2017

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	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
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	ıck			K	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle	-		QC	Factor	K Factor	AAWDT	QW
~~~	From:	NCL Chesapeake											
17 George Washington Hwy	City of Portsmouth	0.15 <b>31000 G</b>	97%	0%	1%	1%	1%	0%	F	0.08	0.591	33000	G
<del></del>	To: From:	SR 239 Victory Blvd			$\neg$ $\vdash$								
(17) George Washington Hwy	City of Portsmouth	0.42 <b>24000 G</b>	97%	0%	1%	1%	1%	0%	F	0.082	0.603	26000	G
<u> </u>	Ta	Derby Rd											
17 George Washington Hwy	City of Portsmouth	0.52 <b>24000</b> G	97%	0%	1%	1%	1%	0%	F	0.086	0.603	25000	G
	Too	124-8540 Greenwood I											
17 George Washington Hwy	City of Portsmouth	0.31 <b>27000</b> G		0%	1%	1%	1%	0%	F	0.082	0.631	28000	G
George Washington Hwy	To:	SR 141, Frederick Blv		0 70		1 70	1 /0	0 70	•	0.002	0.001	20000	ď
	From:	SR 141 George Washington											
17 Frederick Blvd	City of Portsmouth	0.70 <b>15000 G</b>	97%	0%	1%	1%	1%	0%	F	0.081	0.555	16000	G
$\searrow$	Tay	SR 337 Portsmouth Blv	zd.										
17 Frederick Blvd	City of Portsmouth	0.09 <b>17000</b> G		0%	1%	1%	1%	0%	F	0.108	0.616	17000	G
	To												
17 Frederick Blvd	City of Portsmouth	124-8547 Deep Creek B 0.53 <b>22000</b> G		0%	1%	1%	1%	0%	F	0.095	0.639	23000	G
Frederick Blvd	City of Portsmouth	0.55 22000 0	9/70	076	1 70	170	1 70	0%	Г	0.095	0.039	23000	G
~~~	To: From:	I-264											
17) Frederick Blvd	City of Portsmouth	0.35 36000 G	99%	0%	0%	0%	0%	0%	F	0.078	0.51	38000	G
<u> </u>	To- From	ALT SR 337 Turnpike I	Rd		\neg \vdash								
17 Frederick Blvd	City of Portsmouth	0.51 27000 G	99%	0%	0%	0%	0%	0%	F	0.082	0.508	28000	G
\bigcirc	To	US 58 Airline Blvd											
17 Frederick Blvd	City of Portsmouth	0.16 16000 G	99%	0%	0%	0%	0%	0%	F	0.078	0.576	17000	G
17)	To:	124-8758 High St	. 0070	0,0		0,0	0 70	0,0		0.0.0	0.07.0		.
	From:	124-8758, Frederick Bl	vd										
17 High St	City of Portsmouth	0.29 22000 G	99%	0%	0%	0%	0%	0%	F	0.085	0.559	23000	G
<u> </u>	To:	Rodman Ave			<u> </u>								
17 High St	City of Portsmouth	2.13 25000 G	99%	0%	0%	0%	0%	0%	F	0.096	0.599	26000	G
	To:	124-8525 Cedar Lane											
17 High St	City of Portsmouth	0.93 21000 G		0%	0%	0%	0%	0%	F	0.088	0.548	22000	G
17) Tilgit St	Oity of 1 Oitsmouth			0 70		0 70	0 /0	0 /0	•	0.000	0.040	22000	ď
~~~ LE 1 0:	From:	124-8528 Churchland B		20/		201	00/	201	_	0.007	0.540	10000	_
17 High St	City of Portsmouth	0.21 <b>15000 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	0.542	16000	G
~	To: From:	124-8532 Tyre Neck R	.d										
17 Western Branch Blvd	City of Portsmouth	0.22 <b>17000 G</b>	99%	0%	0%	0%	0%	0%	F	0.085	0.526	18000	G
<u> </u>	To:	ECL Chesapeake											
North	From:	US 17 TO ROUTE 264 E	AST										
17 Ramp	City of Portsmouth (Maint: 64)	0.07 <b>NA</b>								NA		NA	
<u>~</u>	To: I-20	64-E FROM ROUTE 17 NORTH-	FREDRICK	BL									
North	From:	US 17 TO ROUTE 264 W	EST										
17 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>1200 G</b>	ì							0.112		1200	G
$\smile$	To: I-26	4-W FROM ROUTE 17 NORTH	0- FREDERI	ICK									

4/10/2018 7

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

Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor QK	Dir Factor	AAWDT	QW
South Ramp	City of Portsmouth (Maint:		TO ROUTE 264								NA		NA	
17) Патр	To:	I-264-E FROM ROU		REDERICK	( B						INA		INA	
outh.	From:		TO ROUTE 264		LD									
outh 17 Ramp	City of Portsmouth (Maint:		5500 G	WEST							0.091		5500	G
17)	To:	I-264-W FROM ROU		ERICK BLY	VD	1					0.001		0000	_
ALT	From:		L Chesapeake			i								
58 (460) Airline Blvd	City of Portsmouth	0.29	13000 G	96%	2%	1%	0%	2%	0%	F	0.087	0.584	13000	G
ALT	To: From:	G	reenwood Dr											
58 (460) Airline Blvd	City of Portsmouth	0.20	12000 G	96%	2%	1%	0%	2%	0%	F	0.084	0.52	13000	G
ALT	To: From:	E	lmhurst Lane											
58 460 Airline Blvd	City of Portsmouth	1.30	10000 G	96%	2%	1%	0%	2%	0%	F	0.086	0.543	11000	G
ALT	To: From:	SR 2	39 Victory Blvd											
58 460 Airline Blvd	City of Portsmouth	0.28	13000 G	96%	2%	1%	0%	2%	0%	F	0.082	0.545	14000	G
~~	From:		Portsmouth Blvd							_				_
Airline Blvd	City of Portsmouth	1.40	15000 G 7 Frederick Blvd	96%	2%	1%	0%	2%	0%	F	0.084	0.536	16000	G
58 Airline Blvd	City of Portsmouth	0.19	23000 G	97%	1%	1%	0%	1%	0%	F	0.074	0.535	24000	G
208) Allillie Biva	Oity of 1 oftsmouth	0.13		31 76	1 70		0 70	1 /0	0 70	•	0.074	0.555	24000	
	From:	0.70	High St	070/	40/		00/	40/	00/		0.000	0.000	10000	
London Blvd	City of Portsmouth	0.72	18000 F	97%	1%	1%	0%	1%	0%	С	0.086	0.602	19000	F
~~	To: From:		41 London Blvd											—
Martin Luther King Freeway	City of Portsmouth (Maint:	64) 0.73	37000 G	97%	1%	1%	0%	1%	0%	F	0.085	0.653	40000	G
<del>~</del>	To: From:	SR 16	64 Western Frwy											
Martin Luther King Freeway	City of Portsmouth (Maint:	64) 0.12	28000 G	95%	0%	0%	1%	3%	0%	С	0.092	0.515	34000	G
~	To:		River Midtown Tur											
Clicobath Diver Midtown Tunnel	City of Dortomouth (Mainte		uther King Freewa		0%	0%	10/	20/	00/	0	0.000	0.515	24000	_
Elizabeth River Midtown Tunnel	City of Portsmouth (Maint:	,	28000 G	95%	0%	0%	1%	3%	0%	С	0.092	0.515	34000	G
	PI													
Coorgo Woohington Llury	City of Portsmouth		7 Frederick Blvd	000/	10/	10/	00/	0%	00/	_	0.085	0.600	10000	G
41)George Washington Hwy	City of Portsmouth	0.36	17000 G	98%	1%	1%	0%	0%	0%	Г	0.065	0.688	18000	Ċ
	From:		337 Elm Ave			<u> </u>								
41)George Washington Hwy	City of Portsmouth	0.48	12000 G	98%	1%	1%	0%	0%	0%	F	0.102	0.616	12000	G
<u></u>	To: From:	Po	rtsmouth Blvd											
41)Effingham St	City of Portsmouth	0.76	22000 G	98%	1%	1%	0%	0%	0%	F	0.095	0.748	23000	G
	To		I-264											
41)Effingham St	City of Portsmouth	0.18	27000 G	98%	1%	1%	0%	0%	0%	F	0.077	0.517	29000	G
<u> </u>	To		South St			<u> </u>								
141)Effingham St	City of Portsmouth	0.25	25000 G	98%	0%	1%	0%	0%	0%	F	0.07	0.568	27000	G
	To:		High St			1								

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Efficient our Ot	From:	High St		000/	00/	10/	00/	00/	00/	_	0.074	0.044	00000	_
Effingham St	City of Portsmouth	0.06 <b>19000</b> London Bl	F	98%	0%	1%	0%	0%	0%	F	0.071	0.641	20000	F
	From:	Effingham												
141 London Blvd	City of Portsmouth	0.33 18000	F	98%	0%	1%	0%	0%	0%	F	0.080	0.64	19000	F
	Too	Elm Ave	:											
141)London Blvd	City of Portsmouth	0.83 <b>24000</b>	F	98%	0%	1%	0%	0%	0%	С	0.087	0.692	26000	F
$\overline{}$	To:	M L King Fre	eway											
North	From:	SR 141 RO ROUTE	264 WE	ST										
141)Ramp	City of Portsmouth (Maint: 64)	0.30 <b>2700</b>	G								0.233		2700	G
$\smile$	То:	I-264-W FROM ROUTE 141	00- EFFII	NGHAM S	T									
South	From:	SR 141 TO ROUTE		ST										
₁₄₁ )Ramp	City of Portsmouth (Maint: 64)		G								0.132		2200	G
<u> </u>	То:	I-264-W FROM ROUTE 14	1-EFFIN	GHAM ST	•									
	From:	ECL Suffo												
164 Western Freeway	City of Portsmouth (Maint: 64)	0.88 <b>51000</b>	Α	95%	0%	0%	1%	3%	0%	С	0.112	0.587	57000	Α
	To: From:	Towne Poin												
₁₆₄ )Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>55000</b>	G	95%	0%	0%	1%	3%	0%	F	0.089	0.635	61000	G
	To- From:	Cedar La	ie			<u> </u>								
164)Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>46000</b>	G	95%	0%	0%	1%	3%	0%	F	0.089	0.635	56000	G
$\smile$	To	West Norfol	c Rd			<u> </u>								
164)Western Freeway	City of Portsmouth (Maint: 64)		G	95%	0%	0%	1%	3%	0%	F	0.089	0.635	53000	G
<u> </u>	To:	US 58, SR 337 Martin I	uther Kir	ng Fwy										
	From:	SR 337 Portsmo	uth Blvd											
239 Victory Blvd	City of Portsmouth	0.22 7800	G	96%	0%	1%	1%	2%	0%	F	0.087	0.612	8300	G
$\smile$	To:	US 58 Airline	Blvd											
239)Victory Blvd	City of Portsmouth	0.33 <b>21000</b>	G	96%	0%	1%	1%	2%	0%	F	0.084	0.514	22000	G
	To- From	I-264												
239 Victory Blvd	City of Portsmouth	0.59 <b>22000</b>	G	96%	0%	1%	1%	2%	0%	С	0.081	0.506	23000	G
239)	Tool					<del></del> -	.,.	_,,				0.000		
239 Victory Blvd	City of Portsmouth	1.08 <b>17000</b>	G G	96%	0%	1%	1%	2%	0%	F	0.083	0.549	18000	G
239) VICIOIY BIVO	Only of 1 of tamouti			30 70	0 70	1 /0	1 /0	270	0 70	•	0.000	0.545	10000	
Vieten Blad	City of Dorton outle	Deep Creek 0.44 <b>18000</b>	Blvd <b>G</b>	000/	0%	10/	10/	40/	00/	F	0.070	0.000	10000	
Victory Blvd	City of Portsmouth	0.44 16000	G	93%	0%	1%	1%	4%	0%	Г	0.079	0.606	19000	G
	To: From:	US 17 George Wash		•		<del> </del> _								_
Victory Blvd	City of Portsmouth	0.42 <b>10000</b>	F	93%	0%	1%	1%	4%	0%	С	0.102	0.772	11000	F
	To: From:	Frailey P												
