### 2012

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

where available

## Special Locality Report 124

City of Portsmouth

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

### **Special Routes**

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

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

-		Oity Of 1	Portsmouth				Tru	ol.			1/		D:-		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	- 1					2Axle	3+Axle	1 I rail	2Trail		Factor		Factor		
Constant Workington Liver	City of Doubons with		Chesapeake	000/	00/	40/	40/	00/	00/	F	0.000	F	0.007	20000	_
(17) George Washington Hwy	City of Portsmouth	0.15 <b>27</b>	7000 G	96%	0%	1%	1%	2%	0%	г	0.096	г	0.687	28000	G
~~	To: From:		Victory Blvd												
(17) George Washington Hwy	City of Portsmouth	0.42 <b>23</b>	3000 G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.618	24000	G
<u> </u>	To: From:	Da	avis St			<u> </u>									
(17) George Washington Hwy	City of Portsmouth	0.52 <b>26</b>	6000 G	96%	0%	1%	1%	2%	0%	F	0.084	F	0.613	27000	G
$\bigcirc$	To	124-8540 (	Greenwood Dr												
George Washington Hwy	City of Portsmouth		7000 G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.623	29000	G
(17) George 17 dermigren 1 mg	Tn:		rederick Blvd	0070	070		170	_,0	070	•	0.000	•	0.020	20000	Ū
	From:		e Washington H	wy											
17 Frederick Blvd	City of Portsmouth	0.70 <b>15</b>	5000 G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.565	16000	G
	To:	SR 337 Por	ortsmouth Blvd												
17 Frederick Blvd	City of Portsmouth		8000 G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.609	19000	G
									-,-						_
17 Frederick Blvd	City of Portsmouth		beep Creek Blvd 5000 G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.628	26000	G
[17] Frederick Blvd	City of Portsmouth	0.53 25	5000 G	96%	0%	1%	170	2%	0%	Г	0.069	Г	0.628	26000	G
~~~	To: From:		I-264												
(17) Frederick Blvd	City of Portsmouth	0.35 <b>41</b>	1000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.538	43000	G
<u> </u>	To:	ALT SR 33	37 Turnpike Rd												
17 Frederick Blvd	City of Portsmouth	0.51 <b>27</b>	7000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.51	28000	G
	To:	TIC 50 A	Airline Blvd												
17 Frederick Blvd	City of Portsmouth		8000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.528	19000	G
17) I redeficit Blvd	To:		758 High St	3370	070		070	070	070	'	0.003	'	0.520	13000	J
	From:		Frederick Blvd												
17 High St	City of Portsmouth	0.29 <b>2</b> 3	3000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.612	24000	G
$\bigcirc$	To:	Pode	man Ave												
17 High St	City of Portsmouth		0000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.590	31000	G
17) 1 11911 31	and a second a second and a second a second and a second a second and a second and a second and a second and			0070	070		070	070	070	•	0.001	•	0.000	01000	Ū
COLUMN AND AND AND AND AND AND AND AND AND AN	From:		5 Cedar Lane	000/	00/		00/	00/	00/	_	0.000	_	0.547	00000	_
High St	City of Portsmouth	0.93 <b>25</b>	5000 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.547	26000	G
	To: From:	124-8528 CI	Churchland Blvd												
17 High St	City of Portsmouth	0.21 <b>2</b> 0	0000 G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	21000	G
	To:	124-8532	Tyre Neck Rd			$\neg$ $\vdash$									
17 Western Branch Blvd	City of Portsmouth		2000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	23000	G
	То:	ECL C	Chesapeake												
North	From:	US 17 TO RO	OUTE 264 EAS	Т		Ī									
17 Ramp	City of Portsmouth (Maint: 6		NA	-							NA			NA	
