2015

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

Virginia State 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.

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

-						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	-	-		QC	Factor	CK Factor	AAWDT	QW
~~	From:	NCL Chesapeake											
(17) George Washington Hwy	City of Portsmouth	0.15 23000 G	97%	0%	1%	1%	1%	0%	F	0.092	0.655	25000	G
<u> </u>	To: From:	SR 239 Victory Blvd											
(17) George Washington Hwy	City of Portsmouth	0.42 20000 G	97%	0%	1%	1%	1%	0%	F	0.083	0.592	21000	G
<u> </u>	To:	Derby Rd			\neg \vdash								
(17) George Washington Hwy	City of Portsmouth		97%	0%	1%	1%	1%	0%	F	0.082	0.598	24000	G
\bigcirc	Tor	124-8540 Greenwood I)r										
17 George Washington Hwy	City of Portsmouth			0%	1%	1%	1%	0%	F	0.082	0.630	26000	G
(17)	To:												
	From:	SR 141 George Washington	n Hwy										
(17) Frederick Blvd	City of Portsmouth	0.70 13000 G	97%	0%	1%	1%	1%	0%	F	0.087	0.608	13000	G
<u> </u>	To:	SR 337 Portsmouth Blv	vd		\neg \vdash								
17 Frederick Blvd	City of Portsmouth	0.09 15000 G	97%	0%	1%	1%	1%	0%	F	0.108	0.616	16000	G
	Тс	124 8547 Deep Creek B	lvd		—								
17 Frederick Blvd	City of Portsmouth			0%	1%	1%	1%	0%	F	0.095	0.639	22000	G
(17) 1 100011011 2110	and an extension		0.70	0,0		. , 0	. , 0	0 / 0	•	0.000	0.000		.
Fundavials Divid	From:		000/	00/	10/	00/	00/	00/	г	0.070	0.51	00000	_
Frederick Blvd	City of Portsmouth	0.35 37000 6	y 99%	0%	1%	0%	0%	0%	г	0.078	0.51	38000	G
~	To: From:												
(17) Frederick Blvd	City of Portsmouth	0.51 27000 G	99%	0%	1%	0%	0%	0%	F	0.082	0.508	28000	G
<u> </u>	To: From:	US 58 Airline Blvd											
17 Frederick Blvd	City of Portsmouth	0.16 16000 G	99%	0%	1%	0%	0%	0%	F	0.078	0.576	17000	G
\bigcirc	To:	124-8758 High St											
~~~ a.	From:								_				_
(17) High St	City of Portsmouth	0.29 <b>24000</b> G	i 99%	0%	1%	0%	0%	0%	F	0.078	0.64	25000	G
~	To: From:	Rodman Ave											
High St	City of Portsmouth	2.13 <b>25000 G</b>	99%	0%	1%	0%	0%	0%	F	0.086	0.585	27000	G
$\stackrel{\smile}{\smile}$	To	124-8525 Cedar Lane	<b>;</b>										
17 High St	City of Portsmouth	0.93 <b>23000 G</b>	99%	0%	1%	0%	0%	0%	F	0.084	0.547	24000	G
	To	124 9529 Churchland D	lvd										
17 High St	City of Portsmouth			0%	1%	0%	0%	0%	F	0.088	0.553	18000	G
17) 1 1911 51	only of the model.			0 70		070	0 70	070	•	0.000	0.000	10000	<u> </u>
Wasters Branch Blod	From:			00/	10/	00/	00/	00/		0.004	0.500	00000	
(17) Western Branch Blvd	· · · · · · · · · · · · · · · · · · ·		<b>y</b> 99%	0%	1%	0%	0%	0%	г	0.084	0.523	20000	G
	- 1												
North	SR 239 Victory Blvd												
(17) Ramp	<u> </u>		EDEDDICA	DI						NA		NA	
	··· 1-2	SR 141   Frederick Bridger   SR 141   George Washington   Hyy-   Of Portsmouth   0.70   13000   G   97%   0%   1%   1%   1%   0%   F   0.087   0.608   13000   G											
North	From:									0.440		1000	_
(17) Ramp				~~~						0.112		1200	G
	^{10:} I-26	4-W FROM ROUTE 17 NORTH(	)U- FREDERI	CK									

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

Davita	luvia di atia a	Laurath AADT		4T:u=	D		Tru	ck		00	K	Dir	A A \ A \ D T	. 014
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	QV
outh	City of Dortomouth (Mainty C4)	US 17 TO ROU	JTE 264								NIA		NIA	
17) Ramp	City of Portsmouth (Maint: 64)	0.33 <b>NA</b> 264-E FROM ROUTE 17 SO	MITH ED	EDEDICE	7 D						NA		NA	
	1-2 Erony				X D									
outh 17 Ramp	City of Portsmouth (Maint: 64)	US 17-S027A TO ROU 0.14 <b>5500</b>	TE 264 \ <b>G</b>	VEST							0.091		5500	G
17) Hamp		264-W FROM ROUTE 1700		RICK BLY	VD	_					0.001		3300	
ALT	From:	ECL Chesar			, 2	<u> </u>								
58 ( 460 Airline Blvd	City of Portsmouth	0.29 <b>11000</b>		97%	2%	1%	0%	1%	0%	F	0.082	0.529	12000	G
30) (400)	To													
ALT	From:	Greenwood												
58) (460) Airline Blvd	City of Portsmouth	0.20 <b>1500</b> 0	G	97%	2%	1%	0%	1%	0%	F	0.079	0.602	16000	G
ALT	To: From:	Elmhurst L	ane											
58 ( 460 Airline Blvd	City of Portsmouth	1.30 <b>8900</b>	G	97%	2%	1%	0%	1%	0%	F	0.079	0.571	9400	G
30) (400)	To	SD 220 Winter	Dl 4											
ALT	From:	SR 239 Victor	-							_				
58) (460) Airline Blvd	City of Portsmouth	0.28 <b>1100</b> 0	G	97%	2%	1%	0%	1%	0%	F	0.078	0.587	11000	G
~ ~	To: From:	SR 337 Portsmo	uth Blvd											
58 Airline Blvd	City of Portsmouth	1.40 <b>13000</b>	G	97%	2%	1%	0%	1%	0%	F	0.110	0.511	14000	C
<del>~</del>	To: From:	US 17 Frederic	ck Blvd			_								
58 Airline Blvd	City of Portsmouth	0.19 18000	G	97%	1%	1%	1%	1%	0%	F	0.079	0.614	20000	C
	To	High St												
58 London Blvd	City of Portsmouth	0.72 <b>18000</b>		97%	1%	1%	1%	1%	0%	С	0.082	0.623	20000	G
30)	To													
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	SR 141 Londo 0.73 <b>3400</b> 0		97%	1%	1%	1%	1%	0%	F	0.085	0.653	37000	G
Wartin Edition King Freeway	City of Fortsmouth (Maint: 04)			01 70	170	- 70	1 /0	1 /0	0 70	•	0.000	0.000	07000	
Mortin Luther King Freeway	City of Portagouth (Maint C4)	SR 164 Wester		95%	0%	10/	10/	3%	00/	С	0.000	0.515	26000	^
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>32000</b> Elizabeth River Mid			0%	1%	1%	3%	0%	C	0.092	0.515	36000	Α
	From:	Martin Luther Kir												
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>32000</b>	Α	95%	0%	1%	1%	3%	0%	С	0.092	0.515	36000	Α
<del>~</del>	To:	ECL Portsn	outh											
	From:	US 17 Frederic	ck Blvd											
George Washington Hwy	City of Portsmouth	0.36 17000	G	98%	1%	1%	0%	0%	0%	F	0.092	0.711	17000	G
	To	SR 337 Elm	Ave			$\neg$ $\vdash$								
George Washington Hwy	City of Portsmouth	0.48 16000	G	98%	1%	1%	0%	0%	0%	F	0.089	0.741	16000	C
	To:	Portsmouth	Rlvd											
41)Effingham St	City of Portsmouth	0.76 <b>23000</b>		98%	1%	1%	0%	0%	0%	F	0.090	0.681	24000	G
	Tol.		-			<del></del> -		- / -	- / -	•				-
41)Effingham St	City of Portsmouth	0.18 <b>2900</b> 0	G	98%	1%	1%	0%	0%	0%	F	0.070	0.587	30000	G
141) Emilyilani St	Oity of Folishioutif			JU /0	1 /0	1 /0	U /0	U /0	U /0	'	0.070	0.507	30000	G
F## of the second	To From	South S		0001	00′		001	467	00′		0.07	0.500	05000	
141)Effingham St	City of Portsmouth	0.25 <b>23000</b>	G	98%	0%	1%	0%	1%	0%	F	0.07	0.568	25000	G

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

	Oity of 1 oftsi	ioutii				Tru	ok			K	Dir		
Jurisdiction	Length AADT	QA	4Tire	Bus					QC		ראר	AAWDT	Q۱
From:	High St				ZAXIC	OTANIC	TTTAII	ZITAII		1 actor	T dottor		
City of Portsmouth	0.06 <b>20000</b>	G	98%	0%	1%	0%	1%	0%	F	0.07	0.594	21000	C
To:													
From:			000/	00/	10/	00/	40/	00/	_	0.004	0.747	0.4000	,
City of Portsmouth	0.33 22000	G	98%	0%	1%	0%	1%	0%	г	0.091	0.747	24000	(
To: From:	Elm Ave												
City of Portsmouth			98%	0%	1%	0%	1%	0%	С	0.087	0.752	27000	(
10.													
