XXC 466												
337)Portsmouth Blvd	City of Portsmouth	Ramp From I-264 E. 0.98 <b>11000</b>	, US 460 <b>F</b>	96%	1%	0%	1%	1%	0%	F	0.087	F	0.542	11000	F
337 Fortsmouth biva	City of Foltsmouth	0.96 11000	Г	90 /6	1 /0	U /o	1 /0	1 /0	0 /6	'	0.007	'	0.542	11000	'
	To: From:	Deep Creek B				<u> </u>				_					
Portsmouth Blvd	City of Portsmouth	0.17 <b>6300</b>	F	96%	1%	0%	1%	1%	0%	F	0.083	F	0.625	6800	F
	To: From:	ALT US 17 Frederi	ck Blvd												
337)Portsmouth Blvd	City of Portsmouth	0.79 8300	F	96%	1%	0%	1%	1%	0%	С	0.122	F	0.763	8900	F
	To:	US 17 Elm A	ve												
	From:	US 17 Portsmouth								_		_			_
Elm Ave	City of Portsmouth	0.32 <b>5900</b>	F	96%	1%	0%	1%	1%	0%	F	0.104	F	0.522	6200	F
<u> </u>	To: From:	US 17 George Washington US 17 George Washington													
337)Elm Ave	City of Portsmouth	0.72 <b>6500</b>	<b>F</b>	96%	1%	0%	1%	1%	0%	F	0.121	F	0.616	6900	F
337 Lilli Ave	Oity of 1 oitsinouti	0.72 0300	•	30 /6	1 /0	0 /6	1 /0	1 /0	0 /6	•	0.121	•	0.010	0300	'
	To: From:	SR 239 Victory								_					
Elm Ave	City of Portsmouth	0.23 <b>8100</b>	F	93%	0%	1%	3%	2%	0%	F	0.149	F	0.546	8700	F
<u> </u>	To: From:	Burtons Point	Rd												
337)Elm Ave	City of Portsmouth	0.32 6400	F	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6800	F
$\mathcal{L}$	To:	WCL Chesapea	ake												
East ALT	From:	SR 337 TO RT	264												
337)(460)Ramp	City of Portsmouth (Maint: 64)	0.57 <b>3600</b>	G								0.077	F		3600	G
	To:	I-264-E FROM R	Т 337												
West	From:	SR 337 TO RT	264												
337)Ramp	City of Portsmouth (Maint: 64)	0.17 <b>1400</b>	G								0.099	F		1400	G
001)	<u> </u>	I-264-W RAMP FROM RT 3		M RT 337											٥.

8/4/2014 13

### 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	Q\
LT D.	From:		7 Portsmouth		050/	10/	10/	00/	100/	201	_	0.005	_	0.540	4400	٠.
37)Turnpike Rd	City of Portsmouth	1.05	3900	F	85%	1%	1%	3%	10%	0%	F	0.085	F	0.513	4100	
LT	To: From:	US 1	7 Frederick	Blvd			┷									
Turnpike Rd	City of Portsmouth	0.30	11000	F	85%	1%	1%	3%	10%	0%	F	0.083	F	0.623	11000	
ALT	To: From:		Howard St				$\Box$									
Turnpike Rd	City of Portsmouth	0.54	9000	F	85%	1%	1%	3%	10%	0%	С	0.083	F	0.603	9500	
	To:		Harbor Dr													
LT Harbor Dr	City of Portsmouth	0.05	Cassell Ave 4400	F	85%	1%	 1%	3%	10%	0%	F	0.097	F	0.552	4700	
Harbor Dr	City of Portsmouth	0.05		Г	00%	1 70	1 70	3%	10%	0%	г	0.097	Г	0.552	4700	
LT	To: From:		County St													
37) Harbor Dr	City of Portsmouth	0.11	5600	F	85%	1%	1%	3%	10%	0%	F	0.086	F	0.583	5900	
LT	To: From:		High St													
37) Harbor Dr	City of Portsmouth	0.24	13000	F	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	14000	
<u> </u>	То:		US 58													
LT ~~	From:		L Chesapea													
60 58 Airline Blvd	City of Portsmouth	0.29	12000	F	96%	1%	1%	0%	1%	0%	F	0.082	F	0.529	12000	
LT	To: From:	G	reenwood D	)r			$\Box$ $\vdash$									
60 58 Airline Blvd	City of Portsmouth	0.20	15000	F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.602	16000	
LT	To: From:	Е	lmhurst Lan	ie												
60 58 Airline Blvd	City of Portsmouth	1.30	9000	F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.571	9600	
$\rightarrow$	Т	VIC	CTORY BLV	VD												
LT 60 \ (58 ) Airline Blvd	City of Portsmouth	0.28	11000	F	96%	1%	1%	0%	1%	0%	F	0.078	F	0.587	12000	
60 58 Airline Blvd	City of Portsmouth				90 /0	1 /0	1 /0	0 /6	1 /0	0 /0	•	0.076	'	0.567	12000	
LT	To: From:	U	S 58, SR 33													
60 337 Portsmouth Blvd	City of Portsmouth	0.10	14000	F	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	15000	
LT	To: From:	ALT SI	R 337 Turnp	ike Rd												
60 (337) Portsmouth Blvd	City of Portsmouth	0.16	11000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	
$\sim$	To:		I-264				$\neg$									
(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	City of Portsmouth	0.29	11000	N	99%	0%	0%	0%	0%	0%	N	0.083	N	0.616	12000	
00)(337). Gramoum 2110	To:		Γ 337 & I-26		0070	0,0		0,70	0 70	0,70		0.000		0.0.0		
LT	From:		337 TO RT	264	_	\/A 00			. "							
337 Ramp	City of Portsmouth (Maint: 64)	0.57 L-264-	E FROM R	Т 337	See	VA 33	/ for dir	ectional	traffic v	olume e	estima	ates for t	ns se	gment.		
LT	From:		E FROM R Г 337 & I-26													
60 264	City of Portsmouth (Maint: 64)	0.50			Se		for dire	ctional t	raffic vo	olume es	stimat	tes for thi		ment.		