	To	I-264-E FROM ROUTE		EDRICK I	3L										
North	From:		OUTE 264 WES			<u>-</u> -									
North (17) Ramp	City of Portsmouth (Maint: 6		1200 F	1							0.112	F		1200	F
17) 114111	To:	I-264-W FROM ROUTE		FREDERI	CK						0.112	'		1200	•
		1 20T W I KOWI KOUTE	1, 1101(11100-	LIVEDENT	CIX.										

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	US 17 TO ROU	TE 264												
(17) Ramp	City of Portsmouth (Maint: 64)										NA			NA	
<del>~</del>	To:	I-264-E FROM ROUTE 17 SO	UTH-FR	EDERICK	В										
South	From:	US 17-S027A TO ROU'		VEST											
17 Ramp	City of Portsmouth (Maint: 64)		F								0.091	F		5500	F
<u> </u>	To:	I-264-W FROM ROUTE 1700-	FREDE	RICK BLV	/D										
ALT	From:	ECL Chesape													
58 (460) Airline Blvd	City of Portsmouth	0.29 <b>12000</b>	G	96%	1%	1%	0%	1%	0%	F	0.089	F	0.532	13000	G
ALT.	To: From:	Greenwood	Dr			$\neg$									
ALT 58 \ 460 \ Airline Blvd	City of Portsmouth	0.20 <b>13000</b>	G	96%	1%	1%	0%	1%	0%	F	0.086	F	0.546	14000	G
58 (460) Airline Blvd	City of 1 orismouth	0.20 13000		30 /0	1 70	1 /0	070	1 /0	076	'	0.000	'	0.540	14000	J
ALT	To- From:	Elmhurst La	ine												
58 \ 460 \ Airline Blvd	City of Portsmouth	1.30 <b>10000</b>	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.559	11000	G
	To	SR 239 Victory	. Dlv.d												
ALT	From:	-													
58) (460) Airline Blvd	City of Portsmouth	0.28 <b>11000</b>	G	96%	1%	1%	0%	1%	0%	F	0.080	F	0.562	12000	G
<del></del>	To: From:	SR 337 Portsmou	ıth Blvd			$\neg$									
58 Airline Blvd	City of Portsmouth	1.40 <b>14000</b>	G	96%	1%	1%	0%	1%	0%	F	0.084	F	0.604	15000	G
	To	US 17 Frederic	z Dlvd												
58 Airline Blvd	City of Portsmouth	0.19 <b>18000</b>	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.596	20000	G
38) /	ony or r oriented.			01.70	070		170	170	070	•	0.000	•	0.000	20000	Ŭ
~ Landar Blad	From	High St		070/	00/		40/	40/	00/	_	0.000	_	0.050	00000	
58 London Blvd	City of Portsmouth	0.72 <b>19000</b>	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.656	20000	G
~~~	To: From:	SR 141 London													
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>35000</b>	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.653	37000	F
<del>~</del>	To	SR 164 Western	n Frwy			_									
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64	0.12 <b>35000</b>	Ā	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.509	40000	Α
	To:	Elizabeth River Midt	own Tun	nel											
~~	From:	Martin Luther King	g Freeway												
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)		Α	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.509	40000	Α
<del>~</del>	To:	ECL Portsmo	outh												
	From:	US 17 Frederic													
141)George Washington Hwy	City of Portsmouth	0.36 <b>19000</b>	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.750	20000	G
$\subseteq$	To	SR 337 Elm	Ave												
141)George Washington Hwy	City of Portsmouth	0.48 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.719	19000	G
3 3 ,	To:					_									
141)Effingham St	City of Portsmouth	Portsmouth E 0.76 <b>30000</b>	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.697	31000	G
141) Emilyham St	City of Foltsmouth		<u> </u>	<i>90</i> /0	U /0	1 /0	U /0	0 /0	0 /0	Г	0.035	-	0.031	31000	G
	To- From:	I-264					_		_						
141 Effingham St	City of Portsmouth	0.18 <b>40000</b>	G	98%	0%	1%	0%	0%	0%	F	0.071	F	0.633	41000	G
<u> </u>	To: From:	South St				$\neg$									
141) Effingham St	City of Portsmouth	0.25 <b>25000</b>	G	98%	0%	0%	1%	1%	0%	F	0.071	F	0.522	27000	G
	To:	High St													