239)Victory Blvd	City of Portsmouth	0.83 <b>6200</b>	G	93%	0%	1%	1%	4%	0%	F	0.102	0.772	6600	G
<u> </u>	Toe	Afton Pky	/y											
239)Victory Blvd	City of Portsmouth	0.55 <b>6700</b>	G	93%	0%	1%	1%	4%	0%	F	0.106	0.796	7200	G
	To	SR 337 Elm	Ave											

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

			City of	Portsmo	utri												
Doute	Jurisdictio	-m	anath	AADT	<b>^</b>	4Tire	Dua		Tru	ıck		QC	K	QK	Dir	AAWDT	014/
Route	Junsaich	)II Le	ength	AADI	QA	41116	Bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
	From			03A TO Al	ND FRO	OM RT											
239 Ramp	City of Portsmouth	(Maint: 64)	0.11	NA									NA			NA	
<u> </u>	To		BELM	ONT AVEN	NUE			$\neg$ $\vdash$									
239 Ramp	City of Portsmouth	(Maint: 64)	0.11	5900	G								0.091			5900	G
	То	e.	I-264-W	FROM RT	239												
	From	CAV.	ALIER B	LVD TO R	T 64 E.	AST											
239 Ramp	City of Portsmouth		0.13	5700	G								0.075			5700	G
-	To	· _	I-264-E	FROM RT	239												
East	From	E	WC	L Portsmout	h												
264)	City of Portsmouth	(Maint: 64)		31000	G	94%	1%	1%	1%	4%	0%	F	0.129			33000	G
254)	Combined Traffic Estimates for 2 Parallel		Route:	60000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	64000	G
	To																
East	From		Gree	nwood Driv	ve												
East (264)	City of Portsmouth	'		27000	G	94%	1%	1%	1%	4%	0%	F	0.246			31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	53000	G	94%	0%	1%	1%	4%	0%	F	0.1	F	0.643	59000	G
			SR 23	9 Victory B	lvd												
East	City of Downsonth	(Mainte C4)		28000	Α	94%	1%	10/	1%	4%	00/	С	0.100			30000	Α
264	City of Portsmouth	'						1%			0%	_	0.128		0.000		
	Combined Traffic Estimates for 2 Parallel	Roadways on this H	Route:	54000	Α	94%	0%	1%	1%	4%	0%	С	0.099	Α	0.626	60000	Α
East ALT	To From		SR 337	Portsmouth	Blvd												
264 460	City of Portsmouth	(Maint: 64)	0.50	21000	G	94%	1%	1%	1%	4%	0%	F	0.136			27000	G
20,000	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	50000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	59000	G
	To		110 17	Frederick E	111												
East ALT	From																
<u>264)</u> (460)	City of Portsmouth	'		35000	G	94%	1%	1%	1%	4%	0%	F	0.099			37000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	66000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	72000	G
E. A. T.	To From		Des	Moines Av	e			$\neg$									
East ALT	City of Portsmouth	(Maint: 64)		32000	G	94%	1%	1%	1%	4%	0%	_	0.099			35000	G
264 (460)	Combined Traffic Estimates for 2 Parallel	, ,			G	94%	0%	1%	1%	4%	0%	F	0.099	F	0.577	67000	G
	Combined Trainic Estimates for 2 Parallel	noadways on this n	noute.	63000	G	94%	076	1 70	1 70	470	0%	Г	0.09	Г	0.577	67000	G
East ALT	To From		SR 14	1 Effinghan	ı St												
264 460 Elizabeth River Do	owntown Tunnel City of Portsmouth	(Maint: 64)	0.87	43000	G	94%	1%	1%	1%	4%	0%	F	0.093			47000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	90000	G
	То			CL Norfolk													
East	From	Ε	Ţ	-264 East													
(264)Ramp	City of Portsmouth	(Maint: 64)	0.32	2600	G								0.109			2600	G
	To	<u> </u>		E, Greenwo													
East	From	I_2	264-E TO	GREENWO	OOD D	R			_		_				_		
(264)Ramp	City of Portsmouth		0.10	3200	G								0.093			3200	G
	To	: '		0 FROM R													
		•															

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

Route	Jurisdiction	n Length	AADT QA	4Tire	Bus		Truc 3+Axle 1		ററ	K Factor	QK	Dir Factor	AAWDT	QW
East 264 Ramp	From City of Portsmouth (I	Maint: 64) 0.14	I-264 East <b>5700 G</b> 599 Cavalier Blvd							0.083			5700	G
East 264 Ramp	From: City of Portsmouth (I	Maint: 64) 0.14	4-E TO RT 337 <b>2100 G</b> 7 FROM RT 264							0.085			2100	G
East 264 Ramp	From: City of Portsmouth (I	I-264-E TO ROUT  Maint: 64) 0.25  I-264-E005B TO RO	140 G							0.690			220	G
East 264 Ramp	From: City of Portsmouth (I	Maint: 64) 0.14	DES MOINES A 3000 G 59 FROM RT 264							0.11			3000	G
East 264 Ramp	From: City of Portsmouth (I	Maint: 64) 0.20	UTE 141-EFFING 2100 G DM ROUTE 264 E							0.158			2100	G
East 264 Ramp	From City of Portsmouth (I	·	141 NORTH-EFF <b>NA</b> CRAWFORD S'		ST					NA			NA	
East 264 Ramp	From: L City of Portsmouth (I	Maint: 64) 0.13	1500 G 41 Effingham St	IKEEI 5						0.092			1500	G
East 264 Ramp	From City of Portsmouth (I	Maint: 64) 0.21	CRAWFORD S'  2700 G  FORD STREET S							0.140			2700	G
<u>Nest</u> 264	City of Portsmouth (I Combined Traffic Estimates for 2 Parallel F	Maint: 64) 0.61 Roadways on this Route:	29000 G 60000 G enwood Drive	94% 94%	0% 0%	1% 1%	1% 1%	4% 0% 4% 0%		0.122 0.092	F	0.682	31000 64000	G G
West 264	City of Portsmouth (I Combined Traffic Estimates for 2 Parallel F	Maint: 64) 1.34 Roadways on this Route:	26000 G 53000 G	94% 94%	0% 0%	1% 1%	1% 1%	4% 0% 4% 0%		0.127 0.1	F	0.643	29000 59000	G G
West 264	City of Portsmouth (I Combined Traffic Estimates for 2 Parallel F	Maint: 64) 0.75	27000 A 54000 A	94% 94%	0% 0%	1% 1%	1% 1%	4% 0% 4% 0%		0.129 0.099	Α	0.626	29000 60000	A A
West ALT 264 460	City of Portsmouth (I	Maint: 64) 0.84 Roadways on this Route:		94% 94%	0% 0%	1% 1%	1% 1%	4% 0% 4% 0%		0.118 0.08	F	0.679	31000 59000	G G
West ALT 264 460	City of Portsmouth (I Combined Traffic Estimates for 2 Parallel F	Maint: 64) 0.55	31000 G 66000 G South St	94% 94%	0% 0%	1% 1%	1% 1%	4% 0% 4% 0%		0.118 0.090	F	0.591	34000 72000	G G

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

					ioutri				Trı	ıck			K		Dir		
	Jurisdictio	on	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
	From:	c		South St													
	City of Portsmouth	(Maint: 64)	1.17	31000	G	94%	0%	1%	1%	4%	0%	F	0.107			32000	G
Combined Traf	fic Estimates for 2 Parallel	Roadways o	n this Route:	63000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	67000	G
	To: From:		SR 1	41 Effingha	ım St												
Downtown Tunnel	City of Portsmouth	(Maint: 64)	0.45	39000	G	94%	0%	1%	1%	4%	0%	F	0.099			42000	G
Combined Traf						94%	0%		1%	4%		F	0.099	Α	0.502		G
	To:				k												
	From:		I-264-W TO	GREENWO	OOD DR	RIVE											
	City of Portsmouth	(Maint: 64)	0.17	2300	G								0.087			2300	G
	To:		124-85	40 FROM I	RT 264												
	From:	(14 : 1 04)											0.400			0000	_
	City of Portsmouth	(Maint: 64)											0.103			2900	G
	From:																
	City of Portsmouth	(Maint: 64)											0 084			8600	G
	To:	·				M RT							0.004			0000	u
	From:	c						l									
	City of Portsmouth	(Maint: 64)	0.37	3900	G								0.1			3900	G
	To:	c	SR 33	7 FROM R	T 264												
	From:	· I-2	264-W TO ROU	ΓΕ 1700- FI	REDERI	CK BLVI	)										
	City of Portsmouth	(Maint: 64)	0.25	11000	G								0.096			11000	G
	To:																
	From:					VIA CRA	W						0.000			01000	_
	City of Portsmouth	(Maint: 64)											0.098			21000	G
	To:		I-264-W(	007B TO CO	OURT S'	Т											
	City of Portsmouth	(Maint: 64)	0.07	NA									NA			NA	
	To:		CRAW	FORD STR	REET N												
	From:				OURT S	Т											
	City of Portsmouth	(Maint: 64)											NA			NA	
	10.	1															
	City of Porten	L				99%	0%	1%	0%	0%	0%	F	0 002		0 537	27000	G
	Oity of Portsii	iioutii				JJ /6	0 /6	1 /0	0 /6	0 /0	U /0	•	0.032		0.557	27000	u
	City of Dowton	nouth				000/	00/	10/	00/	09/	00/		0.000		0.550	22000	G
	Gity of Portsn	noutri				<b>∃∃</b> %	U%	1 70	U%	U%	U%	r	0.092		0.559	23000	G
	City of Portsn	nouth				99%	0%	10/	00/	00/	00/		0.007		0.617	21000	
	Gity of Portsn	noutri	1.17	19000	G	99%	υ%	1%	0%	0%	0%	С	0.087		0.617	21000	G
	City of Portsn		SR 2 0.23	239 Victory 13000	Blvd <b>G</b>	99%	0%	1%	0%	0%	0%	F	0.086		0.622	14000	G
	r Downtown Tunnel	City of Portsmouth Combined Traffic Estimates for 2 Parallel  To Downtown Tunnel City of Portsmouth Combined Traffic Estimates for 2 Parallel  City of Portsmouth  City of Portsmouth  City of Portsmouth  To  City of Portsmouth  City of Portsmouth	To Promi   City of Portsmouth (Maint: 64)   Combined Traffic Estimates for 2 Parallel Roadways or   To     From     City of Portsmouth (Maint: 64)   To     From   City of Portsmouth (Maint: 64)   To   From   City of Portsmouth (Maint: 64)   To   From   City of Portsmouth (Maint: 64)   To   From   City of Portsmouth (Maint: 64)   To   From   City of Portsmouth (Maint: 64)   To   City of Portsmouth (Maint: 64)   To   City of Portsmouth (Maint: 64)   To   From   City of Portsmouth (Maint: 64)   To   City of	City of Portsmouth (Maint: 64)   1.17	City of Portsmouth (Maint: 64)   1.17   31000	City of Portsmouth (Maint: 64)   1.17   31000   G	City of Portsmouth (Maint: 64)   1.17   31000   G   94%	City of Portsmouth (Maint: 64)   1.17   31000   G   94%   0%   0%   0%   0%   0%   0%   0%	Surface   South St	South St	South St	City of Portsmouth (Maint: 64)	South State   State	Surficience   City of Portsmouth (Maint: 64)   1.17   31000   G   94%   0%   1%   1%   4%   0%   F   0.107	City of Portsmouth (Maint: 64)   0.17   2300   City of Portsmouth (Maint: 64)   0.27   2900   City of Portsmouth (Maint: 64)   0.28   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.27   2900   City of Portsmouth (Maint: 64)   0.28   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.28   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 337 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 238 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 238 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 238 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 238 SROM RT 204   City of Portsmouth (Maint: 64)   0.25   SR 238 SROM RT 204   City o	Section   Clay of Portsmouth (Maint: 64)   1.17   31000   Clay   34,000   1%   1%   4%   0%   F   0.107   1.000   1	Sumble   S