~ \ \ /	Combined Traffic Estimates for 2 Parallel Roadways or	a thic Doute.	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	

Route	Jurisdictio			AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	City of Portsmouth		US 17 99	Frederick	Blvd	Sc	ا مدا مد	for dire	ctional	traffic v	oluma a	etimat	es for thi	e e o r	nment		
460 (264)	Combined Traffic Estimates for 2 Parallel			74000	G	95%	0%	1%	1%	3%	0%	F	0.090	s sco	0.591	79000	G
	To:	, 		p Creek Bl	vd												
ALT	City of Portsmouth	(Maint: 64) 0	67	o Ciccii Di	,,,	90	no 1-26/	for dire	octional	traffic v	oluma a	etimat	es for thi	c cor	ament		
460 264	Combined Traffic Estimates for 2 Parallel	` '	-	68000	G	95%	0%	1%	1%	3%	0%	F	0.09	s seç F	0.577	73000	G
	To:	,		1 Effingha	m St												
ALT Flizabeth Biv	ver Downtown Tunnel City of Portsmouth	(Maint: 64)	87	1 Littingna	III St	0,	no 1 264	for dire	otional	troffic v	olumo o	otim ot	es for thi	0 000	mont		
460 264 Elizabeth Riv	Combined Traffic Estimates for 2 Parallel	` '	-	86000	В	95%	0%	1%	1%	3%	oiuiiie e ∩%	Sumai E	0.078	s seç A	0.506	93000	В
	To:	Hoadways on this Ho		CL Norfoll		33 /6	0 76	1 /0	1 /0	J /6	0 /6	'	0.076	^	0.300	33000	Ь
ALT	From:		I-264-	W TO RT	337												
460 (264) Ramp	City of Portsmouth	(Maint: 64) 0.	37			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seç	gment.		
	To			FROM R													
ALT (460 (264)	City of Portsmouth		8R 337 I	Portsmouth	h Blvd	Se	e I-264	for dire	ectional	traffic v	olume e	etimat	es for thi	s ser	nment		
(4gu) (264)	Combined Traffic Estimates for 2 Parallel	•	-	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F F	0.679	65000	G
	To			Frederick	Dlud												
ALT	From:			Prederick	Divu		- 1.004			tt:		_4!4	f 4l-:				
460 (264)	City of Portsmouth Combined Traffic Estimates for 2 Parallel	` '	55	74000	_	95%	e 1-264 0%	for aire	ectional 1%	traffic v	oiume e 0%	stimat	es for thi NA	s seg	gment.	79000	G
	Combined Trainic Estimates for 2 Faraner	noadways on this no			G	95%	076	1 70	1 70	3%	0%	Г	IVA			79000	G
ALT	To: From:		•	p Creek Bl	vd												
(460)(264)	City of Portsmouth	,	17			Se	e I-264				olume e	stimat	es for thi	s seg	gment.		
$\sim$ $\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	68000	G	95%	0%	1%	1%	3%	0%	F	NA			73000	G
ALT	To: From:		SR 14	1 Effingha	m St												
	ver Downtown Tunnel City of Portsmouth	(Maint: 64) 0.	45			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seg	gment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	86000	В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	To:		W	CL Norfoll	ζ.												

						City of	Portsmoi	uth								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	• • •	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From					15.1									
(F154) Liberty St	0.40	20	G			De	ead End				 NA			20	G	2013
(F134) =1001ty Gt	00	To	<u> </u>			Taz	zewell St							0	<u>.</u>	_0.0
		From				Mt V	ernon Ave									
1 Bayview Blvd	0.21	360	F	96%	2%	2%	0%	0%	0%	С	0.104	F	0.643	390	F	2013
$\overline{}$		To				Chaut	tauqua Ave									
O 0 1 1	0.40	From	<u> </u>			124-8525	River Shore	e Rd					0.000	750	-	0010
(8516) Cedar Lane	0.42	700	F			D.	and End				0.152	F	0.636	750	F	2013
		From					ead End				_					
(8520) Towne Point Rd	0.71	9400	F	98%	0%	1%	L Suffolk 0%	0%	0%	F	0.094	F	0.566	10000	F	2013
(8320)	0.7 .	T	·		0 70			0,0	0,0	•		•	0.000	.0000	•	20.0
R520 Towne Point Rd	0.13	21000		98%	1%	1%	Pines Rd 0%	0%	0%	С	0.082	F	0.519	22000	F	2013
(8520) Towne Point Rd	0.10	Z1000	<u>.                                    </u>	0070	. 70				070			•	0.010	22000		2010
(8520) Towne Point Rd	0.31	21000	1	98%	0%	1%	Western Fv 0%	0%	0%	С	0.085	F	0.521	22000	F	2013
(8520) Towne Point Rd	0.01	To	Ė	00/0	3 /0		Chesapeake		J /0			•	0.021		•	_010
		From					lm Ave									
(8522) Portsmouth Blvd	0.34	5800	F	99%	0%	1%	0%	0%	0%	F	0.146	F	0.759	6100	F	2013
$\overline{\bigcirc}$		To	_			Effi	ngham St									
(8522) Portsmouth Blvd	0.55	4100 From	F	99%	0%	1%	0%	0%	0%	С	0.142	F	0.808	4300	F	2013
		То				Portce	enter Pkwy									
_	<u> </u>	From				Town	n Point Rd									
(8523) Twin Pines Rd	0.90	8900	F	99%	1%	0%	0%	0%	0%	С	0.091	F	0.567	9500	F	2013
		To Error				Swar	nnanoa Dr									
(8523) Twin Pines Rd	0.51	3400	F	99%	1%	0%	0%	0%	0%	F	0.096	F	0.561	3700	F	2013
$\bigcirc$		To				Twir	Pines Rd				$\neg$ —					
(8523) Twin Pines Rd	0.12	3400	N	99%	1%	0%	0%	0%	0%	N	0.096	Ν	0.561	3700	Ν	2013
		То	-			Twir	n Pines Rd				<b>—</b> —					
(8523) Hedgerow Ln	0.28	1400	F	99%	1%	0%	0%	0%	0%	F	0.129	F	0.554	1400	F	2013
$\bigcup$		To	c			River	r Shore Rd									
		From	:			ECL (	Chesapeake	;								
(8524) Churchland Blvd	0.09	13000	F	99%	1%	0%	0%	0%	0%	F	0.097	F	0.557	13000	F	2013
		To From	1				Norfolk Rd hland Blvd				_					
(8524) W Norfolk Rd	0.11	3100	F	99%	1%	0%	0%	0%	0%	F	0.089	F	0.536	3200	F	2013
			_	- **												
(8524) W Norfolk Rd	1.05	6100	<u>†</u> F	99%	1%		Neck Rd 0%	0%	0%	С	0.094	F	0.594	6400	F	2013