From: (Majish CA)			ST							0.000		0700	
· · · · · · · · · · · · · · · · · · ·			ICHAN C	Tr.						0.233		2700	(
I-2b				ı	_								
City of Portamouth (Maint: 64)			ST							0.122		2200	(
			TO MAH		1					0.132		2200	`
From			311/11/1/51										
City of Portsmouth (Maint: 64)			94%	0%	0%	1%	4%	0%	С	0 102	0.54	55000	,
and an entire control (Mainte 61)			0170	0 70		1 70	170	0 70	Ū	0.102	0.01	00000	•
City of Portamouth (Maint: 64)			049/	00/	00/	10/	10/	09/		0.000	0.635	E0000	(
City of Portsmouth (Maint. 64)	1.33 32000	G	94%	0%	0%	1 70	4 70	0%	Г	0.069	0.635	39000	,
From:										0.000	0.005		
City of Portsmouth (Maint: 64)	1.73 <b>43000</b>	IVI								0.089	0.635	NA	
To: From:													-
City of Portsmouth (Maint: 64)				0%	0%	1%	4%	0%	F	0.089	0.635	51000	l
10.	•		g Fwy										
From:			000/	00/	10/	40/	00/	00/	_	0.007	0.500	0000	,
City of Portsmouth	0.22 7800	G	96%	0%	1%	1%	2%	0%	F	0.087	0.580	8300	(
Tro: From:													
City of Portsmouth	0.33 <b>19000</b>	G	96%	0%	1%	1%	2%	0%	F	0.082	0.505	20000	(
To: From:	I-264												
City of Portsmouth	0.59 <b>21000</b>	G	96%	0%	1%	1%	2%	0%	С	0.077	0.515	23000	(
To:	Greenwood 3	Dr											
City of Portsmouth	1.08 <b>15000</b>	G	96%	0%	1%	1%	2%	0%	F	0.087	0.56	16000	(
To	Deep Creek F	lvd											
City of Portsmouth	0.44 16000	G	93%	1%	1%	3%	3%	0%	F	0.087	0.622	17000	(
To	US 17 George Washi	ngton Hy	X/X/										
City of Portsmouth				1%	1%	3%	3%	0%	С	0.12	0.860	10000	(
To							-,-			****			
City of Portemouth		G	93%	1%	1%	3%	3%	0%	F	N 12	0.860	6200	(
Oity of Fortamouth	0.00 3800	G	30 /6	1 /0	1 /0	J /0	J /0	0 /0	'	0.12	0.000	0200	,
<b>-</b>													
City of Portsmouth	Afton Pkwy	G	93%	1%	1%	3%	3%	0%	F	0.138	0.865	6600	(
	City of Portsmouth  Too From City of Portsmouth  Too City of Portsmouth  Too From City of Portsmouth (Maint: 64)  Too City of Portsmouth (Maint: 64)  Too City of Portsmouth (Maint: 64)  Too City of Portsmouth (Maint: 64)  City of Portsmouth  City of Portsmouth	Jurisdiction   Length   AADT	Jurisdiction   Length   AADT   QA	City of Portsmouth   City of	Jurisdiction   Length   AADT   QA   4Tire   Bus	Durisdiction	Jurisdiction	Jurisdiction	Jurisdiction	Jurisdiction	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axis   3+Axis   1Trail   2Trail   2Trail	Unindiction   Length   AADT   QA   4Tire   Bus   Cate   3tAxie   1Trail   2Trail   Cate   C	Section   Length   AADT   OA   4Tire   Bus   Section   Section   City of Portsmouth   0.06   20000   G   38%   0%   1%   0%   1%   0%   F   0.07   0.594   21000

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

			Oity 0	i F UIISII	ioutii												
Route	Jurisdictio	on L	_ength	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From		I-264-W(	003A TO A	AND FR	OM RT			C 17.10				. 45101		. 43101		
(239) Ramp	City of Portsmouth	(Maint: 64)	0.11	NA									NA			NA	
	To From:	(44 : 1 : 24)		ONT AVE									0.00:			5000	
239 Ramp	City of Portsmouth	(Maint: 64)	0.11	<b>5900</b> V FROM R	<b>G</b>								0.091			5900	G
	From	: CAV		BLVD TO		ΔSΤ											
(239)Ramp	City of Portsmouth		0.13	5700	F	101							0.075			5700	F
	То	c	I-264-E	FROM R	T 239												
East (264)	From:			L Portsmo													
264	City of Portsmouth			25000	F	96%	0%	1%	1%	2%	0%	F	0.129	F	0.000	27000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this i			F	96%	0%	1%	1%	2%	0%	Г	0.092	г	0.682	55000	Г
East (264)	From:			enwood Dr													
264	City of Portsmouth	,		22000	F	96%	0%	1%	1%	2%	0%	F	0.246	_	0.040	25000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this i		45000	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	G
East	To: From:		SR 23	9 Victory	Blvd												
264	City of Portsmouth			22000	Α	96%	0%	1%	1%	2%	0%	С	0.143			26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	47000	Α	96%	0%	1%	1%	2%	0%	С	0.106	Α	0.703	52000	Α
East ALT	Tor From:		SR 337	Portsmout	th Blvd												
264 (460)	City of Portsmouth	'		17000	F	96%	0%	1%	1%	2%	0%	F	0.136			22000	F
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	43000	F	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	50000	F
East ALT	Tor From:		US 17	Frederick	Blvd												
264 (460)	City of Portsmouth	'		28000	G	96%	0%	1%	1%	2%	0%	F	0.099			30000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	61000	G
East ALT	Tron: From:		Des	Moines A	ve												
264)(460)	City of Portsmouth	(Maint: 64)	0.67	26000	G	96%	0%	1%	1%	2%	0%	F	0.099			28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	54000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	58000	G
East ALT	To: From:		SR 14	1 Effingha	ım St												
264) 460 Elizabeth River De	owntown Tunnel City of Portsmouth	(Maint: 64)	0.87	35000	F	96%	0%	1%	1%	2%	0%	F	0.111			38000	F
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this I			F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
	To			CL Norfol	k												
East (264) Ramp	City of Portsmouth	(Maint: 64)	0.32	-264 East <b>2600</b>	F								0.109			2600	F
264 / Tallip	To	(IVIAITIL 04)		E, Greenv									0.103			2000	1
East	From	I-:		GREENV		R											
(264)Ramp	City of Portsmouth		0.10	3200	G								0.093			3200	G
$\smile$	To		124-854	0 FROM I	RT 264												

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

	O.i.y	011 0110111	ioutii												
Jurisdictio	on Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW
City of Portsmouth	(Maint: 64) 0.14	I-264 East <b>5700</b>	F								0.083			5700	F
To:	124-8	8599 Cavalie	r Blvd												
From:											0.005			0100	G
City of Portsmouth											0.065			2100	G
From:		TE 1700- FR	EDERIG	CK BLVD											
City of Portsmouth	(Maint: 64) 0.25	140	F								0.690			220	F
To: Prom:	City of Portsmouth (Maint: 64)														
City of Portsmouth	<u> </u>		264 EA	CT							NA			NA	
From:					'K										
City of Portsmouth	(Maint: 64) 0.02	NA									NA			NA	
Τα															
City of Portsmouth				/E							0.11			3000	G
To		559 FROM F	RT 264												
From:				AM ST							0.150			2100	G
City of Portsmouth				ST							0.156			2100	G
From:			H-EFFII	NGHAM S	ST										
City of Portsmouth											NA			NA	
Too:				REET S											_
City of Portsmouth											0.092			1500	G
From:				REET S											
City of Portsmouth											0.140			2700	G
From:	•														
City of Portsmouth				96%	0%	1%	1%	2%	0%	F	0.122			28000	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.598	55000	F
To: From:		reenwood Dr	ive			$\Box$									
•	,									F		_	0.046	26000	G
Combined Traffic Estimates for 2 Parallel				96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	G
To From:				0001	061		401	061	001		0.4.1.1			07000	
•	,											Α	0.703		A A
To				0070	0 /0	1 /0	1 /0	<b>-</b> /0	0 /0	J	0.100	^	0.700	02000	^
	City of Portsmouth To  City of Portsmouth City of Portsmouth City of Portsmouth City of Portsmouth Combined Traffic Estimates for 2 Parallel  City of Portsmouth Combined Traffic Estimates for 2 Parallel  City of Portsmouth Combined Traffic Estimates for 2 Parallel  City of Portsmouth Combined Traffic Estimates for 2 Parallel  City of Portsmouth Combined Traffic Estimates for 2 Parallel	City of Portsmouth (Maint: 64)   0.14   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1   1-24-1	City of Portsmouth (Maint: 64)   0.14   5700	City of Portsmouth (Maint: 64)   0.14   5700   F   124-8599 Cavalier Blvd   124-8599 FROM TD G4   124-8599 FROM FRO	City of Portsmouth (Maint: 64)	City of Portsmouth (Maint: 64)	Section   Length   AADT   QA   4Tire   Bus   2ANt	City of Portsmouth (Maint: 64)	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   Lock   East   Lock   Ea	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   1.264 East   City of Portsmouth (Maint: 64)   0.14   5700   F	City of Portsmouth (Maint: 64)   0.14   5700   F	Light   Mad   Light   Mad   State   State	Section   Company   Comp	City of Portsmouth (Maint: 64)   0.14   3700   F	Light   Start   Light   Start   Star

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

			City	UI FUIISII	ioutii												
Route	Jurisdictio	22	Longth	AADT	04	4Tiro	Duo		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
noute	Julisaiciic	JII	Lengin	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