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

		City of Ports					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	QA.	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	High S	t			- 1	017.040	TTTGII	Ziran		1 dotoi		1 40101		
141 Effingham St	City of Portsmouth	0.06 22000		98%	0%	0%	1%	1%	0%	F	0.074	F	0.591	24000	G
	To:	London B													
	From:	Effinghan		000/	00/		40/	40/	00/	_	0.000	_	0.700	05000	_
141 London Blvd	City of Portsmouth	0.33 <b>2300</b> 0	) G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.762	25000	G
	To: From:	Elm Av													
141 London Blvd	City of Portsmouth	0.83 <b>2600</b> 0		98%	0%	0%	1%	1%	0%	С	0.099	F	0.773	28000	G
	10.	M L King Fr													
North	City of Douteness the (Mainte CA)	SR 141 RO ROUT		ST							0.000	F		0700	_
141 Ramp	City of Portsmouth (Maint: 64)	0.30 <b>2700</b> I-264-W FROM ROUTE 14.	F FEED	JCHAM S	т						0.233	г		2700	F
	Para d				1	1									
South	City of Portsmouth (Maint: 64)	SR 141 TO ROUT: 0.14 <b>2200</b>		ST							0.132	F		2200	F
Ramp	To:	I-264-W FROM ROUTE 1-		GHAM ST							0.132	-		2200	-
	From:	ECL Suff													
164 Western Freeway	City of Portsmouth (Maint: 64)			96%	0%	0%	1%	3%	0%	С	0.102	Α	0.552	51000	Α
164) 17 co.co. 17 100 may	Tolly of Portornout (Maint 61)				070		170	070	070	Ū	0.102	,,	0.002	01000	,,
164)Western Freeway	City of Portsmouth (Maint: 64)	Towne Poi: 1.35 <b>4800</b>		95%	0%	1%	1%	3%	0%	С	NA			54000	F
164) Western Freeway	City of Portsmouth (Maint: 04)			95 /6	076	1 /0	1 /0	3/0	0 /6	C	INA			34000	-
Wasters Francis	City of Doubons who (Mainty C4)	Cedar La		000/	00/		40/	20/	00/	F	NIA			50000	F
164 Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>4400</b> 0	) F	96%	0%	0%	1%	3%	0%	г	NA			50000	г
	To: From:	West Norfo													
164 Western Freeway	City of Portsmouth (Maint: 64)	1.81 47000		96%	0%	0%	1%	3%	0%	F	0.083	F	0.615	53000	F
	10.	US 58, SR 337 Martin		ig Fwy											
Victory Dlyd	City of Ports on with	SR 337 Portsmo		070/	40/	40/	40/	40/	00/	_	0.00	_	0.504	0400	0
239 Victory Blvd	City of Portsmouth	0.22 <b>7600</b>	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.564	8100	G
	To: From:	US 58 Airlin													
239 Victory Blvd	City of Portsmouth	0.33 <b>2700</b>	) G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.528	29000	G
<u> </u>	To- From:	I-264													
239 Victory Blvd	City of Portsmouth	0.59 <b>2100</b> 0	) G	97%	1%	1%	1%	1%	0%	С	0.081	F	0.502	22000	G
<u> </u>	To: From:	Greenwoo	d Dr												
239 Victory Blvd	City of Portsmouth	1.08 <b>1500</b> 0	) G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.588	16000	G
$\smile$	To:	Deep Creek	Blvd			$=$ $\vdash$									
239 Victory Blvd	City of Portsmouth	0.44 1500		96%	1%	1%	1%	1%	0%	F	0.097	F	0.658	16000	G
	To:	US 17 George Was	hington Hy	3/3/											
239 Victory Blvd	City of Portsmouth	0.42 <b>9100</b>		96%	1%	1%	1%	1%	0%	С	0.137	F	0.857	9700	G
200)	To														
239 Victory Blvd	City of Portsmouth	0.83 <b>4400</b>		96%	1%	1%	1%	1%	0%	F	0.201	F	0.925	4700	G
239) 100019 2110	ony or i originatii			5570	1 /0	1 /0	1 /0	1 /0	0 /0	•	0.201	'	0.020	4700	J
Viatam - Dhud	City of Devitors and	Afton Pk		000/	40/		40/	40/	00/		0.040		0.000	4000	
239 Victory Blvd	City of Portsmouth	0.55 <b>4300</b> SR 337 Eln		96%	1%	1%	1%	1%	0%	F	0.212	F	0.933	4600	G