(8524) W NOMOIK Rd	1.00	J.00		0070	. 70			0 /0	<b>0</b> /0			•	0.55∓	0 100	•	20.0
(8524) W Norfolk Rd	1.47	4500	1	99%	1%	0%	dar Lane 0%	0%	0%	F	0.129	F	0.754	4800	F	2013
(8524) W Norfolk Rd	1.47	7500		JJ /6	1 /0				0 /0	'	0.123	'	0.754	7000	'	2010
(8524) W Norfolk Rd	0.46	550 From		99%	10/		Western Fv		00/	F	0 126	F	0.672	580	F	2013
W Nortolk Rd	0.46	<b>330</b>	Ē	JJ 70	1%	0% Bro	0% adway St	0%	0%	۲	0.136	٢	0.672	300	Г	2013
		From					dist Drive									
(8525) Sterling Point Rd	0.38	1500	F	98%	1%	1%	0%	0%	0%	F	0.101	F	0.534	1600	F	2013
0323) 5159 7 6 110		т.			. , ,					•				. 500		
(8525) Cedar Lane	1.18	11000		98%	1%	1%	High St 0%	0%	0%	С	0.088	F	0.528	11000	F	2013
(8525) Cedar Lane	0	То	Ė	20/0	1 /0		Norfolk Rd		3 /0			•	0.020	. 1000	•	_0.0
O		From	:			WN	orfolk Rd									
(8525) Cedar Ln	0.23	15000	F	98%	1%	1%	0%	0%	0%	F	0.126	F	0.694	16000	F	2013
<u> </u>		To From				SR 164 W	estern Free	way			$\supset$					
(8525) Cedar Ln	0.47	9600	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.518	10000	F	2013
$\overline{}$		To From					Shore Rd									
(8525) River Shore Rd	0.11	7500	F	98%	1%	1%	dar Lane 0%	0%	0%	F	0.091	F	0.585	8000	F	2013
(8525) River Shore Rd	J.11	To	·	0070	. 70		churst Rd	5 / 0	<b>0</b> /0	•		•	0.000	2300	•	_5.0
						Oak	ust Nu									

						City of Port	00 a								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				0.11				ı					
River Shore Rd	0.85	3300	F	98%	1%	Oakhurs 1% 0	% 0%	0%	F	0.084	F	0.543	3600	F	2013
8525) River Shore Rd	0.65	To		90 /6	1 /0	Hedgerow		0 /6		0.004	'	0.545	3000	•	2013
			l												
Q1	0.50	From	<u> </u>	000/	40/	Cul-d-S		00/			_	0.000	4000	_	0040
(8526) Chautauqua Ave	0.58	1100	F	98%	1%	1% 0	% 0%	0%	F	0.099	F	0.688	1200	F	2013
<u> </u>		To From				Clevelan	d St								
8526) Chautauqua Ave	0.12	1800	F	98%	1%	1% 0	% 0%	0%	С	0.087	F	0.58	1900	F	2013
$\bigcup$		To				Datuait	C+								
S526 Chautaugua Ave	0.14	980 From	F	98%	1%	Detroit 1% 0	% 0%	0%	F	0.095	F	0.5	1000	F	2013
6526) Chautauqua Ave	0.14	300		JO 70	1 70	170 0	70 070	0 70		0.000	•	0.0	1000	•	2010
		From				Wesley									
(8526) Chaltauqua Ave	0.26	1100	F	98%	1%	1% 0	% 0%	0%	F	0.078	F	0.684	1200	F	2013
$\overline{}$		To				Bayview	Blvd								
		From	:			West Norfo	olk Rd								
S528) Churchland Blvd	0.13	8600	F	98%	0%	1% 0	% 0%	0%	F	0.097	F	0.502	9100	F	2013
		To				T				_					
Churchland Divid	0.07	From	<u> </u>	000/	00/	Tyre Nec		00/		0.000	г	0.501	0000		2010
Churchland Blvd	0.27	9200	<u> </u>	98%	0%		% 0%	0%	С	0.099	F	0.501	9800	F	2013
		To	1			High St U									
		From				NCL Chesa							<u></u>		·
<sub>8532</sub> Tyre Neck Rd	0.24	11000	F	99%	0%	0% 0	% 0%	0%	F	0.097	F	0.608	11000	F	2013
$\overline{}$			-			High S	St			$\neg$ —					
Tyre Neck Rd	0.18	5200 From	F	99%	0%		% 0%	0%	С	0.094	F	0.522	5600	F	2013
3332) 1710 110011110	00				0 70			0,0			•	0.022	0000	•	_0.0
<u> </u>		From				Churchland									
Tyre Neck Rd	0.09	3200	G	99%	0%		% 0%	0%	F	NA NA			3400	G	2013
<u> </u>		To				W Norfol	k Rd								
		From	:			Cedar L	ane								
Hatton Pt Rd	0.56	2600	F	99%	0%	0% 0	% 0%	0%	F	0.1	F	0.628	2800	F	2013
<u> </u>		To				Goff S	St								
		From	:			High S	St								
Western Branch Blvd	0.58	5100	F	97%	2%		% 0%	0%	F	0.094	F	0.578	5500	F	2013
5556)		-													
	4.00	From	<u> </u>	070/	00/	High S		00/				0.500	0000		0010
8536 Hartford St	1.00	3000	F	97%	2%		% 0%	0%	С	0.093	F	0.529	3200	F	2013
<u> </u>		To	9			Mt Vernor	ı Ave								
		From				Victory 1	Blvd								
8537) Elmhurst Ln	1.41	3400	F	97%	3%	1% 0	% 0%	0%	F	0.085	F	0.547	3600	F	2013
$\overline{}$		To				Garwood	Avo								
8537) Elmhurst Ln	0.18	3300 From	F	97%	3%		% 0%	0%	F	0.094	F	0.658	3600	F	2013
8537 Elmnurst Ln	0.10	3300		31 /6	J /6	176 0	/6 0 /6	0 76	'	0.034	'	0.050	3000	'	2010
		From				Airline I	Blvd								
Elmhurst Ln	0.71	6600	F	97%	3%	1% 0	% 0%	0%	С	0.095	F	0.506	7100	F	2013
$\smile$		To				Cherokee	· Rd								
8537) Elmhurst Ln	0.31	6400 From	F	97%	3%		% 0%	0%	F	0.097	F	0.561	6800	F	2013
8537) Elmnurst Ln	0.01			0.70	0 /0				•		•	0.001	5500	•	_0.0
<u> </u>		From	<u> </u>	0==:	<b>6</b> 5.	Portsmouth			_						
Elmhurst Ln	0.89	4900	F	97%	3%		% 0%	0%	F	0.096	F	0.52	5200	F	2013
<u> </u>		To	1			Shore 1	Dr								
		From				Hodges Fe	rry Rd								
Cherokee Rd	0.67	3700	F	97%	3%	1% 0	% 0%	0%	F	0.095	F	0.508	3900	F	2013
$\mathcal{L}$		To				City Park	Ave								
		From	1			Constitutio	n Ave			$\neg$					
_	0.40	4800	F	96%	1%	1% 1		0%	F	0.091	F	0.616	5100	F	2013
County St	2	.550		70	. 70				•		•	2.0.0	3.50		_5.0
S539 County St															
		From				Peninsula								_	
	0.31	5300 From	F	96%	1%	Peninsula 1% 1		0%	С	0.091	F	0.564	5700	F	2013
	0.31	5300 <sub>To</sub>	F	96%	1%	1% 1	% 1%	0%	С	0.091	F	0.564	5700	F	2013
County St Solution County St County St	0.31		F G	96%	1%	1% 1 Elm A	% 1%	0%	С	0.091 NA	F	0.564	5700 5000	F G	2013

								1111								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3		•••		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Portsmouth						W 00										