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

		City of PortSilic								1.4			
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Tru			QC	_ K	QK _ Dir	AAWDT	Q'
	- I				2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
ALT De steure e ville Blood	Prom:	US 58, ALT US 460 Air		00/	10/	00/	00/	00/	F	0.000	0.500	15000	C
937 (460) Portsmouth Blvd	City of Portsmouth	0.10 <b>14000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.082	0.582	15000	(
ALT	To: From:	ALT SR 337 Turnpil	ike Rd										
337) 460 Portsmouth Blvd	City of Portsmouth	0.16 <b>11000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.086	0.646	12000	(
337 400	To:	Ramp to I-264 I			Ť	• / •		-,-	•				
ALT	From:	Ramp to I-264 E; Functional											
337) 460 Portsmouth Blvd	City of Portsmouth	0.29 <b>11000</b>	N 99%	0%	1%	0%	0%	0%	Ν	0.086	0.646	12000	
	To	Ramp From I-264 E, U	US 460										
Portsmouth Blvd	City of Portsmouth	0.98 <b>13000</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.101	0.597	14000	
337) Torismodin Biva	Only of 1 oftenhouti			1 70	1 70	1 /0	1 /0	0 70	•	0.101	0.007	14000	
	To: From:	Deep Creek Blv											
Portsmouth Blvd	City of Portsmouth	0.17 <b>7700</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.117	0.658	8200	
<u> </u>	To: From:	ALT US 17 Frederic	k Blvd		$\neg$ $\vdash$								
Portsmouth Blvd	City of Portsmouth	0.79 <b>9100</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.09	0.693	9700	
	To:	US 17 Elm Ave	e										
	From:	US 17 Portsmouth	Blvd										
Elm Ave	City of Portsmouth	0.32 <b>6800</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.098	0.559	7200	
$\smile$	To:	US 17 George Washington l											
	From:	US 17 George Washington I							_				
Elm Ave	City of Portsmouth	0.72 <b>5500</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.116	0.624	5800	
<u> </u>	To: From:	SR 239 Victory B	Blvd										
Elm Ave	City of Portsmouth	0.23 <b>8300</b>	<b>G</b> 93%	1%	1%	2%	4%	0%	F	0.129	0.754	8800	
	To	Burtons Point R	) d										
337)Elm Ave	City of Portsmouth	0.32 <b>8000</b>	G 93%	1%	1%	2%	4%	0%	С	0.137	0.755	8500	
337 Lilli Ave	To:	WCL Chesapeak		1 /0	1 /0	2/0	4 /0	0 /6	C	0.137	0.755	6300	
		•											
East ALT	From:	SR 337 TO RT 2											
337)(460)Ramp	City of Portsmouth (Maint: 64)	0.57 <b>3600</b>	G							0.077		3600	
<u> </u>	10.	I-264-E FROM RT	. 337										
Vest	From:	SR 337 TO RT 2											
Ramp	City of Portsmouth (Maint: 64)	0.17 <b>1400</b>	G							0.099		1400	•
<u> </u>	To: I-	264-W RAMP FROM RT 337	7 FROM RT 337	7									
ALT	From:	SR 337 Portsmouth	Blvd										
Turnpike Rd	City of Portsmouth	1.05 <b>3200</b>	<b>G</b> 85%	1%	1%	3%	10%	0%	F	0.09	0.503	3500	
$\mathcal{L}$	To	US 17 Frederick E	Dlvd										
ALT	From:												
Turnpike Rd	City of Portsmouth	0.30 <b>12000</b>	<b>G</b> 85%	1%	1%	3%	10%	0%	F	0.083	0.623	12000	
<u></u>	To: From:	Howard St			—								
ALT B.	11/011		0 0551	40/	40/	00/	100/	00/	_	0.000	0.000	10000	
Turnpike Rd	City of Portsmouth	0.54 <b>9600</b>	<b>G</b> 85%	1%	1%	3%	10%	0%	С	0.083	0.603	10000	
~	To:	Harbor Dr											
AL T													
ALT 337)Harbor Dr	City of Portsmouth	0.05 <b>Cassell Ave</b>	<b>G</b> 95%	0%	0%	1%	3%	0%	F	0.097	0.552	5000	(

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

_		·						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
_T	From:		County St		050/	00/	00/	40/	00/	00/	_	0.000		0.500	0.400	
Harbor Dr	City of Portsm	outh 0.11	6000	G	95%	0%	0%	1%	3%	0%	F	0.086		0.583	6400	(
LT	To: From:		High St													
Harbor Dr	City of Portsm	outh 0.24	14000	G	85%	1%	1%	3%	10%	0%	F	0.087		0.587	15000	C
	10:		US 58													
LT 60 (58) Airline Blvd	City of Portsm		CL Chesapea 13000	ake <b>G</b>	96%	2%	1%	0%	2%	0%	F	0.087		0.584	13000	(
30) (36) /	To To		Greenwood I		00,0			0,0	_,,	0,70	•	0.00.		0.00	.0000	
LT Aiding Blod	From:				060/	20/	10/	00/	20/	00/	_	0.004		0.50	12000	
58 Airline Blvd	City of Portsm		12000	G	96%	2%	1%	0%	2%	0%	F	0.084		0.52	13000	(
LT ~~~	To: From:		Elmhurst Lar													
60 (58) Airline Blvd	City of Portsm	outh 1.30	10000	G	96%	2%	1%	0%	2%	0%	F	0.086		0.543	11000	(
LT	To: From:	VI	CTORY BL	VD												
60 58 Airline Blvd	City of Portsm	outh 0.28	13000	G	96%	2%	1%	0%	2%	0%	F	0.082		0.545	14000	(
LT	To From:	J	JS 58, SR 33	37												
Portsmouth Blvd	City of Portsm	outh 0.10	14000	G	99%	0%	1%	0%	0%	0%	F	0.082		0.582	15000	(
	To: From:	ALT S	R 337 Turn	oike Rd												
LT 60 (337) Portsmouth Blvd	City of Portsm	outh 0.16	11000	G	99%	0%	1%	0%	0%	0%	F	0.086		0.646	12000	(
	To		I-264													
LT 60 (337) Portsmouth Blvd	City of Portsm	outh 0.29	11000	N	99%	0%	1%	0%	0%	0%	N	0.086		0.646	12000	1
337/1 Ortsmouth Biva	To:		T 337 & I-2		33 /0	0 70	170	0 70	0 70	0 70	14	0.000		0.040	12000	
.T	From:		337 TO RT	264		1/4 0										
337 Ramp	City of Portsmouth (	,	-E FROM R	Т 337	See	VA 33	37 for dir	rectional	traffic	volume e	estima	ates for th	ns seg	gment.		
.T	From:		T 337 & I-2													
60 264	City of Portsmouth (	·									stimat	es for thi	·			
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	50000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	59000	(
_T	To: From:	US 1	7 Frederick	Blvd												
60 264	City of Portsmouth (	'			Se	e I-264	for dire	ectional t	raffic v	olume es	stimat	es for thi	s segr	ment.		
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	66000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	72000	(
	To: From:	De	eep Creek B	lvd												
60 (264)	City of Portsmouth (	(Maint: 64) 0.67			Se	e I-264	for dire	ectional t	raffic v	olume es	stimat	es for thi	s segr	ment.		
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	63000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	67000	(
LT	To: From:	SR	141 Effingha	ım St												
Elizabeth River Do	owntown Tunnel City of Portsmouth (	(Maint: 64) 0.87			Se	e I-264	for dire	ectional t	raffic v	olume es	stimat	es for thi	s segr	ment.		
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	82000	G	94%	0%	1%	1%	4%	0%		0.090		0.502	90000	(
	To:	7	WCL Norfol	k												

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

Route	Jurisdictio	n L	ength.	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:		I-264	-W TO RT	337												
460 264 Ramp	City of Portsmouth	(Maint: 64)	0.37			Se	e I-264	for di	ectional	traffic v	olume e	stimat	es for thi	s seg	ıment.		
	To:			7 FROM R													
ALT	From:			Portsmoutl	n Blvd												
{460}( <del>264)</del>	City of Portsmouth	(Maint: 64)	0.84			Se	e I-264	for di	ectional	traffic v	olume e	stimat	es for thi	s seg	ıment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	50000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	59000	G
	To		US 17	Frederick	Blvd												
ALT (460 (264)	City of Portsmouth	(Maint: 64)	0.55			Se	e I-264	for di	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
P	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	66000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	72000	G
ALT	To: From:		Dee	p Creek Bl	vd												
ALT (460 (264)	City of Portsmouth	(Maint: 64)	1.17			Se	e I-264	for di	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	63000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	67000	G
ALT	Tac From:		SR 14	41 Effingha	m St												
460 (264) Elizabeth River	Downtown Tunnel City of Portsmouth	(Maint: 64)	0.45			Se	e I-264	for di	ectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
P	Combined Traffic Estimates for 2 Parallel	Roadways on this F		82000	G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	90000	G
	To:		W	CL Norfoll	ζ.												