West ALT	From	11	SR 33'	7 Portsmout	th Blvd												
264)(460)	City of Portsmouth	(Maint: 64)	0.84	26000	F	96%	0%	1%	1%	2%	0%	F	0.118			28000	F
2047 (400)	Combined Traffic Estimates for 2 Parallel		is Route:	43000	F	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	50000	F
	Combined Traine Estimates for ET aranor	- Itoaawayo on in				0070	0 70	. , ,	1 70	_ / 0	0 70	•	0.00	•	0.070	00000	•
West ALT	To From	11	US 1	7 Frederick	Blvd												
264)(460)	City of Portsmouth	(Maint: 64)	0.55	28000	F	96%	0%	1%	1%	2%	0%	F	0.118			31000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.557	61000	G
	To	,															
West ALT	From	1		South St													
(264)(460)	City of Portsmouth	(Maint: 64)	1.17	28000	G	96%	0%	1%	1%	2%	0%	F	0.100			30000	G
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	54000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.584	58000	G
	То	×	SR 1	41 Effingha	ım St												
West ALT	Powertown Turned City of Doubons with	(Mainte CA)				000/	00/	10/	10/	00/	00/	_	0.000			00000	_
264 460 Elizabeth River		'	0.45	35000	F	96%	0%	1%	1%	2%	0%	-	0.099			38000	F -
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on th			F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
	To	n:	V	VCL Norfol	k												
West	From		-264-W TO		OOD DE	IVE											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.17	2300	G								0.087			2300	G
$\underline{\hspace{1cm}}$	To	X.	124-85	40 FROM I	RT 264												
West	From	11		I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64)	0.27	2900	G								0.103			2900	G
	To	00	124-85	40 Greenw	ood Dr												
West	From	n:	I-264	4-W TO RT	239												
(264)Ramp	City of Portsmouth	(Maint: 64)	0.20	8600	G								0.084			8600	G
	To	SF SF	R 239 SR 23	9- A TO Al	ND FRO	M RT											
West ALT	From	12	I-264	4-W TO RT	337												
264)(460)Ramp	City of Portsmouth	(Maint: 64)	0.37	3900	G								0.1			3900	G
204 (480)	To		SR 33	7 FROM R													
West	From	1 264 1	W TO ROU	FE 1700 FI	DEDEDI	CK BI VE	`	i									
(264) Ramp	City of Portsmouth			11000	G	CK DL VL	,						0.096			11000	G
204)	To	× (	US 17 FRO			ST							0.000				•
W	From	1 264 37	005A TO RO				IC										
West (264) Ramp	City of Portsmouth		0.04	NA	OUTHO	)- FREDR	IC						NA			NA	
264 Hallip	Oity of Portsinouti	(Mairit. 04)	US 17 FRO		264 WE	CT							INA			INA	
West	City of Destaurants		TO RT 141			VIA CRA	W						0.000			04000	0
264 Ramp	City of Portsmouth	(iviaint: 64)	0.02	21000	G								0.098			21000	G
West			I-264-W0	07B TO C	OURT S	Г											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.07	NA									NA			NA	
204)	To To	× (		FORD STR	REET N								, .			, .	
W	Facer					т.		<u> </u>									
West	City of Devitered vite	(Maint: C4)		07A TO CO	JUKT S	1							NA			NA	
264 Ramp	City of Portsmouth		0.18		4 C4								INA			NA	
	10	~]	124	-8761 Cour	t St												

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

		City of Portsmo	utn											
Route	Jurisdiction	Length AADT	<b>ΩΔ</b> 4T	Tire	Rus		Tru	ck		OC	K	()K	ΔΔΙΛΙΩ	T OW
110010	Cancacton	ECL Chesapeake   Section   Factor   F	or											
	From:									_				_
337)Portsmouth Blvd	City of Portsmouth	0.34 <b>25000</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	F	0.088	0.54	1 27000	G
<u> </u>	To	Hodges Ferry Ro	d			$\neg$ $\vdash$								
337)Portsmouth Blvd		0.60 <b>22000</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	F	0.095	0.57	4 23000	G
	To:	Elmhuret I ana												
337)Portsmouth Blvd			<b>G</b> 99	9%	0%	0%	0%	0%	0%	С	0.085	0.61	1 21000	G
337). 6.16.11.64.11	any or remedian				0,0		0,0	0,0	0,0	Ū	0.000	0.0		<u> </u>
Dortomouth Blad				20/	00/	00/	00/	00/	00/		0.000	0.61	7 14000	G
9337 Portsmouth Blvd	City of Portsmouth	0.23 1 <b>3000</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	г	0.082	0.6	7 14000	G
ALT	To: From:	US 58, ALT US 460 Air	line Blvd											
337) (460) Portsmouth Blvd	City of Portsmouth	0.10 <b>14000</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	F	0.080	0.58	1 15000	G
337/400	T-1													
ALT	From:	ALT SR 337 Turnpik	ke Rd											
337)(460) Portsmouth Blvd	City of Portsmouth	0.16 <b>11000</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	F	0.083	0.61	6 12000	G
	To:													
ALT	From:				00/	201	00/	00/	201		0.000	0.04		
337 460 Portsmouth Blvd	City of Portsmouth	0.29 <b>11000</b>	N 99	9%	0%	0%	0%	0%	0%	N	0.083	0.61	6 12000	N
_	To: From:	Ramp From I-264 E, U	JS 460											
337)Portsmouth Blvd	City of Portsmouth	0.98 <b>10000</b>	<b>G</b> 96	6%	1%	0%	1%	1%	0%	F	0.087	0.54	2 11000	G
$\smile$	To	Deen Creek Blvo	d			<b>—</b> —								
337)Portsmouth Blvd	City of Portsmouth			3%	1%	0%	1%	1%	0%	F	0.083	0.62	5 6600	G
307)	To													
937)Portsmouth Blvd	City of Portsmouth			30/_	10/_	Nº/-	10/_	10/-	O°/-		0 122	0.76	3 8700	G
337)1 Orismodin biva	To:			J /6	1 /0	0 /8	1 /0	1 /0	0 /6	O	0.122	0.70	3 0700	u
	From:													
337 Elm Ave	City of Portsmouth	0.32 <b>5800</b>	<b>G</b> 96	6%	1%	0%	1%	1%	0%	F	0.104	0.52	2 6100	G
	То:	US 17 George Washington I	Hwy; SR 14	41										
	From:													
337 Elm Ave	City of Portsmouth	0.72 <b>6400</b>	<b>G</b> 96	5%	1%	0%	1%	1%	0%	F	0.121	0.61	6 6800	G
<u> </u>	To: From:	SR 239 Victory Bl	lvd			$\neg$ $\vdash$								
337)Elm Ave	City of Portsmouth	0.23 8000	<b>G</b> 93	3%	0%	1%	3%	2%	0%	F	0.149	0.54	6 8500	G
	To	Purtons Point D	d											
337)Elm Ave				3%	<b>0%</b>	1%	3%	2%	0%	С	0.16	0.53	3 6700	G
337 / Lilli AVC	·			J 70	0 70	170	J /0	2 /0	0 70	O	0.10	0.50	0700	u
Cost ALT	From													
East ALT	City of Portsmouth (Maint: 64)	0.57 <b>3600</b>	64 <b>G</b>								0.077		3600	G
337 (460) Ramp	To	I-264-E FROM RT				$\neg$					0.077		3000	G
West	City of Dortomouth (Mainte CA)	SR 337 TO RT 20									0.000		1 400	_
337 Ramp	City of Portsmouth (Maint: 64)	0.17 <b>1400</b>	G	T 227		_					0.099		1400	G
	10.	I-264-W RAMP FROM RT 337	FROM RT	1 337										

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

		J., J.	FORSITIOURIT				Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
<u>ALT</u>	From:		Portsmouth Blvd											
37 Turnpike Rd	City of Portsmouth	1.05	3800 G	85%	1%	1%	3%	10%	0%	F	0.085	0.513	4000	(
<u> </u>	Tre- From:	US 17 I	Frederick Blvd											
Turnpike Rd	City of Portsmouth	0.30	11000 G	85%	1%	1%	3%	10%	0%	F	0.083	0.623	11000	(
<u></u>	Tre- From:	He	oward St											
<u>ALT</u> 337)Turnpike Rd	City of Portsmouth	0.54	8800 G	85%	1%	1%	3%	10%	0%	С	0.083	0.603	9400	(
307)	То		arbor Dr											
<u>LLT</u>	From:		issell Ave	050/	40/	40/	00/	400/	00/	_	0.007	0.550	4000	
Harbor Dr	City of Portsmouth	0.05	4300 G	85%	1%	1%	3%	10%	0%	F	0.097	0.552	4600	(
LT	To: From:	C	ounty St											_
₃₃₇ )Harbor Dr	City of Portsmouth	0.11	5500 G	85%	1%	1%	3%	10%	0%	F	0.086	0.583	5800	
ALT	To: From:	]	High St											
Harbor Dr	City of Portsmouth	0.24	13000 G	85%	1%	1%	3%	10%	0%	F	0.087	0.587	13000	
	Tα		US 58											
ALT ~~~	From:		Chesapeake											
Airline Blvd	City of Portsmouth	0.29	11000 G	97%	2%	1%	0%	1%	0%	F	0.082	0.529	12000	
ALT	To: From:	Gree	enwood Dr											
460 58 Airline Blvd	City of Portsmouth	0.20 1	15000 G	97%	2%	1%	0%	1%	0%	F	0.079	0.602	16000	
$\sim$	To- From:	Elm	hurst Lane											
ALT 160 ( 58 ) Airline Blvd	City of Portsmouth	1.30	8900 G	97%	2%	1%	0%	1%	0%	F	0.079	0.571	9400	
400 (30) · ········· = - · · ·	To		ORY BLVD				* / *							
Abdis a Blood	Prom:			070/	00/	40/	00/	40/	00/	_	0.070	0.507	44000	
Airline Blvd	City of Portsmouth		11000 G	97%	2%	1%	0%	1%	0%	F	0.078	0.587	11000	•
LT	To: From:	US :	58, SR 337											_
Portsmouth Blvd	City of Portsmouth	0.10 1	14000 G	99%	0%	0%	0%	0%	0%	F	0.080	0.581	15000	(
ALT	To: From:	ALT SR 3	337 Turnpike Rd											
160 (337) Portsmouth Blvd	City of Portsmouth	0.16	11000 G	99%	0%	0%	0%	0%	0%	F	0.083	0.616	12000	
$\sim$	To		I-264											
ALT 160 (337) Portsmouth Blvd	City of Portsmouth		11000 N	99%	0%	0%	0%	0%	0%	N	0.083	0.616	12000	
SOU SOUTH ON SOUTH BIVE	To:		337 & I-264	00 /0	0 /0		0 /0	0 /0	0 /0	. •	3.000	0.010	12000	
LT	From		7 TO RT 264											
(60) (337) Ramp	City of Portsmouth (Maint: 64)	0.57	FROM RT 337	See	VA 33	/ tor dir	ectional	traffic	volume e	estima	ates for th	nis segment.		