0	0.04	Fron	<u> </u>	070/	00/		sham St	00/	00/		<b>—</b>			4400	0	004
(8539) County St	0.34	4100	G	97%	2%	1%	0%	0%	0%	С	NA			4400	G	2013
		To From				Cou	art St									
8539 County St	0.16	3400	G	97%	2%	1%	0%	0%	0%	F	NA			3700	G	2013
		To				Craw	ford St									
<del>-</del>		Fron				Portsmouth	Blvd SD	337								
8540 Hodges Ferry Rd	0.28	6600	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.55	7100	F	2013
Hodges Ferry Rd	0.20	0000		00 70	0 70	0 70	0 70	0 70	0 70	•	0.001	•	0.00	7100	•	2010
		Fron				Log	an St									
<sub>8540</sub> Hodges Ferry Rd	0.26	5700	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	6100	F	2013
		To	_			Chara	kee Rd									
Hodges Ferry Rd	0.76	6100 From	F	99%	0%	0%	0%	0%	0%	С	0.087	F	0.517	6500	F	201
Hodges Ferry Rd	0.70	0100	Г	3376	0 /6	0 /6	0 /6	0 /6	0 /6	O	0.007	'	0.517	0300	'	2010
		Fron				Airlin	ne Blvd									
Greenwood Dr	0.57	16000	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.594	17000	F	2013
		т.									_					
	0.00	Fron		000/	10/		264	201	201				0.55	45000		004
Greenwood Dr	0.80	14000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.55	15000	F	2013
$\overline{}$		т.	-			Cavali	ier Blvd				<b>—</b> —					
8540 Greenwood Dr	0.63	9400 From	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	10000	F	201
0070	3.00			/ -	. , •			- , •	- / -	-		-			-	
<u> </u>		Fron	Щ_				ry Blvd									
6540 Greenwood Dr	1.05	3900	F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.534	4100	F	201
		To	_			Indepen	ndence St									
Granwood Dr	0.26	3800 From	F	98%	1%	1%		Λ9/	00/	F	0.111	F	0.500	4100	F	201
Greenwood Dr	0.36	3000	Г	90%	1 70	1 70	0%	0%	0%	Г	0.111	F	0.523	4100	Г	201
<u> </u>		To Fron				Deep Cı	reek Blvd									
Greenwood Dr	0.50	3100	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.532	3300	F	201
3379		To				George Was		łwv								
		Fron									-					
East	0.40					124-8540	10 K1 20	04			<b>—</b>			N.1.0		
8540 Ramp	0.19	NA									NA			NA		
<u> </u>		To			I-264-V	V FROM GR	EENWO	OD DRI	VE							
West		Fron	:			124-8540	TO RT 26	54								
Ramp	0.21	1900	G								0.112	F		1900	G	201
		To			I-264-V	V FROM GR	EENWO	OD DRI	VE							
		Fron									<u> </u>					
0 15:	0.00		<u> </u>	070/	00/		Harper D		201	_		_	0.744	050	_	004
8542 Snead Fairway	0.30	610	F	97%	2%	0%	0%	0%	0%	С	0.107	F	0.714	650	F	201
<u> </u>		To	9			Hodges	Ferry Rd									
		Fron	:			US 58 Ai	irline Blvo	1								
8543) City Park Ave	0.79	1800	F	98%	1%	0%	0%	0%	0%	F	0.1	F	0.577	1900	F	201
8543)					.,.							-			-	
		Fron				SR 337 Port		lvd								
8543) City Park Ave	0.58	4800	F	98%	1%	0%	0%	0%	0%	F	0.103	F	0.530	5100	F	201
$\overline{}$		To				Cliff	ord St									
		Fron				City Pa	ark Ave									
8543) Clifford St	0.53	7600	F	98%	1%	0%	0%	0%	0%	С	0.102	F	0.56	8000	F	201
		To				Powha	tan Ave									
		Fron	:			Cliff	ord St									
8543) Powhatan Ave		6100	F	98%	1%	0%	0%	0%	0%	F	0.099	F	0.568	6500	F	201
	0.26	0100					_									
	0.26	To				Kir	ng St									
	0.26	Fron	:				ng St itan Ave									
St King St	0.26	To	F	98%	1%			0%	0%	F	0.096	F	0.583	6900	F	201
King St		Fron	F	98%	1%	Powha	tan Ave	0%	0%	F	0.096	F	0.583	6900	F	201
8543) King St		From 6500	F	98%	1%	Powha 0% Rodm	0% nan Ave		0%	F	0.096	F	0.583	6900	F	201:
	0.79	Fron  6500  Fron				Powha 0% Rodm SR 337 Port	own Ave an Ave tsmouth B	lvd								
		From 6500	F	98%	1%	Powha 0% Rodm	0% nan Ave		0%	F	0.096	F	0.583	6900 7700	F	
	0.79	6500 To From 7300				Powha 0% Rodm SR 337 Port 1% Caroli	ntan Ave  0%  nan Ave  tsmouth B  0%  ine Ave	lvd								
Rodman Ave	0.79	From 6500 To From 7300 To From From From From From From From Fro	F	98%	1%	Powha  0%  Rodm  SR 337 Port  1%  Caroli  Rodm	tan Ave 0% tan Ave tsmouth B 0% tine Ave tan Ave	o%	0%	F	0.086		0.516		F	201
8544) Rodman Ave	0.79	6500 To From 7300				Powha 0% Rodm SR 337 Port 1% Caroli	ntan Ave  0%  nan Ave  tsmouth B  0%  ine Ave	lvd								201
8544) Rodman Ave	0.79	7300 To From 390	F	98%	1%	Powha 0% Rodm SR 337 Port 1% Caroli Rodm 1%	tan Ave  0%  nan Ave  tsmouth B  0%  ine Ave  nan Ave  0%	0% 0%	0%	F	0.086	F	0.516	7700	F	201
Rodman Ave  Sasaline Ave	0.79 0.58 0.19	From 7300 To From 390	F	98%	1%	Powha 0% Rodm SR 337 Port 1% Caroli Rodm 1% US 58 Ai	tan Ave  0%  nan Ave  tsmouth B  0%  ine Ave  nan Ave  0%  irline Blvc	0% 0%	0%	F	0.086	F	0.516	7700	F	2013
Rodman Ave	0.79	7300 To From 390	F	98%	1%	Powha 0% Rodm SR 337 Port 1% Carolit Rodm 1% US 58 Ai 1%	tan Ave  0%  nan Ave  tsmouth B  0%  ine Ave  nan Ave  0%	0% 0%	0%	F	0.086	F	0.516	7700	F	2013 2013 2013 2013

						City of Portsmo									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth			T												
8545 Rodman Ave	0.61	6300				US 58 Airline Bl	vd			0.091	F	0.544	6700	F	2013
(8545) Rodman Ave	0.61	To				High St				0.091	Г	0.544	6700	Г	2013
		Fron	i			McLean St				<u> </u>					
(8546) Elliott Ave	1.60	2800	F			Webeur St				0.106	F	0.508	3000	F	2013
		To	c			Frederick Blvd US	17								
		Fron	c			N CL Chesapeal	ke .								