						City of I	Portsmoi	uth								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	• • •	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
(F ₁₅₄ ) Liberty St	0.40	20	R			De	ad End				0.22		0.556	NA		04/16/2015
F154 Liberty Ot	0.40	To	Ë			Taz	ewell St						0.000	1471		04/10/2010
		From				Mt V	ernon Ave									
1 Bayview Blvd	0.21	400	G	99%	0%	1%	0%	0%	0%	С	0.092		0.537	430	G	2017
$\overline{}$		To				Chaut	auqua Ave									
<u> </u>		From				124-8525	River Shore	e Rd								
(8516) Cedar Lane	0.42	830 To	G			D	- 4 P- 4				0.109		0.842	890	G	2017
		From					ad End									
Towne Point Rd	0.71	10000	G	99%	0%	0%	Suffolk 0%	0%	0%	F	0.097		0.508	11000	G	2017
(8520) Towne Point Rd	0.7 1	T-0000		0070	0 70			0 70	070				0.000	11000	ŭ	2017
7 Towne Point Rd	0.13	23000 From	G	99%	0%	0%	Pines Rd 0%	0%	0%	F	0.087		0.581	25000	G	2017
(8520) Towne Point Rd	0.10	23000		33 /6	0 70				0 70	'	0.007		0.501	23000	a	2017
(8520) Towne Point Rd	0.31	21000	G	99%	0%	SR 164	Western Fv 0%	0%	0%	С	0.086		0.533	22000	G	2017
10wne Point Rd	0.51	<b>21000</b>	<u> </u>	33 /6	0 /6		Chesapeake		0 70		0.000		0.555	22000	u	2017
		From	4				m Ave									
(8522) Portsmouth Blvd	0.34	5700	G	99%	0%	1%	0%	0%	0%	F	0.101		0.762	6100	G	2017
0022		To				Effi	ngham St									
8522) Portsmouth Blvd	0.55	4100 From	G	99%	0%	1%	0%	0%	0%	С	0.125		0.708	4400	G	2017
00022		To					enter Pkwy									-
		From	1			Town	Point Rd									
(8523) Twin Pines Rd	0.90	9300	G	98%	1%	1%	0%	0%	0%	С	0.086		0.587	9900	G	2017
$\overline{}$		To	_			Swar	nanoa Dr									
(8523) Twin Pines Rd	0.51	3600	G	98%	1%	1%	0%	0%	0%	F	0.108		0.564	3800	G	2017
$\bigcup$		To	-			Twin	Pines Rd									
(8523) Twin Pines Rd	0.12	3600 From	N	98%	1%	1%	0%	0%	0%	N	0.108		0.564	3800	Ν	2017
		To	_			Heds	gerow Cir									
(8523) Hedgerow Ln	0.28	1300 From	G	98%	1%	1%	0%	0%	0%	F	0.143		0.544	1400	G	2017
		To				River	Shore Rd									
		From				ECL C	Chesapeake	;								
(8524) Churchland Blvd	0.09	13000	G	99%	1%	0%	0%	0%	0%	F	0.089		0.535	14000	G	2017
$\overline{}$		To					Norfolk Rd									
(8524) W Norfolk Rd	0.11	3200	G	99%	1%	0%	hland Blvd 0%	0%	0%	F	0.082		0.502	3400	G	2017
(8524) W WOTTON TO	0.11	0200			1 /0			0 70					0.002	0.100	ŭ	2017
(8524) W Norfolk Rd	1.05	5400	G	99%	1%		Neck Rd 0%	0%	0%	С	0.094		0.559	5700	G	2017
W Nortolk Rd	1.00	3400		33 /6	1 /0			0 70	0 70		0.054		0.555	3700	a	2017
(8524) W Norfolk Rd	1.47	3900 From		99%	1%	0%	dar Lane 0%	0%	0%	F	0.085		0.553	4100	G	2017
W Nortolk Rd	1.41	3900	G	JJ /0	1 /0				0 /0	'	0.000		0.000	7100	G	2017
(8524) W Norfolk Rd	0.46	260 From	G	99%	1%	SR 164	Western Fv 0%	vy 0%	0%	F	0.117		0.583	270	G	2017
W Nortolk Rd	0.40	<b>200</b>		99%	1 70		adway St	076	076	Г	0.117		0.565	270	G	2017
		From	4				list Drive									
8525) Sterling Point Rd	0.38	1400	G	98%	1%	1%	0%	0%	0%	F	0.095		0.507	1500	G	2017
0020)				-0/0	. 70			2,3		•					_	
(8525) Cedar Lane	1.18	10000	G	98%	1%	1%	ligh St 0%	0%	0%	С	0.083		0.522	11000	G	2017
(8525) Cedar Lane	1.10	. 3000 To	<u> </u>	JU /0	1 /0		Norfolk Rd		J /0				0.022	. 1000	J	2017
<u> </u>		From				W N	orfolk Rd									
(8525) Cedar Ln	0.23	14000	G	98%	1%	1%	0%	0%	0%	F	0.084		0.541	15000	G	2017
$\frac{\smile}{\circ}$		To From				SR 164 W	estern Free	way			$\supset \vdash$					
(8525) Cedar Ln	0.47	8900	G	98%	1%	1%	0%	0%	0%	F	0.103		0.517	9500	G	2017
$\overline{}$		To	1				Shore Rd				_					
(8525) River Shore Rd	0.11	7800	G	98%	1%	1%	dar Lane 0%	0%	0%	F	0.102		0.560	8300	G	2017
0025) 1.1751 311010 110	5.11	To	<u> </u>	0070	. /0		hurst Rd	0 /0	J /U	•			3.500	3300	G	2017
						Odk	ust INU									

Chautauqua Ave   0.58   3500   G   98%   1%   1%   0%   0%   0%   0%   F   0.039   0.534   3700   G   2017							City Oi	FULSITION	וווג								
See   Privar Shore Rd   0.85   3500   G   88%   1%   1%   1%   0%   0%   0%   0%   0	Route	Length	AADT	QA	4Tire	Bus			• • •		QC		OK		AAWDT	QW	Year
River Shore Rd	City of Portsmouth		F				0.1	1									
Holystore Links	Pivor Chara Pd	0.05			000/	10/			Λ0/	00/		0.000	0	E24	2700	G	2017
Chautauqua Ave 0.58 960 G 37% 0% 1% 1% 1% 0% F 0.103 0.527 1000 G 2017    Company   Co	8525) River Shore Ru	0.85	3300 To		96%	170			0%	0%	Г	0.089	0.:	534	3700	G	2017
Chautauqua Ave   0.58   960   G   97%   0%   1%   1%   1%   0%   F   0.103   0.527   1000   G   2017				<u> </u>													
Chautauqua Ave												<b>—</b>				_	
Chauthauqua Ave   0.12   1800   G   97%   0%   1%   1%   1%   0%   C   0.094   0.588   1700   G   2017	8526 Chautauqua Ave	0.58	960	G	97%	0%	1%	1%	1%	0%	F	0.103	0.	527	1000	G	2017
Chautauqua Ave   0.12   1900   G   97%   0%   1%   1%   1%   0%   C   0.094   0.586   1700   G   2017	<u> </u>		To				Cle	veland St									
Deciro St	8526) Chautaugua Ave	0.12			97%	0%	1%	1%	1%	0%	С	0.094	0.	586	1700	G	2017
Chautauqua Ave 0.14 1100 G 97% 0% 1% 1% 1% 0% F 0.088 0.58 1200 G 2017    Second Chautauqua Ave   0.26 920 G 97% 0% 1% 1% 1% 1% 0% F 0.093 0.506 970 G 2017   Second Churchland Blvd   0.13 1000 G 98% 0% 0% 1% 0% 0% 0% 0% 0% F 0.093 0.514 11000 G 2017   Second Churchland Blvd   0.27 9400 G 98% 0% 1% 0% 0% 0% 0% 0% 0% F 0.095 0.507 10000 G 2017   Second Churchland Blvd   0.27 9400 G 98% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%			To														
Chaitauqua Ave   0.26   920   G   97%   0%   1%   1%   1%   1%   0%   F   0.093   0.506   970   G   2017	Chautaugua Ava	0.14		<u> </u>	070/	00/			10/	00/		0.000	0	EO	1000		2017
Chaltauqua Ave 0.26 920 G 97% 0% 1% 1% 1% 0% F 0.093 0.506 970 G 2017    Barrison Bird	8526 Chautauqua Ave	0.14	1100	G	9170	076	170	1 70	1 70	070	Г	0.000	U.	.56	1200	G	2017
Binview Biby    Second Churchland Blwd   0.13   10000   G   99%   0%     Wear Nurfalk Rd			From				W	esley St									
Churchland Blvd   0,13   10000   G   98%   0%   1%   0%   0%   0%   0%   0%   0	8526) Chaltauqua Ave	0.26	920	G	97%	0%	1%	1%	1%	0%	F	0.093	0.	506	970	G	2017
Churchland Bivd 0.13 10000	$\overline{}$		To				Bay	view Blvd									
Churchland Blvd 0.13 10000 G 98% 0% 1% 0% 0% 0% 0% F 0.093 0.514 11000 G 2017			From				West	Norfolk Rd									
Churchland Blvd   0.27   9400   G   98%   0%   1%   0%   0%   0%   0%   0.095   0.507   10000   G   2017	Churchland Blvd	0.13	10000	G	98%	0%				0%	F	0.093	0.	514	11000	G	2017
Churchland Blvd 0.27 9400	0320)	• • • • • • • • • • • • • • • • • • • •											-	•		-	
High St US 17   High St US 1	0 0 1 10 10 1		From	<u> </u>	0000				001	051			-		10000		
NCL Chesapeake   Sept	8528 Churchland Blvd	0.27	9400	G	98%	0%			υ%	0%	С	0.095	0.	507	10000	G	2017
Tyre Neck Rd  0.24  9700  G  99%  0%  0%  0%  0%  0%  0%  0%  0%  0	<u> </u>		To	Щ_			High	St US 17									
Tyre Neck Rd   0.18   4900   G   99%   0%   0%   0%   0%   0%   0%   0			From:				NCL (	Chesapeake	;								
Figh St   Figh	8532) Tyre Neck Rd	0.24	9700	G	99%	0%	0%	0%	0%	0%	F	0.095	0.0	627	10000	G	2017