LT	From		337 & I-264											_
160 (264)	City of Portsmouth (Maint: 64)	0.50		Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	tes for thi	s segment.		
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 4	43000 F	96%	0%	1%	1%	2%	0%	F	0.08	F 0.679	50000	
	Tor	US 17 I	Frederick Blvd											

Route	Jurisdictio		gth <b>A</b>		QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	City of Portsmouth			rederick E	Blvd	Sc	no 1-26/	for dire	octional	traffic v	oluma a	ctimat	as for thi	c cor	ament		
460 (264)	Combined Traffic Estimates for 2 Parallel	,		7000	G	96%	0%	1%	1%	2%		F		s sc( F	,	61000	G
	Tool	Troudwayo or timo rior			-	0070	0 70		170	_,0	0 70	•	0.000	•	0.001	0.000	ŭ
ALT	From:			Creek Blv	ď												
(460) 264)	City of Portsmouth	` ,										stimat		s seg			
$\sim$ $\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>5</b> 4	4000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	58000	G
ALT	To: From:		SR 141 l	Effinghan	n St												
	ver Downtown Tunnel City of Portsmouth	(Maint: 64) 0.8	37			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seg	gment.		
(100)(201)	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>7</b> 0	0000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
	Τα	·	WCL	L Norfolk													
ALT	From:		I-264-W	TO RT 3	337												
460 264 Ramp	City of Portsmouth	(Maint: 64) 0.3	37			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s seç	gment.		
ALT.	To:			ROM RT													
ALT	City of Portsmouth			ortsmouth	Biva	Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s sec	rment		
480 (264)	Combined Traffic Estimates for 2 Parallel	•		3000	F	96%	0%	1%	1%	2%	0%	F		υ υυξ F	-	50000	F
	Tallor	<u> </u>			<u> </u>		0 70	- 1 /0	1 /0	270	0 70	•	0.00	•	0.070	00000	•
ALT	From:			rederick E	Blvd						2Trail Pactor Pa						
(460) (264)	City of Portsmouth	,				Se	e I-264					stimat	es for thi	s seg	-		
$\Rightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>5</b>	7000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.557	61000	G
ALT	To: From:		Deep (	Creek Blv	⁄d												
460 264	City of Portsmouth	(Maint: 64) 1.	17			Se	e I-264	for dire	ectional	traffic v	olume e	stimat	es for thi	s sec	ament.		
480 (204)	Combined Traffic Estimates for 2 Parallel	•	ute: <b>5</b> 4	4000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.584	58000	G
	To			Effinghan	n St												
ALT FILL II BY	From:			ениgnan	11 31		1.00										
460 264 Elizabeth Riv	ver Downtown Tunnel City of Portsmouth	,	-		_						olume e	stimat		s seg	,		_
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro			F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	F
	To:		WCL	_ Norfolk													

						City of F	ortsmou	ıtn								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
(F154) Liberty St	0.40	20	G			Dea	ad End				0.22		0.556	20	G	2015
F154) Liberty St	0.40	<b>20</b>	<u> </u>			Taz	ewell St				0.22		0.550	20	u	2013
		From					ernon Ave				_					
1 Bayview Blvd	0.21	360	G	96%	2%	2%	0%	0%	0%	С	0.104		0.643	380	G	2015
		To	1			Chauta	auqua Ave									
		From				124-8525 F	River Shore	Rd								
(8516) Cedar Lane	0.42	690	G								0.152		0.636	740	G	2015
		To	<u> </u>			De	ad End									
Taura Daint Dd	0.71	From	<u> </u>	000/	00/		Suffolk	00/	00/		0.004		0.500	0000	_	0015
8520 Towne Point Rd	0.71	9300	G	98%	0%	1%	0%	0%	0%	F	0.094		0.566	9900	G	2015
O = 0.1.101		From	<u> </u>				Pines Rd				<u> </u>					
(8520) Towne Point Rd	0.13	20000	G	98%	0%	1%	0%	0%	0%	F	0.082		0.519	22000	G	2015
		From:				SR 164 V	Western Fw	/ <b>y</b>						-		
(8520) Towne Point Rd	0.31	21000	G	98%	0%	1%	0%	0%	0%	С	0.085		0.521	22000	G	2015
		To	1				hesapeake									
Partamenth Dhad	0.04	From	L	000/	00/		m Ave	00/	00/		0140		0.750	6000	^	2015
(8522) Portsmouth Blvd	0.34	5700	G	99%	0%	1%	0%	0%	0%	F	0.146		0.759	6000	G	2015
		From:		0000	0.5.		igham St	201	061				0.000	4600		06:-
(8522) Portsmouth Blvd	0.55	4000	G	99%	0%	1%	0%	0%	0%	С	0.142		0.808	4300	G	2015
			1				nter Pkwy									
8523 Twin Pines Rd	0.00	8800	G	00%	1%		Point Rd	00/	00/	С	0.001		0.567	9300	G	2015
(8523) Twin Pines Rd	0.90	0000		99%	1 70	0%	0%	0%	0%	C	0.091		0.567	9300	G	2015
	0.54	From	<u> </u>		40/		nanoa Dr	00/	00/				0.504			2015
(8523) Twin Pines Rd	0.51	3400	G	99%	1%	0%	0%	0%	0%	F	0.096		0.561	3600	G	2015
O T 1 D1		From					Pines Rd		221		$\rightarrow$					
(8523) Twin Pines Rd	0.12	3400	N	99%	1%	0%	0%	0%	0%	N	0.096		0.561	3600	N	2015
<u> </u>		To:					Pines Rd				⊒-					
(8523) Hedgerow Ln	0.28	1300	G	99%	1%	0%	0%	0%	0%	F	0.129		0.554	1400	G	2015
		10.					Shore Rd									
Churchland Dlvd	0.00	From	<u> </u>	000/	10/		hesapeake	00/	00/		0.007		0.557	12000	_	001E
(8524) Churchland Blvd	0.09	12000 _{To:}	G	99%	1%	0% West N	0% Norfolk Rd	0%	0%	F	0.097		0.557	13000	G	2015
		From					nland Blvd									
(8524) W Norfolk Rd	0.11	3000	G	99%	1%	0%	0%	0%	0%	F	0.089		0.536	3200	G	2015
$\overline{}$		To	1			Tyre	Neck Rd				<u> </u>					
(8524) W Norfolk Rd	1.05	6000 From:	G	99%	1%	0%	0%	0%	0%	С	0.094		0.594	6300	G	2015
$\bigcup$		To	_			Ced	ar Lane									
(8524) W Norfolk Rd	1.47	4500 From:	G	99%	1%	0%	0%	0%	0%	F	0.129		0.754	4700	G	2015
		То					Western Fw									
(8524) W Norfolk Rd	0.46	540 From:	G	99%	1%	0%	0%	0%	0%	F	0.136		0.672	570	G	2015
		То					dway St							<u> </u>		
		From	1			Feud	ist Drive									
8525) Sterling Point Rd	0.38	1500	G	98%	1%	1%	0%	0%	0%	F	0.101		0.534	1600	G	2015
$\bigcirc$		То	_	-		Н	igh St									
(8525) Cedar Lane	1.18	11000	G	98%	1%	1%	0%	0%	0%	С	0.088		0.528	11000	G	2015
$\cup$		To					Norfolk Rd									
Coderilia	0.00	From	<u> </u>	000/	40/		orfolk Rd	00/	00/	_			0.004	10000	^	0015
(8525) Cedar Ln	0.23	15000	G	98%	1%	1%	0%	0%	0%	F	0.126		0.694	16000	G	2015
		From:				SR 164 We					_				_	
(8525) Cedar Ln	0.47	9500	G	98%	1%	1%	0%	0%	0%	F	0.103		0.518	10000	G	2015
		To: From:	1				Shore Rd				_					
		11011				( PA	ar Lane									
(8525) River Shore Rd	0.11	7400	G	98%	1%	1%	ar Lane 0%	0%	0%	F	0.091		0.585	7800	G	2015

						City of Por	Silioutii							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				0.11	. 7.1							
River Shore Rd	0.85	3300	G	98%	1%	Oakhurs 1% (	% 0%	0%	F	0.084	0.543	3500	G	2015
8525) River Shore Rd	0.05	3300 To		30 /6	1 /0	Hedgerov		0 /6		0.004	0.545	3300	G	2013
			<u> </u>											
O 01	0.50	From	<u> </u>	000/	40/	Cul-d-		201			0.000	1000	•	0045
(8526) Chautauqua Ave	0.58	1100	G	98%	1%	1% (	% 0%	0%	F	0.099	0.688	1200	G	2015
<u> </u>		To From				Clevela	nd St							
8526) Chautauqua Ave	0.12	1800	G	98%	1%	1% (	% 0%	0%	С	0.087	0.58	1900	G	2015
		To				Detec	C4			1				
8526 Chautaugua Ave	0.14	960 From	_	98%	1%	Detroi 1% (	% 0%	0%	F	0.095	0.5	1000	G	2015
S526 Chautauqua Ave	0.14	900	G	90 /6	1 /0	1/0	/o U/o	0 /6	ı	0.093	0.5	1000	G	2013
		To From				Wesle	St							
8526 Chaltauqua Ave	0.26	1100	G	98%	1%	1% (	% 0%	0%	F	0.078	0.684	1200	G	2015
$\overline{}$		To				Bayview	Blvd							
		From				West Nort	olk Rd							
8528) Churchland Blvd	0.13	8400	G	98%	0%		% 0%	0%	F	0.097	0.502	9000	G	2015
0520)	• • • • • • • • • • • • • • • • • • • •												-	
<u> </u>		From				Tyre Ne								
₈₅₂₈ Churchland Blvd	0.27	9000	G	98%	0%		% 0%	0%	С	0.099	0.501	9600	G	2015
$\overline{}$		To	1			High St V	JS 17							
		From				NCL Ches	apeake							
Tyre Neck Rd	0.24	10000	G	99%	0%		% 0%	0%	F	0.097	0.608	11000	G	2015
,		т-				*** 1	α.							