(8547) Deep Creek Blvd	0.21	5800	F	97%	1%	1% 0%	0%	0%	F	0.096	F	0.618	6200	F	2013
<u> </u>		To				Military Rd									
8547) Deep Creek Blvd	0.91	6500		97%	1%	Victory Blvd 1% 0%	0%	0%	F	0.088	F	0.567	6900	F	2013
(8547) Deep Creek Blvd	0.31	0300		31 /6	1 /0			0 76	'	0.000	'	0.507	0300	'	2013
De con Occado Blood	0.07	Fron	<u> </u>	070/	40/	Greenwood Dr		00/			_	0.554	0500	_	0040
(8547) Deep Creek Blvd	0.27	8000	F	97%	1%	1% 0%	0%	0%	F	0.09	F	0.554	8500	F	2013
<u>~</u>		Fron				Wright Ave									
(8547) Deep Creek Blvd	0.46	8100	F	97%	1%	1% 0%	0%	0%	С	0.087	F	0.577	8600	F	2013
		To Fron				Portsmouth Blv	d								
8547 Deep Creek Blvd	0.16	8600	F	97%	1%	1% 0%	0%	0%	F	0.079	F	0.542	9200	F	2013
$\overline{}$		T. Fron				Frederick Blvd									
(8547) Deep Creek Blvd	0.78	4700	F	97%	1%	1% 0%	0%	0%	F	0.102	F	0.535	5000	F	2013
		To	c			Des Moines Av	e								
		Fron	c			Mt Vernon Ave	·								
(8548) Wesley St	0.21	440	F	89%	1%	2% 3%	4%	0%	F	0.113	F	0.523	470	F	2013
$\bigcirc$		To				Chautauqua Av	۵								
(8548) Wesley St	0.12	360 From	F	89%	1%	2% 3%	4%	0%	С	0.105	F	0.632	380	F	2013
6546) 11 65.5) 51	0	To	<u> </u>	0070	. , ,	Lee Ave	.,,	0 70			•	0.002	000	•	
		Fron	c			High St									
(8549) Mt Vernon Ave	0.14	2300	F	97%	1%	2% 0%	1%	0%	F	0.094	F	0.599	2500	F	2013
(0040)		To	_			I d Dld									
8549) Mt Vernon Ave	1.21	2400 From	F	97%	1%	London Blvd 2% 0%	1%	0%	С	0.09	F	0.524	2600	F	2013
Mt Vernon Ave	1.21	<b>2-700</b>	<u> </u>	07 70	1 /0	Bay View Blvd		070		0.00	•	0.02-	2000	•	2010
		Fron													
(8550) Cleveland St	0.21	1800	F	97%	1%	Mt Vernon Ave	1%	0%	F	0.088	F	0.552	1900	F	2013
(8550) GIOVOIGITA GE	0.21			0,70	1 70			070			•	0.002	1000	•	20.0
(8550) Cleveland St	0.16	Fron	<u> </u>	070/	10/	Chautauqua Av		00/	С	0.088	F	0.510	4400	F	2012
(8550) Cleveland St	0.16	4100	F	97%	1%	0% 1% SR 168 ML King F	1%	0%	U	0.000	Г	0.519	4400	F	2013
		Fron					1 W y								
8552 London St	0.49	6800		97%	1%	Effingham St 0% 1%	1%	0%	F	0.094	F	0.568	7200	F	2013
(8552) London St	0.43	To		37 70	1 /0	Crawford St	1 /0	0 70	-	0.034		0.500	7200	Ī	2010
		Fron													
(8553) Peninsula Ave	0.10	680		97%	1%	County St 0% 1%	1%	0%	F	0.116	F	0.553	720	F	2013
8553	0.10	-		0,70	1 70		1 70	070			•	0.000	, 20	•	2010
Paninaula Ava	0.16	Fron		070/	10/	High St	10/	00/		0.105		0.550	0400	г	2012
(8553) Peninsula Ave	0.16	2300	F	97%	1%	0% 1%	1%	0%	F	0.105	F	0.552	2400	F	2013
O		Fron				SR 141 London B								_	
(8553) Peninsula Ave	0.33	2300	F	97%	1%	0% 1%	1%	0%	F	0.090	F	0.583	2400	F	2013
		To	1			Leckie St									
O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.10	Fron	<u> </u>	0001	401	County St	001		_		_	0.00=	4000		00:5
(8554) Constitution Ave	0.10	950	F	98%	1%	1% 0%	0%	0%	F	0.091	F	0.665	1000	F	2013
		Fron				High St									
(8554) Constitution Ave	0.19	1100	F	98%	1%	1% 0%	0%	0%	F	0.102	F	0.534	1100	F	2013
$\overline{}$		T	-			SR 141 London B	lvd			<b>—</b>  —					
(8554) Constitution Ave	0.37	2300 From	F	98%	1%	1% 0%	0%	0%	F	0.094	F	0.574	2400	F	2013
		To	c			Leckie St									
		Fron				Constitution Av		_							
(8554) Leckie St	0.06	70	F	98%	1%	1% 0%	0%	0%	F	0.138	F	0.654	80	F	2013
$\overline{}$		To	c			Dead End									

						City of Portsille	Julii								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron				Dood End									
8554) Leckie St	0.74	650	F	98%	1%	Dead End 1% 0%	0%	0%	F	0.108	F	0.58	700	F	2013
		To	00			Fort Lane									
8554) Fort Lane	0.07	1400	` <u></u>	98%	1%	Leckie St 1% 0%	0%	0%	F	0.203	F	0.848	1400	F	2013
Port Lane	0.07	1400 To	):	30 /6	1 /0	Crawford Pkwy		0 78	'	0.203	'	0.040	1400	'	2013
<u> </u>		Fron	n:			Fort Lane	'								
8554 Crawford Pkwy	0.06	2700	F	98%	1%	1% 0%	0%	0%	F	0.132	F	0.757	2800	F	2013
<u> </u>		To Fron	Y 1:			Effingham St									
8554 Crawford Pkwy	0.28	3400	F	98%	1%	1% 0%	0%	0%	F	0.13	F	0.784	3600	F	2013
		To Fron	): ):			Court St									
8554 Crawford Pkwy	0.35	2500	G	98%	1%	1% 0%	0%	0%	F	NA			2700	G	2013
		Fron	1:			London Blvd									
8554 Crawford St	0.10	4900	F	98%	1%	1% 0%	0%	0%	F	0.113	F	0.847	5200	F	2013
$\overline{}$		T. From	2.			High St									