Tyre Neck Rd			To				т	E-1 Ct									
Second   Control   Contr	Tura Nasli Del	0.10			000/	00/			00/	00/							0017
Tyre Neck Rd  0.09  3100  G  99%  0%  0%  0%  0%  0%  0%  0%  0%  0	1 yre Neck Rd	0.18	4900	G	99%	0%	0%	0%	0%	0%	C	0.092	U.	.53	5200	G	2017
Non-folk Rd	<u> </u>		Tor From	·	-		Churc	hland Blvd									
Non-folk Rd	8532 Tyre Neck Rd	0.09	3100	G	99%	0%				0%	F	0.102	0.	542	3300	G	2017
Hatton Pt Rd	,		Tα				WN	orfolk Rd									
Hatton Pt Rd   0.56   2500   G   99%   0%   0%   0%   0%   0%   0%   0			From									i					
South   Sout	Hatton Dt Dd	0.56		G	00%	09/			Λ9/	Λ9/		0.080	0	500	2600	G	2017
High St	B534) Hallon Ft Nu	0.56	2500 To		99%	076			076	076	F	0.069	0.	599	2000	G	2017
Second   Western Branch Blvd   U.58   4700   G   97%   1%   1%   0%   0%   0%   0%   F   0.097   0.576   5000   G   2017				<u> </u>				joff St									
Hartford St   1.00   2900   G   97%   1%   1%   0%   0%   0%   0%   C   0.099   0.513   3100   G   2017																	
Second Part	₈₅₃₆ ) Western Branch Blvd	0.58	4700	G	97%	1%	1%	0%	0%	0%	F	0.097	0.	576	5000	G	2017
Second   Hartford St   1.00   2900   G   97%   1%   1%   0%   0%   0%   0%   C   0.099   0.513   3100   G   2017	$\bigcirc$		To					ligh St									
Mt Vermon Ave	Hartford St	1 00		G	97%	1%			0%	0%	С	0.099	0 :	513	3100	G	2017
Seasy   Elmhurst Ln   1.41   3700   G   97%   1%   1%   0%   0%   0%   F   0.111   0.564   3900   G   2017	8536) Harriord St	1.00	To	<u> </u>		- 170			0 70	070		0.000	0.	0.0	0100	ŭ	2017
Elmhurst Ln  1.41 3700 G 97% 1% 1% 0% 0% 0% 0% F 0.111 0.564 3900 G 2017    Same																	
Say   Elmhurst Ln	<u> </u>				070/	40/			00/	00/				<b>504</b>	0000	_	0047
Say   Elmhurst Ln	8537 Elmnurst Ln	1.41	3700	G	97%	1%	1%	0%	0%	0%	F	0.111	0.	564	3900	G	2017
Say   Elmhurst Ln	<u> </u>		To				Garv	wood Ave									
Sample   S	Elmhurst Ln	0.18			97%	1%			0%	0%	F	0.101	0.0	619	3900	G	2017
Elmhurst Ln 0.71 7000 G 97% 1% 1% 0% 0% 0% C 0.098 0.533 7400 G 2017    Cherokee Rd     Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd   Cherokee Rd	3337)		-														
Cherokee Rd	<u> </u>	0.74	From	<u> </u>	070/	40/			00/	00/					7400		0047
Elmhurst Ln 0.31 6800 G 97% 1% 1% 0% 0% 0% F 0.096 0.556 7200 G 2017    Portsmouth Blvd   Portsmouth B	8537) Elmhurst Ln	0.71	7000	G	9/%	1%	1%	0%	0%	0%	C	0.098	0.	533	7400	G	2017
Elmhurst Ln 0.31 6800 G 97% 1% 1% 0% 0% 0% F 0.096 0.556 7200 G 2017    Portsmouth Blvd   Portsmouth B	<u> </u>		To				Che	rokee Rd									
Portsmouth Blvd   Sa37   Elmhurst Ln   0.89   5400   G   97%   1%   1%   0%   0%   0%   F   0.097   0.559   5800   G   2017	8537) Elmhurst Ln	0.31			97%	1%			0%	0%	F	0.096	0.	556	7200	G	2017
Elmhurst Ln 0.89 5400 G 97% 1% 1% 0% 0% 0% F 0.097 0.559 5800 G 2017    Shore Dr	5557																
Shore Dr   Hodges Ferry Rd   Shore Dr   Hodges Ferry Rd   Shore Dr   Hodges Ferry Rd   Shore Dr				<u> </u>	070/	40/			00/	00/					5000		0017
Hodges Ferry Rd   G   97%   1%   1%   0%   0%   0%   F   0.109   0.650   4200   G   2017	Elmhurst Ln	0.89	5400	G	97%	1%			0%	0%	<u> </u>	0.097	0.9	559	5800	G	2017
Cherokee Rd 0.67 3900 G 97% 1% 1% 0% 0% 0% F 0.109 0.650 4200 G 2017    City Park Ave     Constitution Ave	<u> </u>		To	<u> </u>			Sl	iore Dr									
County St 0.40 1500 G 97% 0% 1% 2% 0% 0% F 0.112 0.780 1600 G 2017    State   Constitution Ave   Constitutio	_						Hodge	es Ferry Rd									
County St 0.40 1500 G 97% 0% 1% 2% 0% 0% F 0.112 0.780 1600 G 2017    Section   Peninsula Ave   Peninsula Ave	8538) Cherokee Rd	0.67	3900	G	97%	1%	1%	0%	0%	0%	F	0.109	0.0	650	4200	G	2017
County St 0.40 1500 G 97% 0% 1% 2% 0% 0% F 0.112 0.780 1600 G 2017    State   Constitution Ave   Constitutio	$\overline{}$		To				City	Park Ave									
County St 0.40 1500 G 97% 0% 1% 2% 0% 0% F 0.112 0.780 1600 G 2017    County St   D.31   D.31			From	=													
Peninsula Ave   Peninsula Av	County St	0.40			97%	Nº/-				Λ°/-	F	0 112	ο.	780	1600	G	2017
8539) County St 0.31 2200 G 97% 0% 1% 2% 0% 0% C 0.103 0.668 2400 G 2017    State   St	8539) Oddiniy St	0.40	1300		31 /0	U /0	1 /0	Z /0	U /0	U /0	1	0.112	U.	, 00	1000	G	2017
8539 County St 0.31 <b>2200 G</b> 97% 0% 1% 2% 0% 0% C 0.103 0.668 2400 G 2017    Solid Process   From   Elm Ave			From				Peni	nsula Ave									
Tight From: Elm Ave Start O.33 4300 G 94% 4% 2% 0% 0% 0% F 0.094 0.573 4600 G 2017	8539 County St	0.31			97%	0%	1%	2%	0%	0%	С	0.103	0.0	668	2400	G	2017
8539 County St 0.33 <b>4300 G</b> 94% 4% 2% 0% 0% 0% F 0.094 0.573 4600 G 2017	. /																
	<u> </u>		To					lass Ave-									
	County St	0.33			0/10/	10/			Nº/	Nº/	F	0.004	0	572	4600	G	2017

Route	Length	AADT	QA	4Tire	Bus		Trucl 3+Axle 1	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				FICE	1 0									
County Ct	0.24		ᄂᢩ	049/	40/		gham St	00/	00/		0.000		0.500	0700	_	2017
(8539) County St	0.34	2600	G	94%	4%	2%	0%	0%	0%	С	0.098		0.502	2700	G	2017
		From					urt St									
(8539) County St	0.16	2300	G	94%	4%	2%	0%	0%	0%	F	0.108		0.532	2500	G	2017
<u> </u>		To				Craw	ford St									
		From				Portsmouth	Blvd SR 3	37								
8540 Hodges Ferry Rd	0.28	6900	G	99%	0%	0%	0%	0%	0%	F	0.090		0.510	7400	G	2017
$\bigcirc$		To				Log	gan St									
8540 Hodges Ferry Rd	0.26	5900 From	G	99%	0%	0%		0%	0%	F	0.081		0.501	6300	G	2017
(8540) Hoages Ferry Ra	0.20	0000		0070	0 70	070	0 70	0 70	0 70	•			0.001	0000	ŭ	2017
<u> </u>		From					kee Rd									
₈₅₄₀ Hodges Ferry Rd	0.76	6500	G	99%	0%	0%	0%	0%	0%	С	0.093		0.501	6900	G	2017
$\overline{}$		To				Airlin	ne Blvd				$\neg$ —					
8540) Greenwood Dr	0.57	17000	G	99%	0%	0%		0%	0%	F	0.084		0.605	18000	G	2017
5570																
O	0.00	From	<u> </u>	070/	40/		264	00/	00/				0.505	40000		0047
Greenwood Dr	0.80	15000	G	97%	1%	2%	0%	0%	0%	F	0.093		0.565	16000	G	2017
<u> </u>		From				Cavali	ier Blvd									
8540) Greenwood Dr	0.63	10000	G	97%	1%	2%		0%	0%	F	0.095		0.551	11000	G	2017
$\bigcirc$		To				¥7:	D1v1				<u> </u>					
Greenwood Dr	1.05	From	<u> </u>	079/	10/		ry Blvd	Λο/	Λο/	С	0.100		0.541	4700	G	2017
(8540) Greenwood Dr	1.05	4400	G	97%	1%	2%	0%	0%	0%	C	0.103		0.541	4700	G	2017
		To From				Indepen	ndence St									
Greenwood Dr	0.36	4400	G	97%	1%	2%	0%	0%	0%	F	0.112		0.518	4700	G	2017
		To				D C	1 701 1									
Organizated Dr.	0.50	From		070/	10/		reek Blvd	00/	00/				0.500	0500		0017
Greenwood Dr	0.50	3300	G	97%	1%	2%	0%	0%	0%	F	0.099		0.522	3500	G	2017
		10				George Was	shington H	wy								
East		From				124-8540	TO RT 264	4								
₈₅₄₀ Ramp	0.19	3200	G								0.085			3200	G	2017
$\cup$		To			I-264-W	FROM GR	REENWOO	DD DRIV	Έ							
West		From				124-8540	TO RT 264	4								
8540) Ramp	0.21	1900	G								0.112			1900	G	2017
8540) - 13	0.2.	To	Ť		I-264-W	FROM GR	FENWOO	D DRIV	/F		<u> </u>			.000	<b>O</b> .	