	0.40	From	<u> </u>	000/	00/	High		201	_		0.500			0045
Tyre Neck Rd	0.18	5100	G	99%	0%	0% (	% 0%	0%	С	0.094	0.522	5500	G	2015
<u> </u>		To				Churchlan	d Blvd			$\neg$ —				
Tyre Neck Rd	0.09	3100	G	99%	0%		% 0%	0%	F	0.104	0.506	3300	G	2015
,		To				W Norfo	lk Rd							
		From												-
Notton Dt Dd	0.50		┕	000/	00/	Cedar I		00/			0.000	0700	0	2015
Hatton Pt Rd	0.56	2600	G	99%	0%		% 0%	0%	F	0.1	0.628	2700	G	2015
						Goff	St							
		From				High								
Western Branch Blvd	0.58	5100	G	97%	2%	1% (	% 0%	0%	F	0.094	0.578	5400	G	2015
$\overline{}$		To				High	St							
8536) Hartford St	1.00	2900 From	G	97%	2%		% 0%	0%	С	0.093	0.529	3100	G	2015
Hartford St	1.00	<b>2300</b> To		31 /0	2 /0	Mt Verno		0 70		0.000	0.525	3100	ч	2010
		From				Victory							_	
Elmhurst Ln	1.41	3300	G	97%	3%	1% (	% 0%	0%	F	0.085	0.547	3600	G	2015
$\overline{}$		То				Garwood	Ave							
8537) Elmhurst Ln	0.18	3300 From	G	97%	3%		% 0%	0%	F	0.094	0.658	3500	G	2015
0337	0.10	5550		0.70	J /0				•	0.50 /	0.000	2300	<u></u>	_0.0
<u> </u>		From				Airline								
Elmhurst Ln	0.71	6500	G	97%	3%	1% (	% 0%	0%	С	0.095	0.506	6900	G	2015
$\overline{}$		To				Cheroke	e Rd							
8537) Elmhurst Ln	0.31	6300 From	G	97%	3%		% 0%	0%	F	0.097	0.561	6700	G	2015
Elmhurst Ln	5.01	5500		J. 70	J /0			3 /0	•		0.001	3,00	<b>J</b>	_010
<u> </u>		From	<u> </u>			Portsmout								
Elmhurst Ln	0.89	4800	G	97%	3%		% 0%	0%	F	0.096	0.52	5100	G	2015
$\overline{}$		To				Shore	Dr							
		From				Hodges Fe	rry Rd							
S538) Cherokee Rd	0.67	3600	G	97%	3%		% 0%	0%	F	0.095	0.508	3800	G	2015
2009 - 2 21122 112	J	To	<u> </u>	/ •	- , •	City Parl		•	-		2.000			_3.0
_		From												
		From	1			Constituti		001			2 24 2	F000	•	001
	0.40	4=00		0001	401			110/-	F	0.091	0.616	5000	G	2015
B539 County St	0.40	4700	G	96%	1%	1% 1	% 1%	0%	•				-	
	0.40	To	G	96%	1%			0 78		<b>—</b>				
		To From				Peninsul	ı Ave							2015
	0.40	To	G G	96%	1%	Peninsul.	1 Ave % 1%	0%	C	0.091	0.564	5600	G	2015
8539 County St	0.31	5300 To	G	96%	1%	Peninsula 1% 1 Elm A	% 1% ve	0%	С	0.091	0.564	5600	G	2015
8539) County St  8539) County St  8539) County St		5300 From				Peninsula 1% 1 Elm A	1 Ave % 1%							2015

						City of PortSil	outii							
Route	Length	AADT	QA	4Tire	Bus	T			QC	K Factor	QK Dir Factor	AAWDT	QW	Yea
City of Portsmouth		From				T								
County Ct	0.04		<u> </u>	079/	20/	Effingham S		00/		0 114	0.716	4000	0	2015
S539 County St	0.34	4000	G	97%	2%	1% 0%	0%	0%	С	0.114	0.716	4300	G	2015
		To From				Court St								
8539 County St	0.16	3400	G	97%	2%	1% 0%	0%	0%	F	0.099	0.744	3600	G	2015
		To	С			Crawford St								
		From				Portsmouth Blvd S	R 337							
8540 Hodges Ferry Rd	0.28	6500	G	99%	0%	0% 0%	0%	0%	F	0.091	0.55	6900	G	2015
5540		_												
	2.22	Fron	<u> </u>	000/	00/	Logan St	00/	201			0.500			0041
8540 Hodges Ferry Rd	0.26	5600	G	99%	0%	0% 0%	0%	0%	F	0.088	0.506	6000	G	2015
		To From				Cherokee Ro	1							
Hodges Ferry Rd	0.76	6000	G	99%	0%	0% 0%	0%	0%	С	0.087	0.517	6400	G	201
		T	_							_				
Organizated Dr	0.57	Fron	<u> </u>	000/	00/	Airline Blvd		00/		0.000	0.504	17000		0011
Greenwood Dr	0.57	16000	G	99%	0%	0% 0%	0%	0%	F	0.082	0.594	17000	G	201
		To From				I-264								
Greenwood Dr	0.80	14000	G	98%	1%	1% 0%	0%	0%	F	0.087	0.55	15000	G	201
$\mathcal{L}$			_			C 1 5	1			_				
Groonwood Dr	0.60	Fron		000/	10/	Cavalier Blv		00/		0.005	0.541	0000		201
Greenwood Dr	0.63	9300	G	98%	1%	1% 0%	0%	0%	F	0.085	0.541	9900	G	201
		T _e E _{row}				Victory Blve	i							
8540) Greenwood Dr	1.05	3800	G	98%	1%	1% 0%	0%	0%	С	0.1	0.534	4000	G	201
							~							
O 0 10		Fron	<u> </u>	000/	40/	Independence		201			0.500	4000		004
Greenwood Dr	0.36	3800	G	98%	1%	1% 0%	0%	0%	F	0.111	0.523	4000	G	201
<u> </u>		To From				Deep Creek B	lvd			$\neg$				
Greenwood Dr	0.50	3100	G	98%	1%	1% 0%	0%	0%	F	0.099	0.532	3300	G	201
0340)		Tr				George Washingto								
<b>-</b> .		Fron												
East	0.10					124-8540 TO RT	264					0000	_	001
₈₅₄₀ Ramp	0.19	3200	F							0.085		3200	F	201
		10	0		I-264-V	FROM GREENV	OOD DR	IVE						
West		Fron	i:			124-8540 TO RT	264							
8540) Ramp	0.21	1900	G							0.112		1900	G	201
		To			I-264-V	FROM GREENV	OOD DR	IVE						
		Fron				Chandler Harpe								
8542 Snead Fairway	0.30	600	G	97%	2%	0% 0%	0%	0%	С	0.107	0.714	640	G	201
Snead Fairway	0.50	000 To		31 /6	2 /6			0 /6	U	0.107	0.714	040	u	201
			1			Hodges Ferry	Ka							
		Fron				US 58 Airline I								
8543) City Park Ave	0.79	1800	G	98%	1%	0% 0%	0%	0%	F	0.1	0.577	1900	G	201
		To				SR 337 Portsmout	h Dlyd							
8543) City Park Ave	0.58	4700 From	G	98%	1%	0% 0%	0%	0%	F	0.103	0.530	5000	G	201
8543 City Park Ave	0.50	4700		30 /6	1 /0		0 /6	0 /6		0.103	0.550	3000	u	201
		Fron				Clifford St City Park Av	Α.			-				
8543) Clifford St	0.53	7400	G	98%	1%	0% 0%	0%	0%	С	0.102	0.56	7900	G	201
8543) Clifford St	0.00	7 400 T/		JU /0	1 /0	Powhatan Av		U /0	U	0.102	0.50	1 300	G	201
		Fron				Clifford St	c							
8543) Powhatan Ave	0.26	6000	G	98%	1%	0% 0%	0%	0%	F	0.099	0.568	6400	G	201
Pownatan Ave	0.20	To		JU /0	1 /0	King St	0 /0	U /0	- 1	0.099	0.500	0400	u	201
		Fron				Powhatan Av	re .			_				
King St	0.79	6400	G	98%	1%	0% 0%	0%	0%	F	0.096	0.583	6800	G	201
King St	0.13	0400 To	<u> </u>	JU /0	1 /0			U /0		0.030	0.505	0000	u	201
			<u> </u>			Rodman Ave								
_		From	Ш			SR 337 Portsmout								
Rodman Ave	0.58	7200	G	98%	1%	1% 0%	0%	0%	F	0.086	0.516	7600	G	201
		Te				Caroline Av	2							
		Fron			_	Rodman Ave								
										0.404	0.500	400	_	201
8544) Caroline Ave	0.19	380	G	98%	1%	1% 0%	0%	0%	F	0.124	0.533	400	G	201
Caroline Ave	0.19	380	G	98%	1%			0%	F	0.124	0.533	400	G	201
Caralina Aus		Fron				US 58 Airline I	Blvd							
(8544) Caroline Ave	0.19 1.05	Te	G	98%	1%		Blvd 0%	0%	F C	0.124	0.557	2600	G	2015

						City of Portsm	outn								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK F	Dir actor	AAWDT	QW	Year
City of Portsmouth		Fron				****									
8545) Rodman Ave	0.61	6200	G			US 58 Airline B	lvd			0.091	(	0.544	6600	G	2015
8545) 1104111411 7170	0.01	т.				High St				0.001	`	3.011	0000	u	2010
		Fron	n:			McLean St				i					