8554) Crawford St	0.11	5000	F	98%	1%	1% 0%	0%	0%	F	0.1	F	0.699	5300	F	2013
$\smile$		T <sub>c</sub>	×			County St				<b>—</b> —					
8554) Crawford St	0.12	5300 From	F	98%	1%	1% 0%	0%	0%	С	0.099	F	0.655	5600	F	2013
$\overline{}$		To	):			Wythe St									
		Fron	1:			South St									
8555) Washington St	0.57	910	F	98%	1%	1% 0%	0%	0%	F	0.115	F	0.592	970	F	2013
<u> </u>		To	): 			Crawford Pkwy	/			<u></u> _					
O 5/11 - 0:		Fron		2221		London Blvd					_		.=	_	
Effingham St	0.09	16000	F	99%	0%	0% 0%	0%	0%	F	0.078	F	0.718	17000	F	2013
<u> </u>		To Fron	Y I:			North St									
8557 Effingham St	0.20	15000	F	99%	0%	0% 0%	0%	0%	С	0.087	F	0.816	16000	F	2013
<u> </u>		To Fron	Y.			Crawford Pkwy									
8557 Effingham St	0.09	15000	F	99%	0%	0% 0%	0%	0%	F	0.101	F	0.896	16000	F	2013
<u> </u>		10	):			Ent. OSN. Hospi									
Clm Ava	0.76	Fron		000/	10/	Portsmouth Blv		00/		0.114	_	0.604	7000	_	0010
Elm Ave	0.76	7500	F	98%	1%	0% 0%	0%	0%	С	0.114	F	0.624	7900	F	2013
<u> </u>		Fron	1:			I-264				<u> </u>					
8558 Elm Ave	0.03	9300	G	98%	1%	0% 0%	0%	0%	F	0.114	N	0.624	10000	G	2013
<u> </u>		Fron				South St									
8558 Elm Ave	0.19	10000	F	98%	1%	0% 0%	0%	0%	F	0.114	F	0.682	11000	F	2013
		T <sub>e</sub> Fron	): ):			County St									
8558) Elm Ave	0.10	9700	F	98%	1%	0% 0%	0%	0%	F	0.109	F	0.517	10000	F	2013
		Te Fron	): 			High St									
8558) Elm Ave	0.11	6300	F	98%	1%	0% 0%	0%	0%	F	0.114	F	0.519	6700	F	2013
<u> </u>		T. Fron	x			London Blvd									
8558) Elm Ave	0.38	3700	F	98%	1%	0% 0%	0%	0%	F	0.137	F	0.833	4000	F	2013
$\bigcirc$		To	o:			Leckie St									
<u> </u>		Fron	<u> </u>			Portsmouth Blv									
8559 Des Moines Ave	0.59	1200	F	97%	2%	1% 0%	0%	0%	F	0.105	F	0.595	1200	F	2013
<u>~</u>		To From	n. N			Deep Creek Blv									
8559 Des Moines Ave	0.07	6700	F	97%	2%	1% 0%	0%	0%	С	0.100	F	0.520	7100	F	2013
<u> </u>		To Fron	x 1:			I-264									
8559 Des Moines Ave	0.05	8000	G	97%	2%	1% 0%	0%	0%	F	0.100	Ν	0.520	8800	G	2013
$\smile$		To	00			South St									
<u> </u>		Fron				NCL Chesapeak									
8599) Cavalier Blvd	0.68	9900	F	98%	1%	0% 0%	0%	0%	С	0.097	F	0.667	11000	F	2013
<u> </u>		To Fron	): Y			Tazewell St; King	St								
8599) Cavalier Blvd	0.83	3300	F	98%	1%	0% 0%	0%	0%	F	0.097	F	0.89	3500	F	2013
$\overline{}$		To	0:			Victory Blvd									

						City of F	ortsmouth								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From:				NGY 6									
8601) Gust Lane	0.70	5900	F	98%	1%	0%	hesapeake 0% 0%	0%	F	0.086	F	0.578	6300	F	2013
(8601) Gust Lane	0.70	To:	Ė	- 30 70	1 /0		ory Blvd	070	•	0.000	•	0.070	0000	•	2010
		From:			Geo		ngton Pkwy US	17		i					
(8606) Afton Pkwy	0.28	2500	F	98%	1%	0%	0% 0%		F	0.116	F	0.703	2600	F	2013
		To					t Pkwy Gap								
After Divini	0.51	From:	<u> </u>	000/			Prospect Pkwy	00/			_	0.740	1700	_	0010
8606 Afton Pkwy	0.51	1600	F	98%	1%	0%	0% 0%	0%	F	0.141	F	0.742	1700	F	2013
		From:					y Blvd 239								
(8755) Coast Guard Blvd	0.97	2900	F	91%	1%	1%	Norfolk Rd 1% 5%	1%	F	0.147	F	0.885	3100	F	2013
(8755) Coast Guard Blvd	0.07	<b>2300</b> To:	<u> </u>	0170	1 /0		in Gate	170		1 7	•	0.000	0100	•	2010
		From:					iwood Dr			1					
(8756) Garwood Ave	0.17	2900	F	91%	1%	1%	1% 5%	1%	С	0.113	F	0.788	3100	F	2013
0,00		To	:			Elmh	urst Lane								
	-	From:				US 17 Fr	ederick Blvd								
(8758) High St	0.12	13000	F	98%	1%	1%	0% 0%	0%	F	0.088	F	0.586	14000	F	2013
$\overline{}$		To					Airline Blvd								
Lligh St	0.00	11000		98%	1%	Airli 1%	ine Blvd 0% 0%	0%	F	0.086	F	0.552	11000	F	2013
(8758) High St	0.22	11000		90%	170			0%	Г	0.086	Г	0.332	11000	۲	2013
O District	C 17	From:	Ļ	000/	401		ernon Ave	001				0.500	40000		0010
8758 High St	0.47	12000	F	98%	1%	1%	0% 0%	0%	F	0.087	F	0.509	12000	F	2013
		From:					ing Frwy			]-					
(8758) High St	0.79	15000	F	98%	1%	1%	0% 0%	0%	С	0.097	F	0.682	16000	F	2013
<u> </u>		To: From:				Elı	m Ave			$\supset$					
(8758) High St	0.32	10000	F	98%	1%	1%	0% 0%	0%	F	0.096	F	0.781	11000	F	2013
$\bigcirc$		To	:			Effir	gham St			_					
(8758) High St	0.51	7600	F	98%	1%	1%	0% 0%	0%	F	0.087	F	0.511	8100	F	2013
$\bigcup$		To				Crav	wford St								
		From:				Greer	nwood Dr								