		From			12011				L							
<u> </u>							Harner Dr									
	0.00		Ļ	200/	40/	Chandler			00/	_	0.400		0.050			2017
8542 Snead Fairway	0.30	570	G	98%	1%	1%	0%	0%	0%	С	0.100		0.656	610	G	2017
Snead Fairway	0.30		G	98%	1%	1%			0%	С	0.100		0.656	610	G	2017
Snead Fairway	0.30	570		98%	1%	1% Hodges	0%	0%	0%	С	0.100		0.656	610	G	2017
	0.30	<b>570</b>		98%	1%	1% Hodges	0% Ferry Rd irline Blvd	0%	0%	C	0.100 0.147		0.656	610 2100	G G	2017
		570 To Prom 2000				1% Hodges US 58 Ai 1%	0% Ferry Rd irline Blvd 0%	0%								
8543) City Park Ave	0.79	570 From 2000	G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port	0% Ferry Rd irline Blvd 0% tsmouth Bl	0% 0% vd	0%	F	0.147		0.720	2100	G	2017
8543) City Park Ave		570 To Prom 2000				1% Hodges US 58 Ai 1% SR 337 Port 1%	0% Ferry Rd irline Blvd 0% tsmouth Bl 0%	0%								
8543) City Park Ave	0.79	570 From 2000	G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe	0% Ferry Rd irline Blvd 0% tsmouth Bl 0% ord St	0% 0% vd	0%	F	0.147		0.720	2100	G	2017
© City Park Ave	0.79	570 From 2000  4600 To From From From From From From From Fro	G G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe	Ferry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave	0% 0% vd 0%	0%	F	0.147		0.720	2100 4900	G G	2017
6543) City Park Ave 8543) City Park Ave	0.79	570 To  From 2000 To  4600	G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa	Ferry Rd irline Blvd 0% tsmouth Bl 0% ford St eark Ave 0%	0% 0% vd	0%	F	0.147		0.720	2100	G	2017
Oity Park Ave	0.79	570 From 2000  4600 To From From From From From From From Fro	G G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffic City Pa 1% Powha	Ferry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave 0% tan Ave	0% 0% vd 0%	0%	F	0.147		0.720	2100 4900	G G	2017
8543) City Park Ave 8543) City Park Ave 8543) Clifford St	0.79 0.58 0.53	570 To  2000  From 4600  To  From 7500 To  From To	G G G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa 1% Powha Cliffe	Perry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave 0% ttan Ave ord St	0% 0% vd 0%	0%	F F C	0.147		0.720 0.518 0.56	2100 4900 7900	G G	2017 2017 2017
8543) City Park Ave 8543) City Park Ave 8543) Clifford St	0.79	570 To  2000 From 4600 To  7500 To	G G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pe 1% Powha Cliffe 1%	0% Ferry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave 0% tan Ave ord St 0%	0% 0% vd 0%	0%	F	0.147		0.720	2100 4900	G G	2017
City Park Ave  City Park Ave  City Park Ave  City Park Ave	0.79 0.58 0.53	570 To  2000  From 4600  To  From 7500 To  From To	G G G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffic City Pa 1% Powha Cliffic 1% Kin	0% Ferry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave 0% tan Ave ord St 0% tan Ave ord St	0% 0% vd 0%	0%	F F C	0.147		0.720 0.518 0.56	2100 4900 7900	G G	2017 2017 2017
City Park Ave City Park Ave City Park Ave City Park Ave Display City Park Ave City Park Ave	0.79 0.58 0.53	570 To  2000 From 4600 To  7500 To  From 5900 To  From From From From From From From Fr	G G G	98% 98% 98%	1% 1% 1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffic City Pa 1% Powha Cliffic 1% Kin Powha	Perry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave 0% tan Ave ord St 0% tan Ave ord St 0% tan Ave ord St	0% 0% vd 0% 0% 0%	0%	F F C	0.147 0.101 0.100 0.101		0.720 0.518 0.56 0.590	2100 4900 7900 6300	G G G	2017 2017 2017 2017
City Park Ave  City Park Ave  City Park Ave  Clifford St  Powhatan Ave	0.79 0.58 0.53	570 To  2000 From 4600 To  7500 To  From 5900 To	G G G	98%	1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pe 1% Powha Cliffe 1% Kin Powha 1%	0% Ferry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave 0% tan Ave ord St 0% tan Ave ord St 0% tan Ave ord St 0% tan Ave 0% tan Ave 0%	0% 0% vd 0%	0%	F C	0.147		0.720 0.518 0.56	2100 4900 7900	G G	2017 2017 2017 2017
2543) City Park Ave 2543) City Park Ave 2543) Clifford St 2543) Powhatan Ave	0.79 0.58 0.53	570 From 2000  To From 7500 To From 5900 From 6100 To	G G G	98% 98% 98%	1% 1% 1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa 1% Powha Cliffit 1% Kin Powha 1% Rodm	0% Ferry Rd irline Blvd 0% tsmouth Bl 0% ord St ark Ave 0% tan Ave ord St 0% tan Ave 0% tan Ave 0% tan Ave	0% 0% 0% 0% 0%	0%	F C	0.147 0.101 0.100 0.101		0.720 0.518 0.56 0.590	2100 4900 7900 6300	G G G	2017 2017 2017 2017
City Park Ave  City Park Ave  City Park Ave  City Park Ave  Powhatan Ave  City Park Ave  Standard Stan	0.79 0.58 0.53 0.26 0.79	570 To  2000 From 4600 To  7500 To  From 5900 To  From 6100 To	G G G	98% 98% 98% 98%	1% 1% 1% 1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa 1% Powha Cliffi 1% Kin Powha 1% Rodm SR 337 Port	O% Ferry Rd irline Blvd O% tsmouth Bl O% ord St ark Ave O% tan Ave ord St O% tan Ave ord St O% an Ave O% tan Ave O% tan Ave O%	0% 0% vd 0% 0% 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097		0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6300 6500	G G G	2017 2017 2017 2017 2017
City Park Ave  City Park Ave  City Park Ave  City Park Ave  Powhatan Ave  City Park Ave  Standard Stan	0.79 0.58 0.53	570 From 2000  To From 7500 To From 5900 From 6100 To	G G G	98% 98% 98%	1% 1% 1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa 1% Powha Cliffe 1% Kin Powha 1% Rodm SR 337 Port 0%	Perry Rd  Ferry	0% 0% 0% 0% 0%	0%	F C	0.147 0.101 0.100 0.101		0.720 0.518 0.56 0.590	2100 4900 7900 6300	G G G	2017 2017 2017 2017
City Park Ave  City Park Ave  City Park Ave  City Park Ave  Powhatan Ave  Solution St  City Park Ave	0.79 0.58 0.53 0.26 0.79	570 To  2000 From 4600 To  7500 To  From 5900 To  From 7500 To  From 7500 To	G G G	98% 98% 98% 98%	1% 1% 1% 1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa 1% Powha Cliffe 1% Kin Powha 1% Rodm SR 337 Port 0% Caroli	O% Ferry Rd irline Blvd O% tsmouth Bl O% ord St ark Ave O% ttan Ave ord St O% ttan Ave ord St O% ttan Ave ttan Ave O% ttan Ave	0% 0% vd 0% 0% 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097		0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6300 6500	G G G	2017 2017 2017 2017 2017
City Park Ave  State City Park Ave	0.79 0.58 0.53 0.26 0.79	570 To  2000 From From 7500 To From 6100 To From 7500 To From 7500 To From From 7500 To From From From From From From From Fro	G G G	98% 98% 98% 98%	1% 1% 1% 1% 0%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa 1% Powha Cliffe 1% Kin Powha 1% Rodm SR 337 Port 0% Caroli Rodm	Perry Rd  Ferry	0% 0% vd 0% 0% 0% 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097		0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6300 6500	G G G G	2017 2017 2017 2017 2017
8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8543) Powhatan Ave	0.79 0.58 0.53 0.26 0.79	570 To  2000 From 4600 To  7500 To  From 5900 To  From 7500 To  From 7500 To	G G G	98% 98% 98% 98%	1% 1% 1% 1%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffe City Pa 1% Powha Cliffe 1% Kin Powha 1% Rodm SR 337 Port 0% Caroli	Perry Rd  Ferry	0% 0% vd 0% 0% 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097		0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6300 6500	G G G	2017 2017 2017 2017 2017
8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8543) Powhatan Ave 8543) King St	0.79 0.58 0.53 0.26 0.79	570 From 2000  4600  7500 From 7500 From 6100 From 7500	G G G	98% 98% 98% 98%	1% 1% 1% 1% 0%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffic City Pa 1% Powha Cliffic 1% Kin Powha 1% Rodm SR 337 Port 0% Caroli Rodm 0%	O% Ferry Rd irline Blvd O% tsmouth Bl O% ord St ark Ave O% attan Ave ord St tan Ave to O% attan Ave ord St tan Ave O% attan Ave O% ann Ave tsmouth Bl O% ann Ave O% ann Ave O% one St tan Ave O% ann Ave	0% 0% vd 0% 0% 0% 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097		0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6300 6500	G G G G	2017 2017 2017 2017 2017
City Park Ave  City Park Ave  City Park Ave  City Park Ave  Sea Standard St  Clifford St  Sea Standard St  Complete Ave  Complete Ave	0.79 0.58 0.53 0.26 0.79	570 To  2000 From From 7500 To From 6100 To From 7500 To From 7500 To From From 7500 To From From From From From From From Fro	G G G	98% 98% 98% 98%	1% 1% 1% 1% 0%	1% Hodges US 58 Ai 1% SR 337 Port 1% Cliffic City Pa 1% Powha Cliffic 1% Kin Powha 1% Rodm SR 337 Port 0% Caroli Rodm 0%	Perry Rd  Ferry Rd  O%  Itinine Blvd  O%  Itsmouth Bl  O%  Ord St  Fark Ave  O%  Itan Ave  Ford St  O%  Itan Ave  Itan Ave  O%  Itan Ave  Itan Ave  Itan Ave  O%  Itan Ave  Itan Ave  Itan Ave  O%  Itan Ave  O%  Itan Ave  O%  Itan Ave  O%  Itan Ave	0% 0% vd 0% 0% 0% 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097		0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6300 6500	G G G G	2017 2017 2017 2017 2017

						Oity Oi i c	ortsmouth							
Route	Length	AADT	QA	4Tire	Bus		Truck- +Axle 1T	rail 2Tra	QC	K Factor	QK Dir Facto	AAWDT or	QW	Year
City of Portsmouth		From				110 50 A	1: DI 1			1				
8545) Rodman Ave	0.61	6900	G			US 58 Ai	rline Blvd			0.09	0.52	0 7300	G	2017
6545) · 10 d. · 1 d.	0.0.	To	Ť			Hig	h St				0.02		٥.	_0
		From	4			McLe	ean St			1				
(8546) Elliott Ave	1.60	2500	G							0.129	0.54	7 2600	G	2017
		To				Frederick l	Blvd US 17							
		From	1			N CL Ch	esapeake							
(8547) Deep Creek Blvd	0.21	5400	G	98%	1%	1%		% 0%	F	0.102	0.62	5800	G	2017
		To				Milita	ıry Rd							
<u> </u>		From	<u> </u>				y Blvd						_	
(8547) Deep Creek Blvd	0.91	6600	G	98%	1%	1%	0% 0	% 0%	F	0.095	0.58	6 7100	G	2017
		From				Greenv	vood Dr							
(8547) Deep Creek Blvd	0.27	7700	G	98%	1%	1%	0% 0	% 0%	F	0.092	0.51	4 8200	G	2017
$\bigcirc$		To	_			Wrigh	nt Ave							
(8547) Deep Creek Blvd	0.46	7600 From	G	98%	1%	1%		% 0%	С	0.091	0.53	3 8100	G	2017
8547) 2 3 5 7 3 7 3 7 3	00				. , ,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			0.00	0.00	<b>O</b> .	