(8546) Elliott Ave	1.60	2800	G			modeum st				0.106	(	0.508	2900	G	2015
		Te	):			Frederick Blvd U	S 17								
		Fron	1.			N CL Chesapea	ke								
(8547) Deep Creek Blvd	0.21	5700	G	97%	1%	1% 0%	0%	0%	F	0.096	(	0.618	6100	G	2015
$\bigcirc$		Te	):			Military Rd									
De ser Osserla Disal	0.04	Fron	<u> </u>	070/	40/	Victory Blvd	00/	00/			,	. 507	0000	_	0045
8547 Deep Creek Blvd	0.91	6400	G	97%	1%	1% 0%	0%	0%	F	0.088	(	0.567	6800	G	2015
		Fron	1:			Greenwood D				$\Box$					
(8547) Deep Creek Blvd	0.27	7900	G	97%	1%	1% 0%	0%	0%	F	0.09	(	0.554	8400	G	2015
<u> </u>		T. Fron				Wright Ave				$\neg$ $\vdash$					
8547) Deep Creek Blvd	0.46	8000	G	97%	1%	1% 0%	0%	0%	С	0.087	(	0.577	8500	G	2015
		Te				Portsmouth Bly	vd.								
8547) Deep Creek Blvd	0.16	8500 From	G	97%	1%	1% 0%	0%	0%	F	0.079	(	0.542	9000	G	2015
6547) 200P 0:00K 2:10	00	-	<u> </u>	0.70	. , ,			0,0	•		`		0000	<b>C</b> .	_0.0
Daniel Owner Direct	0.70	Fron		070/	40/	Frederick Blve		00/					4000		0045
8547 Deep Creek Blvd	0.78	4600 _{T.}	G	97%	1%	1% 0%	0%	0%	F	0.102	(	0.535	4900	G	2015
		.,	<u> </u>			Des Moines Av	ve .								
O		Fron	·L			Mt Vernon Av				<u></u>	_				
8548 Wesley St	0.21	430	G	89%	1%	2% 3%	4%	0%	F	0.113	(	0.523	460	G	2015
		T. Fron	11			Chautauqua Av	re								
8548) Wesley St	0.12	350	G	97%	1%	1% 0%	0%	0%	F	0.105	(	0.632	370	G	2015
$\bigcirc$		T	n.			Lee Ave									
		Fron	1:			High St									
Mt Vernon Ave	0.14	2300	G	97%	1%	2% 0%	1%	0%	F	0.094	(	0.599	2400	G	2015
$\bigcirc$		Te	Y:			London Blvd									
Mt Vernon Ave	1.21	2400 From	G	97%	1%	2% 0%	1%	0%	С	0.09	(	0.524	2500	G	2015
(6549)		Т.	):		.,,	Bay View Blv				Ti i				-	
		Fron	1:			Mt Vernon Av									
8550 Cleveland St	0.21	1800	G	97%	1%	0% 1%	1%	0%	F	0.088	(	0.552	1900	G	2015
(8550) Cleveland St	0.21	1000		01 70	1 /0	070 170	1 70	070		0.000	`	J.002	1000	u	2010
O 01 1 101	0.10	Fron		070/	40/	Chautauqua Av		00/	_			. 540	4000		0045
(8550) Cleveland St	0.16	4100	G	97%	1%	0% 1%	1%	0%	С	0.088	(	0.519	4300	G	2015
			1			SR 168 ML King	rwy								
		Fron	1:			Effingham St					_			_	
(8552) London St	0.49	6700	G	97%	1%	0% 1%	1%	0%	F	0.094	(	0.568	7100	G	2015
		Te	1			Crawford St									
<u> </u>		Fron	Ь			County St								_	
(8553) Peninsula Ave	0.10	670	G	97%	1%	0% 1%	1%	0%	F	0.116	(	0.553	710	G	2015
		Fron	2			High St									
(8553) Peninsula Ave	0.16	2300	G	97%	1%	0% 1%	1%	0%	F	0.105	(	0.552	2400	G	2015
$\bigcirc$		T				SR 141 London I	Rlvd								
8553) Peninsula Ave	0.33	2200 From	G	97%	1%	0% 1%	1%	0%	F	0.090	(	0.583	2400	G	2015
0333) * * * * * * * * * * * * * * * * * *		т.				Leckie St	.,,		-					-	
		Fron	1:			County St				i					
8554) Constitution Ave	0.10	930	G	98%	1%	1% 0%	0%	0%	F	0.094	(	0.574	990	G	2015
Constitution Ave	5.10	550		0070	. 70		3 /0		•		,		550	<b>J</b>	_010
O constitution A	0.10	Fron		000/	401	High St	001	001					4400		001
(8554) Constitution Ave	0.19	1100	G	98%	1%	1% 0%	0%	0%	F	0.094	(	0.574	1100	G	2015
		T ₄ Fron	): 			SR 141 London I	Blvd								
8554 Constitution Ave	0.37	2200	G	98%	1%	1% 0%	0%	0%	F	0.094	(	0.574	2400	G	2015
$\smile$		Te	):			Leckie St									
( )	2.22	Fron	<u>'</u>	0001	401	Constitution Av		22.			-		00	_	00:-
(8554) Leckie St	0.06	70	G	98%	1%	1% 0%	0%	0%	F	0.138	(	0.654	80	G	2015
$\overline{}$		Te	):			Dead End									

Design   D	City of Portsmouth	60 G	2015
Design   D	Second Plane   Seco	00 G	
Decked St   0.74   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640   640	Second Percent   Seco	00 G	
Fort Lane	Fort Lane    Solid   Fort Lane     Fort Lane		2015
Fort Lane	Solid   Fort Lane   0.07   1300   G   98%   1%   1%   0%   0%   0%   F   0.203   0.848   140		2015
Crawford Prwy	Crawford Pkwy		2010
First Laber	From   From   Fort Lane	)0 G	
Effingham St	Total Front   Effingham St	00 G	
Crawford Pkwy	8554) Crawford Pkwy 0.28 <b>3300 G</b> 98% 1% 1% 0% 0% 0% F 0.13 0.784 350		2015
Crawford Pkwy	To Court St		
Crawford Pkwy   0.35   2600   G   98%   1%   1%   0%   0%   0%   0%   F   0.1   0.516   2800   G   2015		)0 G	2015
Crawford St   0.10   4800   G   98%   1%   1%   1%   0%   0%   0%   F   0.113   0.847   5200   G   2015			
Crawford St   0.10   4800	(8554) Crawford Pkwy 0.35 <b>2600 G</b> 98% 1% 1% 0% 0% 0% F 0.1 0.516 280	)0 G	2015
High St   Crawford St   0.11   4900   G   98%   1%   1%   0%   0%   0%   0%   C   0.099   5300   G   2015	To London Blvd		
Crawford St   0.11   4900   G   88%   1%   1%   0%   0%   0%   F   0.1   0.699   5300   G   2015	R ₉₅₅₄ Crawford St 0.10 <b>4800 G</b> 98% 1% 1% 0% 0% 0% F 0.113 0.847 520	)0 G	2015
Crawford St   0.11   4900   G   88%   1%   1%   0%   0%   0%   0%   F   0.1   0.699   5300   G   2015	To High St		
Crawford St   0.12   \$200   G   98%   1%   1%   0%   0%   0%   0%   C   0.099   0.655   5500   G   2018	<u> </u>	)0 G	2015
George Crawford St			
Sess  Washington St   0.57   900   G   98%   1%   1%   0%   0%   0%   0%   F   0.115   0.592   960   G   2015		00 G	2015
Composed Personant Bird   Composed Persona	To: Wythe St		
Countried Plany   Countried	Sounst		
Effingham St 0.09 15000 G 99% 0% 0% 0% 0% 0% 0% 0% 0 0.718 16000 G 2015    Effingham St 0.20 15000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0.08		0 G	2015
Effingham St 0.09 15000 G 99% 0% 0% 0% 0% 0% 0% 0% 0 0% F 0.078 0.718 16000 G 2015  Effingham St 0.20 15000 G 99% 0% 0% 0% 0% 0% 0% C 0.087 0.816 16000 G 2015  Effingham St 0.20 15000 G 99% 0% 0% 0% 0% 0% 0% C 0.087 0.816 16000 G 2015  Effingham St 0.09 15000 G 99% 0% 0% 0% 0% 0% F 0.101 0.896 16000 G 2015  Est. CSN. Hospital			
North St	London Bivd	.00	0045
Effingham St 0.20 15000	B557) Effingnam St 0.09 <b>15000 G</b> 99% 0% 0% 0% 0% F 0.078 0.718 160	00 G	2015
Crawford Pkwy   Sept			
Effingham St 0.09 15000 G 99% 0% 0% 0% 0% 0% F 0.101 0.896 16000 G 2015    Find   Find	8557) Effingham St 0.20 <b>15000 G</b> 99% 0% 0% 0% 0% C 0.087 0.816 160	00 G	2015
Ent. OSN. Hospital			
See   Elm Ave   0.76   7400   G   98%   1%   0%   0%   0%   0%   0%   0%   0		00 G	2015
Elm Ave   0.76   7400   G   98%   1%   0%   0%   0%   0%   0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%			