(8759) McLean St	0.92	7700	F	98%	1%	1%	0% 0%	0%	F	0.087	F	0.574	8200	F	2013
		To				Airli	ine Blvd								
		From:				Deep (	Creek Blvd								
(8760) Lincoln St	0.83	1600	F	98%	0%	1%	0% 0%	0%	F	0.094	F	0.705	1800	F	2013
		To:				Effin	gham St								
(8760) Lincoln St	0.66	3000	F	98%	0%	1%	0% 0%	0%	F	0.162	F	0.959	3200	F	2013
		To	<u> </u>			Fi	irst St								
O = 1 =		From:					nouth Blvd								
8761 Port Centre Pkwy	0.67	8600	G	98%	0%	1%	0% 0%	0%	С	NA			9200	G	2013
<u> </u>		To: From:					St Near I-264								
(8761) Court St	0.21	8000	G	97%	1%	1%	0% 0%	0%	F	NA			8600	G	2013
		To:				Co	unty St								
(8761) Court St	0.11	7600	G	97%	1%	1%	0% 0%	0%	С	NA			8100	G	2013
$\overline{}$		To:				Н	igh St								
(8761) Court St	0.11	3400 From:	F	97%	1%	1%	0% 0%	0%	F	0.101	F	0.528	3600	F	2013
$\cup$		To				Lou	ndon St			<u> </u>					
(8761) Court St	0.23	1300 From:	F	97%	1%	1%	0% 0%	0%	F	0.118	F	0.791	1400	F	2013
		To					ord Pkwy								
	-	From				Columb	ous Avenue								
(8762) South St	0.10	3100	F	97%	1%	1%	0% 0%	0%	F	0.127	F	0.970	3300	F	2013
$\cup$		To					on Parkway								
Courth Ct	0.00	From:	<u> </u>	070/	40/		son Pkwy	00/			_	0.004	0700	_	0010
8762 South St	0.09	3500	F	97%	1%	1%	0% 0%	0%	F	0.122	F	0.934	3700	F	2013
		To													
		From:					loines Ave								
(8762) South St	0.38	7600 From:	F	97%	1%	1%	0% 0% m Ave	0%	С	0.098	F	0.557	8100	F	2013

						City of Portsm	outri								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth		From	:			Elm Ave									
South St	0.34	2600	F	97%	1%	1% 0%	0%	0%	F	0.075	F	0.521	2800	F	2013
7,02)		To		. ,,		Effingham St								•	
Vest		From		CRA	AWFOR	D STREET N TO F	OUTE 26	4 WEST							
Ramp	0.21	2800	G							0.183	F		2800	G	2013
<u> </u>		To		I-264-	W FRO	M CRAWFORD ST	REET N	& BART S							
		From				Clover Hill D	r								
Amherst Dr		90	F							0.137	F	0.615	90	F	2013
		To				Ferguson Dr									
D : 0:		From	<u> </u>			Williamsburg A	ve				_	0.550	400	_	004
Bain St		100	F			D				0.127	F	0.556	100	F	201
		From				Peninsula Av	=								
Baldwin Ave		170	F			Fulton Ave				0.132	F	0.511	180	F	2013
Dalawiii Ave		To To	_			Deep Creek Bl	vd			0.102	•	0.511	100	ı	2010
		From				Heather Rd				<u> </u>					
Brookmere Lane		140	F			Treatner Ru				0.123	F	0.512	150	F	2013
		To				Summerset D	r								
		From	:			Chumley Rd									
Brunswick Rd		670	F							0.113	F	0.629	720	F	201
		To				Tatem Dr									
		From	:			Glasgow St									
Cambridge Avenue		180	F							0.127	F	0.542	190	F	2013
		To				North St									
		From				Midfield Pkw	у								
Canterbury Dr		340	F							0.131	F	0.612	370	F	201
		10				Templar Dr									
Cardinal Lane		From	F			Manor Ave				0.112	_	0.571	370	F	201
Galullai Lalle		340 To				Thornwood S	t			0.112	F	0.571	370	Г	201
		From	1							_					
Courtney Rd		90	F			Hatton Pt Rd				0.148	F	0.594	100	F	201
Courting Fig		To	Ė			Dead End					·	0.001	100	·	
		From	:			Bob White S	1			Ì					
Cypress Rd		510	F			Doe white s				0.127	F	0.674	550	F	201
		To				Cypress Cir									
		From	1			Columbus Av	e								
Dale Dr		1100	F							0.096	F	0.562	1200	F	201
		To				Nashville Ave	•								
		From				Horne Ave									
Darren Dr		1900	G							NA_			2100	G	201
		To				Greenwood D Bardot Lane	r			-					
Darren Dr		890	G			Bardot Lane				NA			890	G	201
		To				Cavalier Blvo	I							-	
		From				Shamrock Di	•								
Dominion Rd		100	F							0.132	F	0.618	110	F	201
		To				Fairway Dr									
		From				Richmond Av	e								
Duke St		1100	F							0.075	F	0.6	1100	F	2013
		To				Parker Ave									
		From	<u> </u>			Merrifield Blv	d								
Forrest Hills Dr		150	F							0.119	F	0.539	160	F	201
		То				Burrland Rd									
		From	:			Gills Rd									
Frailey PI		470	F							0.194	F	0.744	500	F	201
		To	1			Fiske St									

					City of Portsmo	outn								
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth									T					
Gillis Rd	From:	G	000/	0%	George Washington		0%	С				620	G	2012
Gillis Nu	620		99%	0%	0% 0% Aylwin Rd	0%	0%	U	NA			620	G	2013
	From:				Potomac Ave				1					
Glasgow St	1500	F			1 otomac Ave				0.088	F	0.568	1600	F	2013
	To				Vermont Ave									
	From:				Bolling Rd									