Door Crook Divid	0.10	From	<u> </u>	000/	10/		outh Blvd	0/ 00/		0.000	0.54	0 0000	^	0017
(8547) Deep Creek Blvd	0.16	8800	G	98%	1%	1%	0% 0	% 0%	F	0.088	0.54	0 9300	G	2017
		From					ck Blvd							
(8547) Deep Creek Blvd	0.78	6300	G	98%	1%	1%	0% 0	% 0%	F	0.098	0.57	9 6700	G	2017
		To	4			Des Mo	ines Ave							
		From				Mt Ver	non Ave							-
(8548) Wesley St	0.21	460	G	89%	1%	2%	3% 4	% 0%	F	0.093	0.50	9 490	G	2017
		To	_			Chautau	qua Ave							
(8548) Wesley St	0.12	540 From	G	98%	1%	1%		% 0%	F	0.117	0.64	3 570	G	2017
8548) 110010) 01	0.12	To	Ť	0070	1 70		Ave	70 070	•		0.01	0,0	G	2017
		From												
8549 Mt Vernon Ave	0.14	3300	G	97%	1%	2%	h St 1% 1	% 0%	F	0.113	0.64	1 3500	G	2017
Mt Vernon Ave	0.14	3300		91 /0	1 /0	2 /0	1/0 1	/0 0 /0	'	0.113	0.04	1 3300	G	2017
<u> </u>		From				Londo							_	
(8549) Mt Vernon Ave	1.21	2600	G	97%	1%	2%		% 0%	С	0.087	0.51	6 2800	G	2017
<u> </u>		To	1			Bay Vi	ew Blvd							
<u> </u>		From					non Ave							
(8550) Cleveland St	0.21	2000	G	96%	0%	1%	1% 1	% 0%	F	0.085	0.54	1 2100	G	2017
<u> </u>		To	-			Chautau	qua Ave							
(8550) Cleveland St	0.16	4000	G	96%	0%	1%	•	% 0%	С	0.087	0.51	6 4200	G	2017
		To				SR 168 MI	King Frwy							
		From	-				ham St							
(8552) London St	0.49	6200	G	96%	0%	1%		% 0%	F	0.085	0.53	1 6600	G	2017
		To	<u> </u>				ford St		-					
		From	4				nty St			i				
Peninsula Ave	0.10	510	G	96%	0%	1%		% 0%	F	0.095	0.51	5 540	G	2017
(8553) Peninsula Ave	5.10	0.0			0 /0						0.01	- 010	~	_0.7
O Dender of A	0.40	From	<u> </u>	0001	001		h St	0/ 00'		0.001	2.52	. 0700		001
(8553) Peninsula Ave	0.16	2500	G	96%	0%	1%	1% 1	% 0%	F	0.091	0.58	5 2700	G	2017
		To From				SR 141 Lc	ondon Blvd							
(8553) Peninsula Ave	0.33	2400	G	96%	0%	1%	1% 1	% 0%	F	0.116	0.64	2500	G	2017
$\overline{}$		To				Leck	tie St							
		From				Cour	nty St							
(8554) Constitution Ave	0.10	1300	G	97%	1%	2%		% 0%	F	0.104	0.70	2 1400	G	2017
$\bigcirc$		To				Ц: ~	h St						_	
8554 Constitution Ave	0.19	2200 From	G	97%	1%	2%	h St 0% 0	% 0%	F	0.151	0.78	1 2300	G	2017
(8554) Constitution Ave	0.19	2200		31/0	1 /0	£ /0	U/0 U	/0 U ⁻ /0		U. 131	0.78	1 2300	G	2017
<u> </u>		To From					ondon Blvd							
(8554) Constitution Ave	0.37	2100	G	97%	1%	2%		% 0%	F	0.078	0.62	3 2300	G	2017
$\overline{}$		To	1				tie St			_				
O Lookio C+	0.06		<u> </u>	079/	10/		tion Ave	0/ 00/		0.070	0.00	0 60	_	2017
(8554) Leckie St	0.06	60 To	G	97%	1%	2%		% 0%	F	0.078	0.62	3 60	G	2017
		To	1			Deac	ı End							

						City of Fortsing	ulli							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	1			Dead End								
(8554) Leckie St	0.74	530	G	97%	1%	2% 0% Fort Lane	0%	0%	F	0.098	0.623	570	G	2017
8554 Fort Lane	0.07	1100 To	G	97%	1%	Leckie St 2% 0% Crawford Pkwy	0%	0%	F	0.195	0.841	1100	G	2017
8554) Crawford Pkwy	0.06	2200	G	97%	1%	Fort Lane 2% 0%	0%	0%	F	0.111	0.859	2400	G	2017
S554 Crawford Pkwy	0.28	3200 From	G	97%	1%	Effingham St 2% 0%	0%	0%	F	0.133	0.78	3400	G	2017
8554 Crawford Pkwy	0.35	2500 From	G	97%	1%	Court St 2% 0%	0%	0%	F	0.122	0.756	2700	G	2017
8554 Crawford St	0.10	4900	G	97%	1%	London Blvd 2% 0%	0%	0%	F	0.104	0.634	5300	G	2017
8554 Crawford St	0.11	5400	G	97%	1%	High St 2% 0%	0%	0%	F	0.094	0.672	5800	G	2017
8554 Crawford St	0.12	5200 From	G	97%	1%	County St 2% 0% Wythe St	0%	0%	С	0.097	0.642	5600	G	2017
Washington St	0.57	990 To	G	97%	1%	South St 2% 0% Crawford Pkwy	0%	0%	F	0.088	0.699	1100	G	2017
8557 Effingham St	0.09	15000	F	99%	0%	London Blvd 0% 0%	0%	0%	F	0.08	0.767	16000	F	2017
8557 Effingham St	0.20	14000	G	99%	0%	North St 0% 0%	0%	0%	С	0.078	0.722	15000	G	2017
Effingham St	0.09	14000 To	G	99%	0%	Crawford Pkwy 0% 0% Ent. OSN. Hospi	0%	0%	F	0.089	0.856	15000	G	2017
8558) Elm Ave	0.76	7500	G	99%	0%	Portsmouth Blve		0%	С	0.101	0.536	7900	G	2017
8558) Elm Ave	0.03	7500	N	99%	0%	I-264 1% 0%	0%	0%	N	0.101	0.536	7900	N	2017
8558) Elm Ave	0.19	9900	G	99%	0%	South St 1% 0%	0%	0%	F	0.097	0.51	10000	G	2017
8558) Elm Ave	0.10	11000	G	99%	0%	County St	0%	0%	F	0.094	0.553	12000	G	2017
8558 Elm Ave	0.11	7900	G	99%	0%	High St 1% 0%	0%	0%	F	0.087	0.528	8400	G	2017
8558 Elm Ave	0.38	4100 From	G	99%	0%	London Blvd 1% 0% Leckie St	0%	0%	F	0.135	0.825	4400	G	2017
Des Moines Ave	0.59	990	G	97%	1%	Portsmouth Blvd 1% 0%	d 0%	0%	F	0.108	0.527	1100	G	2017
Des Moines Ave	0.07	5100	G	97%	1%	Deep Creek Blv	d 0%	0%	С	0.099	0.533	5500	G	2017
8559 Des Moines Ave	0.05	5100 To	N	97%	1%	I-264 1% 0%	0%	0%	N	0.099	0.533	5500	N	2017
_		From	<u> </u>			South St NCL Chesapeak	e							
8599 Cavalier Blvd	0.68	11000	G	98%	1%	1% 0%	0%	0%	С	0.102	0.68	11000	G	2017
(8599) Cavalier Blvd	0.83	3000 From	G	98%	1%	Tazewell St; King 1% 0% Victory Blvd	0%	0%	F	0.104	0.917	3200	G	2017
			-			, , , , , , , , , , , , , , , , , , ,								

						City of I	ortsmouth								
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		QC	K Facto	QK or	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
Cust Lans	0.70	From	<u> </u>	000/	10/		Chesapeake	0/ 00/			1	0 E10	EC00	0	0017
(8601) Gust Lane	0.70	5300	G	98%	1%	1%		% 0%	F	0.104	+	0.518	5600	G	2017
		From	<u> </u>				ory Blvd								
Aften Dlaw	0.00		G	000/			ngton Pkwy U				,	0.567	0000	_	2017
(8606) Afton Pkwy	0.28	2500 _{To}		98%	1%	1%		% 0%	F	0.103	j	0.567	2600	G	2017
		From			1		t Pkwy Gap Prospect Pkw	/V							
(8606) Afton Pkwy	0.51	1700	G	98%	1%	1%		% 0%	F	0.12		0.559	1800	G	2017
,		To					y Blvd 239								
		From	1				Norfolk Rd			Ť					
(8755) Coast Guard Blvd	0.97	3100	G	98%	1%	1%		% 0%	F	0.140	)	0.967	3300	G	2017
(6/35)		To					in Gate	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						-	
		From								1					
(8756) Garwood Ave	0.17	3100	G	98%	1%	1%	nwood Dr 0% 0	% 0%	F	0.113	2	0.788	3300	G	2017
(8756) Garwood Ave	0.17	To		0070	1 /0		urst Lane	70 070			•	0.700	0000	u	2017
		From								-					
(8758) High St	0.12	12000	F	98%	1%	1%	rederick Blvd 0% 0	% 0%	F	0.087	7	0.599	13000	F	2017
(8758) High St	0.12	1∠UUU To		3070	1 70		Airline Blvd	/0 U%	Г	0.067		0.599	13000	I.	2017
		From					ine Blvd			$\dashv$					
(8758) High St	0.22	10000	F	98%	1%	1%		% 0%	F	0.082	<u>&gt;</u>	0.547	11000	F	2017
U. 30)			_						-						
☐ High St	0.47	12000	F	000/	10/		ernon Ave	0/ 00/	F	0.005		0.570	12000	F	2017
8758 High St	0.47	12000		98%	1%	1%	0% 0	% 0%	F	0.085	,	0.570	13000	Г	2017
~		From		_	_	ML I	King Frwy		•						
(8758) High St	0.79	10000	F	98%	1%	1%	0% 0	% 0%	С	0.101	Į	0.663	11000	F	2017
$\overline{}$		To				El	m Ave			$\neg$ $\vdash$					
(8758) High St	0.32	5700 Franc	F	98%	1%	1%		% 0%	F	0.098	3	0.640	6100	F	2017
<u> </u>		- <del>-</del>							-						
(8758) High St	0.51	4900	G	98%	1%	1%	ngham St 0% 0	% 0%	F	0.091	 I	0.716	5200	G	2017
(8/58) Tilgii St	0.51	4300 To		JU /0	1 /0		wford St	/0 U/0	ı.	0.031		0.710	3200	u	2017
Mal acr Ct	0.00	From	<u> </u>	000/	40/		nwood Dr	0/ 00′			-	0.553	7400	^	0017
8759 McLean St	0.92	7000 _{To}	G	98%	1%	1%		% 0%	F	0.085	)	0.557	7400	G	2017
			<u> </u>			Airl	ine Blvd								
		From					Creek Blvd				_ <del></del>				
(8760) Lincoln St	0.83	1600	G	99%	0%	1%	0% 0	% 0%	F	0.081	l	0.579	1700	G	2017
		To From:				Effi	ngham St			$\Box$ $\vdash$					
(8760) Lincoln St	0.66	3900	G	99%	0%	1%		% 0%	F	0.146	;	0.839	4200	G	2017
$\cup$		To					irst St								
		From				Porter	nouth Blvd								
(8761) Port Centre Pkwy	0.67	6500	G	99%	0%	1%		% 0%	С	0.144	1	0.93	6900	G	2017
0,0,1															
Count Ct	0.01	From	<u> </u>	000/	10/		St Near I-264				<del></del>	0.550	6000		0017
(8761) Court St	0.21	6400	G	98%	1%	1%	0% 0	% 0%	F	0.107		0.553	6800	G	2017
		To:					unty St			⊒⊢					
(8761) Court St	0.11	5400	G	98%	1%	1%	0% 0	% 0%	С	0.105	į	0.504	5800	G	2017