South St	Totaliouti bird	10 G	2015
Second   S		<i>1</i> 0 G	2010
South St		00 0	2011
See   Elm Ave   0.19   10000   G   98%   1%   0%   0%   0%   0%   F   0.114   0.682   11000   G   2015	8558) EIM AVE 0.03 <b>9500 G</b> 98% 1% 0% 0% 0% F 0.114 0.624 100	00 G	2015
Solution   State   S	<u> </u>		
See	8558) Elm Ave 0.19 <b>10000 G</b> 98% 1% 0% 0% 0% F 0.114 0.682 110	00 G	2015
High St			
Solution	(8558) Elm Ave 0.10 <b>9500 G</b> 98% 1% 0% 0% 0% F 0.109 0.517 100	00 G	2015
South St			
Solution	(8558) Elm Ave 0.11 <b>6200 G</b> 98% 1% 0% 0% 0% F 0.114 0.519 660	)0 G	2015
Solution			
Portsmouth Blvd   Portsmouth		)0 G	2015
Des Moines Ave   0.59   1200   G   97%   2%   1%   0%   0%   0%   F   0.105   0.595   1200   G   2015			
Deep Creek Blvd   Deep Creek	Totismouth Brid		
B559 Des Moines Ave 0.07 6600 G 97% 2% 1% 0% 0% 0% C 0.100 0.520 7000 G 2015    Solid St	(8559) Des Moines Ave U.59 <b>1200 G</b> 97% 2% 1% 0% 0% F 0.105 0.595 120	л G	2015
Table   Tabl			
South St	(8559) Des Moines Ave 0.07 <b>6600 G</b> 97% 2% 1% 0% 0% C 0.100 0.520 700	)U G	2015
South St			
NCL Chesapeake   Strong   NCL Chesapeake		)0 G	2015
Cavalier Blvd 0.68 <b>9700 G</b> 98% 1% 0% 0% 0% 0% C 0.097 0.667 10000 G 2015  Tazewell St; King St  6599 Cavalier Blvd 0.83 <b>3300 G</b> 98% 1% 0% 0% 0% 0% F 0.097 0.89 3500 G 2015			
Tazewell St; King St    Cavalier Blvd   0.83   3300   G   98%   1%   0%   0%   0%   0%   F   0.097   0.89   3500   G   2015	NCE chesapeare	-00 0	004
8599) Cavalier Blvd 0.83 <b>3300 G</b> 98% 1% 0% 0% 0% 0% F 0.097 0.89 3500 G 2015	8599) Cavaller Bivo 0.68 <b>9700 G</b> 98% 1% 0% 0% 0% C 0.097 0.667 100	00 G	2015
Victory Blyd		)0 G	2015

						City of	Portsmou	וווו								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle	• • •		QC	K Factor	QK F	Dir actor	AAWDT	QW	Year
City of Portsmouth		From				NGV	~: ·									
8601) Gust Lane	0.70	5800	G	98%	1%	0%	Chesapeake 0%	0%	0%	F	0.086	,	).578	6200	G	2015
(8601) Gust Lane	0.70	To		90 /6	1 /0		tory Blvd	0 /0	0 /6	- 1	0.086		).576	0200	G	2013
		From:	l		C			. IIC 17			1					
8606) Afton Pkwy	0.28	2400	G	98%	1%	0%	ington Pkwy 0%	0%	0%	F	0.116		0.703	2600	G	2015
(8606) Afton Pkwy	0.20	<b>2-100</b> To:	<u> </u>	30 /6	1 /0		et Pkwy Ga		0 70				7.700	2000	ď	2013
		From			1		Prospect P									
(8606) Afton Pkwy	0.51	1600	G	98%	1%	0%	0%	0%	0%	F	0.141	C	).742	1700	G	2015
$\bigcirc$		To				Victor	y Blvd 239									
		From:				West	Norfolk Rd									
8755) Coast Guard Blvd	0.97	2800	G	91%	1%	1%	1%	5%	1%	F	0.147	C	0.885	3000	G	2015
		To				M	ain Gate									
		From				Gree	nwood Dr									
8756) Garwood Ave	0.17	2900	G	91%	1%	1%	1%	5%	1%	С	0.113	C	).788	3100	G	2015
$\bigcirc$		To				Elml	nurst Lane									
		From				US 17 F	rederick Blv	vd					-			
8758) High St	0.12	13000	G	98%	1%	1%	0%	0%	0%	F	0.088	C	).586	14000	G	2015
		То					Airline Blvo	1								
<u> </u>		From					line Blvd									
(8758) High St	0.22	11000	G	98%	1%	1%	0%	0%	0%	F	0.086	C	).552	11000	G	2015
$\overline{}$		To				Mt V	ernon Ave				$\Box$ —					
(8758) High St	0.47	11000	G	98%	1%	1%	0%	0%	0%	F	0.087	C	0.509	12000	G	2015
$\bigcirc$		To	l —			MI	King Frwy									
8758) High St	0.79	15000	G	98%	1%	1%	0%	0%	0%	С	0.097		).682	16000	G	2015
8/36) I ligit St	0.70	.0000		JJ /6	1 /0			0 70	0 /0		0.007			10000	J	2010
		From	<u> </u>	2221			lm Ave									
(8758) High St	0.32	10000	G	98%	1%	1%	0%	0%	0%	F	0.096	C	).781	11000	G	2015
		To:				Effi	ngham St									
8758) High St	0.51	7500	G	98%	1%	1%	0%	0%	0%	F	0.087	C	).511	7900	G	2015
$\bigcirc$		To				Cra	wford St									
		From				Gree	nwood Dr									
8759 McLean St	0.92	7600	G	98%	1%	1%	0%	0%	0%	F	0.087	C	).574	8100	G	2015
$\bigcirc$		To				Air	line Blvd									
		From				Deep	Creek Blvd									
(8760) Lincoln St	0.83	1600	G	98%	0%	1%	0%	0%	0%	F	0.094	C	0.705	1700	G	2015
		To				E.ee	naham Ct									
8760) Lincoln St	0.66	2900 From:	G	98%	0%	1%	ngham St 0%	0%	0%	F	0.162	(	).959	3100	G	2015
8760) 2.1100111 01	0.00	To:	r <u> </u>	0070	0 70		First St	0 70	0 70	•				0.00	Ğ	20.0
		From:	1													
8761) Port Centre Pkwy	0.67	8500	G	98%	0%	Portsi 1%	nouth Blvd 0%	0%	0%	С	0.121	_	).914	9000	G	2015
(8761) Port Centre Pkwy	0.07	0300	<u> </u>	JU /0	J /0				U /0	U	0.121		,.o i <del>+</del>	3000	u	2013
<u> </u>	<u> </u>	From	L	0=-:			St Near I-2			_			:			65:-
(8761) Court St	0.21	7900	G	97%	1%	1%	0%	0%	0%	F	0.096	C	).674	8400	G	2015
		To: From:				Co	ounty St				$\exists$ —					
(8761) Court St	0.11	7400	G	97%	1%	1%	0%	0%	0%	С	0.102	C	).599	7900	G	2015
$\bigcirc$		To				ī.	ligh St									
(8761) Court St	0.11	3300 From	G	97%	1%	1%	0%	0%	0%	F	0.101	(	).528	3600	G	2015
0.01)				/ -						-				2230		_5.0
Court St	0.00	From:		070/	10/		ndon St	Λο/	00/	F	0 110		701	1400	C	2015
8761 Court St	0.23	1300 _{то}	G	97%	1%	1%	0%	0%	0%	Г	0.118	C	).791	1400	G	2015
_							ford Pkwy									
0	0.10	From:	پ	0701	401		bus Avenue		601	_		_		0000	^	00:-
8762) South St	0.10	3100	G	97%	1%	1%	0%	0%	0%	F	0.127	C	).970	3300	G	2015
		To: From:	<del>                                     </del>				on Parkway	,								
8762) South St	0.09	3400	G	97%	1%	1%	nson Pkwy 0%	0%	0%	F	0.122	r	0.934	3700	G	2015
(8762) South St	0.00	U-700	<u> </u>	J1 /0	1 /0			U /U	J /U				т	37.00	J	2010
O 0 0:		From:	<u> </u>	0=-:			Moines Ave	001	651							
(8762) South St	0.38	7500	G	97%	1%	1%	0%	0%	0%	С	0.098	C	).557	8000	G	2015
\ /							lm Ave									

						, -										
Route	Length A	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Portsmouth		From				F	Elm Ave									
South St	0.34	2600	G	97%	1%	1%	0%	0%	0%	F	0.075		0.521	2800	G	2015
<i></i>		To					ingham St									
/est ₉₀₂₄ )Ramp	0.21	3000	F	CRA	AWFOR	D STREE	T N TO R	OUTE 26	4 WEST		0.183			3000	F	2015
,024) ramp	0.21	To:	•	I-264-	W FROI	M CRAW	FORD STI	REET N	& BART S	3	0.103			3000	'	2010
		From					ver Hill Dr									
Amherst Dr		90	G								0.137		0.615	90	G	2015
		To					rguson Dr									
Bain St		100	G			Willia	ımsburg Av	re			0.127		0.556	100	G	2015
Daiii Ot		To:	<u> </u>			Pen	insula Ave				0.127		0.550	100	u	201
		From					ilton Ave									
Baldwin Ave		160	G								0.132		0.511	170	G	201