Greenland Blvd	1400	F							0.103	F	0.613	1500	F	2013
	To				Portsmouth Bly	⁄d								
	From				Columbia St								_	
Halifax Ave	500 <sub>To:</sub>	F							0.115	F	0.511	540	F	2013
					County St									
Hawthorne Lane	From:				Twin Pines Ro	i			0.100	F	0.500	100	F	2013
nawthorne Lane	130				Heather Rd				0.123	Г	0.529	130	Г	2013
	From													
Independence St	230	F			Kirby St				0.204	F	0.515	250	F	2013
	To:				Appomattox Av	ve				_				
	From:				Elm Ave									
Jefferson St	1300	F							0.093	F	0.55	1400	F	2013
	To				Pearl St									
lefference Ot	From:	L	000/	00/	Green Street	00/	00/					1000	_	0010
Jefferson St	1000 <sub>To:</sub>	G	99%	0%	0% 0% 7th Street	0%	0%	С	NA			1000	G	2013
	From													
King St	180	F			Yorktown Ave	•			0.148	F	0.82	200	F	2013
Tang Ot	To:	Ė			Williamsburg A	ve			0.140	•	0.02	200	•	2010
	From:				Race St				i					
Lancaster Ave	60	F			Table 51				0.259	F	0.533	60	F	2013
	To				Griffin St									
	From:				Astor Ave									
Magnolia St	420	F							0.110	F	0.529	450	F	2013
	To				Killian Ave									
	From:				Florence Rd									
Mayflower Rd	570	F							0.179	F	0.704	600	F	2013
	To				Hodges Ferry R	Rd								
	From:	<u> </u>			Lugar Ct					_	0.000	050	_	0010
McClean Sts	610	F			Vickers Ct				0.093	F	0.620	650	F	2013
	From													
Meander Rd	<b>240</b>	F			Broad St				0.127	F	0.521	250	F	2013
ivieanuei nu	<b>240</b> To:				Chautauqua Av	/e			0.127	1	0.521	230	'	2013
	From:				Wycliff Rd									
Morro Blvd	260	F			wyciii Ku				0.121	F	0.676	280	F	2013
	To				Saxon Rd								•	
	From:				Afton Pkwy									
Nicholson St	510	F							0.09	F	0.660	540	F	2013
	To				Harris Rd									
	From:				Snead Fairway	У								
Nottingham Rd	230	F							0.128	F	0.594	240	F	2013
	To		-		Yorkshire Rd									
	From:				Marshall Ave									
Oak St	1000	F							0.110	F	0.592	1100	F	2013
	To				Wilcox Ave									
0115	From:	L			Kenny Lane					_	0.0-	4=0		
Old Farm Rd	160	F			<b>5</b> 4 5 :				0.117	F	0.65	170	F	2013
	To				Redbarn Rd									

				City of Fortsino	utii								
Length AADT	QA	4Tire	Bus	_	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
				Jackson St					_		00	_	0046
	-			Manna Ct				0.346	F	0.632	30	F	2013
								<u> </u>					
	F			Hedgerow Lane				0.099	F	0.61	2200	F	2013
To:	•			Rivermill Cir					•	0.01	2200	•	2010
From:								Ī					
190	F							0.159	F	0.598	200	F	2013
To				Portsmouth Blvd									
From:				Beechdale Rd									
500	F							0.106	F	0.703	530	F	2013
To				Deep Creek Blvo	i								
From:				Palmer St					_				
	F			1.00				0.125	F	0.514	150	F	201
	_			Eisenhower Circl	e			0.100	_	0 622	2000	_	201
1900 To:	<u> </u>			Truman Circle				0.109	Г	0.633	2000	Г	201
From													
	F			Augustine Cir				0.128	F	0.613	400	F	201
To	-			Gateway Dr					•	0.0.0	.00	•	_0.
From				Greenwood Dr									
620	F							0.108	F	0.601	660	F	201
To				Freedom Ave									
From				Bridges Ave									
60	F							0.158	F	0.7	60	F	2013
To				Garner Ave									
				Merrifield Blvd					_	0.504	400	_	004
150 To:	<u> </u>			Drawlond Dd				0.131	F	0.591	160	۲	201
Erom													
	F			River Edge Dr				0.315	F	0 529	30	F	201
To:	•			Edwin Rd				0.010	•	0.020	00	•	201
From:													
4300	F			West Ru				0.107	F	0.823	4600	F	201
To				Sycamore Rd									
From:				Caroline Ave									
1100	G	98%	0%	1% 0%	0%	0%	С	NA			1100	G	2013
To				Augusta Ave									
				Mount Vernon Av	/e							_	
								NIA					
500	G							NA			500	G	2013
<b>500</b>	G			Broad St				NA _			500	G	2013
500	G F			Broad St Capelle Rd				0.105	F	0.552	310	G 	2013
	From: 300   To:   From: 3100   To:   From: 370   To:   From: 370   To:   From: 1500   To:   From: 370   To:   From: 37	30 F To From: 2100 F To To  From: 190 F To  From: 1900 F To  From: 140 F To  From: 1900 F To  From: 150 F To	South   Front   Front   South   Front   Front   Front   Front   South   Front   Fron	Store   Stor	Length   AADT   QA   4Tire   Bus	AADT	Length AADT   QA   4Tire   Bus   Continue   Bus   Continue   Con	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC   Factor   CK   CK   Factor   CK   CK   Factor   CK   Facto					