$\overline{}$		To				Н	ligh St			$\neg$ $\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$					
(8761) Court St	0.11	2700 From	G	98%	1%	1%		% 0%	F	0.108	3	0.545	2900	G	2017
5.51				/ -										-	
Court St	0.00	From	<u> </u>	000/	10/		ndon St	0/ 00/		0.15		0.010	1000		2017
(8761) Court St	0.23	950 To	G	98%	1%	1%		% 0%	F	0.15		0.812	1000	G	2017
		10					ford Pkwy								
O 0 11 01	<u></u>	From	ـــِــــــــــــــــــــــــــــــــــ	0==:			bus Avenue	0/				0.05=	=	_	
(8762) South St	0.10	680	G	97%	1%	1%		% 0%	F	0.118	}	0.605	730	G	2017
$\overline{}$		To: From:					on Parkway			_					
(8762) South St	0.09		<u> </u>	070/	10/		son Pkwy 0% 0	o/_ no/	F	0 101	ı	0.505	1100	G	2017
(8762) South St	0.09	1000	G	97%	1%	1%	U% U	% 0%	F	0.121		0.595	1100	G	2017
(8762)															
		To:				Des M	Ioines Ave			$\Box$ $\vdash$					
(8762) South St	0.38	To	G	97%	1%	Des M	Ioines Ave	% 0%	С	0.1		0.512	5100	G	2017

						City of Portsi									
Route	Length	AADT	QA	4Tire	Bus	1 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Portsmouth		From													
South St	0.34	2700	G	97%	1%	Elm Ave 1% 0%	0%	0%	F	 0.084		0.533	2900	G	2017
		To				Effingham S									
est		From		CR	AWFOR	D STREET N TO	ROUTE 26	4 WEST							
Ramp	0.21	3000 To	G	1.064	W EDO	A CD AWEODD (	TEDEET N	O DADT C		0.183			3000	G	2017
		From		1-204-	W FROI	M CRAWFORD S	IKEEI N	X BART S		+					
Amherst Dr		70	G			High St				0.193		0.5	70	G	2017
		То				Ferguson D	r								
		From				Williamsburg	Ave								
Bain St		120	G			D : 1 A				0.116		0.667	130	G	2017
		From	1			Peninsula A									
Baldwin Ave		160	G			Fulton Ave	2			0.121		0.605	170	G	2017
		То				Deep Creek I	lvd								
		From				Heather Ro	i								
Brookmere Lane		120	G							0.15		0.65	130	G	2017
		To	1			Summerset									
Brunswick Rd		From <b>690</b>	G			Chumley R	d			0.114		0.629	730	G	2017
DIUIISWICK NU		<b>090</b>	_			Tatem Ave				0.114		0.029	730	G	2017
		From	1			Glasgow S									
Cambridge Avenue		160	G				-			0.120		0.61	170	G	2017
		То				North St									
		From				Midfield Pky	vy								
Canterbury Dr		360	G			T1 D	_			0.112		0.511	380	G	2017
		From	<u> </u>			Templar D				_					
Cardinal Lane		320	G			Manor Av	2			0.110		0.539	340	G	2017
oaramar zano		To	Ť			Thornwood	St					0.000	0.0	<u> </u>	
		From				Hatton Pt R	d								
Courtney Rd		110	G							0.108		0.615	120	G	2017
		То	1			Dead End									
Oursean Del		From				Bob White	St			0110		0.770	F00	_	0017
Cypress Rd		500 To	G			Cypress Ci	r			0.119		0.778	530	G	2017
		From				Columbus A				+					
Dale Dr		1200	G			Columbus A	vc			0.096		0.518	1300	G	2017
		To				Nashville A	ve								
		From				Horne Ave	;								
Darren Dr		1800	G							0.090		0.624	1900	G	2017
		From	4			Greenwood Bardot Lan									
Darren Dr		890	G							0.119		0.674	890	G	2017
		То	4			Cavalier Bl	/d								
		From				Shamrock I	)r								
Dominion Rd		110	G			F-: D				0.151		0.6	120	G	2017
		From				Fairway D				+					
Duke St		870	F			Richmond A	ve			0.091		0.588	920	F	2017
		To				Parker Ave	2								
		From				Merrifield B	vd								
Forrest Hills Dr		200	G							0.102		0.630	220	G	2017
		То	1			Burrland R	d			<u></u>					
Freiler: DI		From				Gills Rd				0.100		0.040			0017
Frailey PI		510	G							0.182		0.649	550	G	2017

					City of F	ortsmo	uth								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Portsmouth	From				G W		**			-					
Gillis Rd	620	G	99%	0%	George Wa	0%	нwу 0%	0%	С	0.101		0.547	620	G	2017
aiiis ria	т.	<u> </u>	33 76	0 70		lwin Rd	0 70	0 70		0.101		0.547	020	ч	2017
	From:	_				mac Ave				i					
Glasgow St	1600	G			1010	mae 71ve				0.091		0.508	1700	G	2017
	To:				Vern	nont Ave									
	From:				Bol	lling Rd									
Greenland Blvd	1400	G								0.098		0.563	1500	G	2017
	To:				Portsn	nouth Blvc	l								
	From:				Colu	umbia St								_	
Halifax Ave	460	G								0.113		0.578	490	G	2017
						unty St				_					
Hawthorne Lane	From:	<u> </u>			Twin	Pines Rd				0.124		0.505	100	_	201
Hawthome Lane	170	G			Нас	ather Rd				0.124		0.565	180	G	2017
	From:														
Independence St	270	G			Ki	irby St				0.23		0.659	290	G	2017
	To:	r <u> </u>			Appon	nattox Ave				<u> </u>		5.000		~	_517
	From:					m Ave				Ì					
Jefferson St	1400	G			- Di	1117110				0.095		0.598	1500	G	2017
	To:				Pe	earl St									
	From:	<u> </u>	2221			en Street									
Jefferson St	1000	G	99%	0%	0%	0%	0%	0%	С	0.11		0.575	1000	G	2017
						Street				_					
King St	From:				York	town Ave				0.198		0.006	170	F	201
King St	160				Willian	nsburg Av	e			0.196		0.906	170	F	2017
	Fro									<u> </u>					
Lancaster Ave	80	G			K	ace St				0.125		0.546	80	G	2017
	To:	Ť			Gr	riffin St						0.0.0		<u>.</u>	
	From:				Asi	tor Ave									
Magnolia St	390	G			110	1011110				0.094		0.513	420	G	2017
	To:				Kill	lian Ave									
	From:				Flor	ence Rd									
Mayflower Rd	630	G								0.216		0.649	670	G	2017
	To:				Hodge	s Ferry Ro	i								
	From:				Lu	ıgar Ct									
McClean Sts	580	G								0.102		0.632	610	G	2017
	To:	<u> </u>			Vic	kers Ct									
	From:	<u> </u>			Br	oad St									
Meander Rd	220	G								0.126		0.633	240	G	2017
	To					auqua Ave	<u>;</u>								
Marina Dhad	From:	Ļ_			Wy	cliff Rd						0.550	050	_	004
Morro Blvd	230	G			So.	xon Rd				0.106		0.556	250	G	2017
	From									<u> </u>					
Nicholson St	600	G			Afto	on Pkwy				0.089		0.552	640	G	2017
NUCIOISUITSI	т.,	<u> </u>			Ha	rris Rd				0.009		0.002	040	u	2017
	From:	<del>                                     </del>								+					
Nottingham Rd	200	G			snead	d Fairway				0.121		0.623	210	G	2017
griam ria	To:	Ē			York	shire Rd				<u> </u>		5.020		~	_517
	From:	$\equiv$				shall Ave				i					
Oak St	1100	G			ivials	man AVC				0.094		0.564	1200	G	2017
	To:				Wile	cox Ave									
Old Farm Rd	To:	G				cox Ave				0.134		0.571	200	G	2017

					City of Port	smouth								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Portsmouth														
	From				Jackson	St			<u> </u>				_	
Progress Ave	10	G				C.			0.194			10	G	2017
	From				Monroe									
River Shore Rd	2200	G			Hedgerow	Lane			0.092		0.538	2300	G	2017
Tilver Shore Hu	<b>2200</b>				Rivermill	Cir			0.032		0.550	2300	u	2017
	From				Bob Whit				1					
Robin Rd	190	G			Doo will	c Bt			0.124		0.632	200	G	2017
	To				Portsmouth	Blvd								
	From				Beechdale	e Rd								
Smithfield Rd	540	G							0.112		0.705	580	G	2017
	To				Deep Creel	Blvd								
	From				Palmer	St								
Staunton Ave	140	G							0.116		0.618	150	G	2017
	То				Jefferson									
0, 1, 10,	From				Eisenhower	Circle					0.554	0.400	•	004
Stratford St	2000	G			Truman C	1.			0.103		0.551	2100	G	2017
Sugar Creek Cir	310	G			Augustine	Cir			0.096		0.677	330	G	201
Sugai Oreek Oil	To	<u> </u>			Gateway	Dr			0.030		0.077	330	u	201
	From				Greenwoo									
Tazewell St	560	G			Greenwoo	и Бі			0.117		0.687	600	G	2017
	To				Freedom	Ave								
	From				Bridges A	Ave								
Verne Ave	20	G							0.167		0.75	20	G	2017
	To				Garner A	ve								
	From				Merrifield	Blvd								
Weyanoke Dr	130	G							0.126		0.514	130	G	2017
	То				Burrland	Rd								
W B.	From				River Edg	e Dr					0.574	40	•	004-
Whaley Rd	30	G			F1 : 1	<b>.</b> 1			0.184		0.571	40	G	2017
					Edwin I									
Willett Dr	4300	G			West R	d			0.097		0.784	4600	G	2017
Willett Di	4300 To				Sycamore	Rd			0.037		0.704	4000	u	2017
	From				Caroline	Avo								
Winchester Dr	1100	G	98%	0%	1% 0°		0%	С	0.098		0.635	1100	G	2017
	To				Augusta .									
	From				Mount Vern									
Woodrow St	500	G							0.077		0.539	500	G	2017
	To				Broad	St								
	From				Capelle	Rd								
Wright Rd	280	G							0.129		0.675	300	G	2017
	To				Norfolk	Rd								