		To				Deep	Creek Blv	d								
Dun alumana I ama		From:				Не	eather Rd						0.510	150	0	001
Brookmere Lane		140 _{To:}	G			Sun	nmerset Dr				0.123		0.512	150	G	201
		From:					umley Rd									
Brunswick Rd		660	G			<u>Cn</u>	шису Ки				0.113		0.629	700	G	201
		To				T	atem Dr									
		From				Gl	asgow St									
Cambridge Avenue		170	G								0.127		0.542	180	G	201
		To					North St									
Canterbury Dr		340	G			Mid	field Pkwy				0.131		0.612	360	G	201
Canterbury Dr		340 To	<u> </u>			Te	mplar Dr				0.131		0.012	300	G	201
		From					anor Ave				i					
Cardinal Lane		340	G								0.112		0.571	360	G	201
		To				Tho	rnwood St									
		From				Ha	tton Pt Rd								_	
Courtney Rd		90 To:	G			D	ead End				0.148		0.594	100	G	201
		From:					White St									
Cypress Rd		510	G			БО	wille St				0.127		0.674	540	G	201
<b>71</b>		To				Су	press Cir									
		From				Colı	ımbus Ave									
Dale Dr		1100	G								0.096		0.562	1200	G	201
		To					hville Ave									
Darren Dr		From:	G			H	orne Ave				0.098		0.529	2000	G	201
Daileil Di		1900 To:	G			Gree	enwood Dr				0.098		0.529	2000	G	201
		From					rdot Lane								_	
Darren Dr		890 _{To:}	G				valia: D1 1				0.119		0.674	890	G	201
		From					alier Blvd									
Dominion Rd		100	G			Sha	ımrock Dr				0.132		0.618	110	G	201
		To				Fa	irway Dr									
		From					nmond Ave									
Duke St		1100	G								0.075		0.6	1100	G	201
		To					rker Ave									
F		From				Mer	rifield Blvd				0.446		0.500	400		60.
Forrest Hills Dr		150 _{To:}	G			<b>D</b>	rrland Rd				0.119		0.539	160	G	201
		From:					Gills Rd									
Frailey PI		460	G				א פוווכ				0.194		0.744	490	G	201
•		To				т	Fiske St				<b>—</b>			-		

					-										
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Portsmouth		1													
Gillis Rd	From	G	000/	0%		Washington 1		0%	С	0.101		0.547	620	G	2015
Gillis Ru	620		99%	0%	0%	0% ylwin Rd	0%	0%	U	0.101		0.547	620	G	2015
	From									<u> </u>					
Glasgow St	1500	G			Pot	tomac Ave				0.088		0.568	1600	G	2015
alasgow of	To	<u>~</u>			Ve	rmont Ave				0.000		0.000	1000	u	2010
	From	d				olling Rd				l					
Greenland Blvd	1400	G				Jillig Ru				0.103		0.613	1500	G	2015
	To				Ports	smouth Blvd	l								
	From				Co	olumbia St									
Halifax Ave	500	G								0.115		0.511	530	G	2015
	To	:			C	County St									
	From				Twi	in Pines Rd									
Hawthorne Lane	120	G								0.123		0.529	130	G	2015
	To	c			Н	eather Rd									
	From				I	Kirby St									
Independence St	230	G								0.204		0.515	240	G	2015
	To				Appo	omattox Ave									
	From				I	Elm Ave									
Jefferson St	1300	G								0.093		0.55	1400	G	201
	To From					Pearl St									
Jefferson St	1000	G	99%	0%	0%	een Street 0%	0%	0%	С	0.11		0.575	1000	G	201
ocherson ot	To	<u> </u>	33 76	0 70		th Street	0 70	0 70		<u> </u>		0.575	1000	ч	201
	From					ktown Ave									
King St	180	G			101	KIOWII AVE				0.148		0.82	190	G	201
g 0.	To	T T			Willia	amsburg Av	e					0.02		<u>.</u>	
	From					Race St									
Lancaster Ave	50	G				ruce Bt				0.259		0.533	60	G	201
	To				C	Griffin St									
	From				A	stor Ave									
Magnolia St	420	G								0.110		0.529	440	G	201
	To	c			Ki	illian Ave									
	From	i:			Flo	orence Rd									
Mayflower Rd	560	G								0.179		0.704	590	G	201
	To	c			Hodg	ges Ferry Ro	i								
	From				I	Lugar Ct									
McClean Sts	600	G								0.093		0.620	640	G	201
	To	c			V	ickers Ct									
	From	:			I	Broad St									
Meander Rd	230	G								0.127		0.521	250	G	201
	To					ıtauqua Ave	;								
	From				W	ycliff Rd								_	
Morro Blvd	<b>260</b>	G			-	7.1				0.121		0.676	280	G	201
		1				axon Rd									
Nº 1 1 Or	From	╙ू			Af	ton Pkwy						0.000	<b>5.40</b>	_	004
Nicholson St	500	G			T	Iarris Rd				0.09		0.660	540	G	201
	-	1													
Nottingham Del	From				Sne	ad Fairway				0.100		0.504	040	^	004
Nottingham Rd	<b>220</b>	G			Va	rkshire Rd				0.128		0.594	240	G	201
	From														
Oak St		<u></u>			Ma	rshall Ave				0 110		0.500	1100	G	201
Oak Si	1000 _{Tc}	G			D.	ilcox Ave				0.110		0.592	1100	G	201
					vv										
										1					
Old Farm Rd	From <b>150</b>	G				enny Lane				0.117		0.65	160	G	201

					City of Ports	smouth								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Portsmouth														
	From	Ļ_			Jackson	St						00	_	0045
Progress Ave	30	G			M	C4			0.346		0.632	30	G	2015
	From	<u> </u>			Monroe									
River Shore Rd	2000	G			Hedgerow	Lane			0.099		0.61	2200	G	2015
Tuver energia	To	r <u> </u>			Rivermill	Cir					0.01	2200	ŭ	2010
	From				Bob Whit									
Robin Rd	190	G							0.159		0.598	200	G	2015
	To				Portsmouth	Blvd								
	From				Beechdale	Rd								
Smithfield Rd	490	G							0.106		0.703	520	G	201
	To				Deep Creek	Blvd								
<u> </u>	From:				Palmer	St	•						_	
Staunton Ave	130	G			Y 00	C.			0.125		0.514	140	G	201
		<u> </u>			Jefferson									
Stratford St	1000	G			Eisenhower	Circle			0.109		0.633	2000	C	201
Stration St	1900 _{то:}	<u> </u>			Truman C	ircle			0.109		0.633	2000	G	201
	From								_					
Sugar Creek Cir	370	G			Augustine	Cir			0.128		0.613	390	G	201
ougu. Oroon on	To	r –			Gateway	Dr					0.0.0		٥.	
	From				Greenwoo	d Dr								
Tazewell St	610	G							0.108		0.601	640	G	201
	To				Freedom.	Ave								
	From				Bridges A	Ave								
Verne Ave	60	G							0.158		0.7	60	G	201
	To				Garner A	ve								
	From:	<u> </u>			Merrifield	Blvd					0.504	400	_	004
Weyanoke Dr	150	G			D11	D.1			0.131		0.591	160	G	201
	From	<u> </u>			Burrland				_					
Whaley Rd	<b>30</b>	G			River Edg	e Dr			0.315		0.529	30	G	201
Whaley Ha	To	<u> </u>			Edwin F	Rd			7		0.020	00	ŭ	201
	From				West R				1					
Willett Dr	4200	G			W CSt IC	u			0.107		0.823	4500	G	201
	To				Sycamore	Rd								
	From:				Caroline A	Ave								
Winchester Dr	1100	G	98%	0%	1% 09	% 0%	0%	С	0.098		0.635	1100	G	201
	To				Augusta A	Ave								
	From				Mount Verno	on Ave								
Woodrow St	500	G			* .	1.			0.077		0.539	500	G	201
	To	<u> </u>			Broad S									
Wright Rd	280	G			Capelle	Rd			0.105		0.550	200	G	201
vviigiit nu	<b>∠0U</b>				Norfolk 1	D.4			0.105		0.552	300	G	201