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

								Tru	ıck			K	011	Dir		
Route	Jurisdictio		AADT	QA		Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Romp	City of Portsmouth	SR 239 I-264-V (Maint: 64) 0.11	V003A TO A NA	AND FR	OM RT							NA			NA	
239 Ramp	City of Portsmouth	<u> </u>										INA			INA	
Pomp	To: Provide A City of Portsmouth		MONT AVE <b>5900</b>	ENUE F								0.091	F		5900	F
239 Ramp	City of Foltsmouth		W FROM F									0.091	-		3900	Г
	From:	CAVALIER			EAST		i									
(239) Ramp	City of Portsmouth		NA									NA			NA	
	To:	I-264	E FROM R	T 239												
East	From:		CL Portsmo													
East 264	City of Portsmouth	'	26000	F	96%	0%	1%	1%	2%	0%	F	0.117	F		28000	F
~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	53000	G	96%	0%	0%	1%	2%	0%	F	NA			56000	G
East	To: From:	Gr	eenwood Dr	rive												
East 264)	City of Portsmouth	(Maint: 64) 1.29	25000	F	96%	0%	1%	1%	2%	0%	F	0.12	F		27000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	51000	F	96%	0%	0%	1%	2%	0%	F	0.084	F	0.687	55000	F
East	To: From:	SR 2	239 Victory	Blvd			-									
264)	City of Portsmouth	(Maint: 64) 1.16	30000	Α	96%	0%	1%	1%	2%	0%	С	0.118	Α		32000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	60000	Α	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.654	63000	Α
N		SR 33	7 Portsmout	th Blvd			<u> </u>									
East ALT (264) 460	City of Portsmouth	(Maint: 64) 0.50	30000	F	96%	0%	1%	1%	2%	0%	F	0.107	F		32000	F
204/(400)	Combined Traffic Estimates for 2 Paralle	` '		F	96%	0%	0%	1%	2%	0%	F	0.08	F	0.679	66000	F
	Tou	US 1	7 Frederick	Blvd			<u> </u>									
East ALT	City of Portsmouth		37000	G	96%	0%	1%	1%	2%	0%	F	NA			40000	G
264 460	Combined Traffic Estimates for 2 Paralle	'		G	96%	0%	0%	1%	2%	0%	F	NA			79000	G
	To				30 70	070	070	1 /0	270	0 70	'	INA			7 3000	G
East ALT	From:		eep Creek B													
264 460	City of Portsmouth	,	34000	G	96%	0%	1%	1%	2%	0%	F	NA			36000	G
	Combined Traffic Estimates for 2 Paralle			G	96%	0%	0%	1%	2%	0%	F	NA			73000	G
East ALT	To: From:	SR 1	41 Effingha	am St												
264 (460) Elizabeth River		'	44000	Α	96%	0%	1%	1%	2%	0%	F	0.08	Α		46000	Α
$\bigcirc \hookrightarrow$	Combined Traffic Estimates for 2 Paralle			Α	96%	0%	0%	1%	2%	0%	F	0.076	Α	0.515	96000	Α
_	10:		WCL Norfol		***											
East 264 Ramp	City of Portsmouth	I-264-E TO (Maint: 64) 0.32	GREENWO 2500	00D DF <b>F</b>	RIVE							0.129	F		2500	F
264 Marip	Tity of Portsmouth	<u> </u>	0 FROM TO		4							0.129	Г		2500	Г
East	From:		O GREENV													
264)Ramp	City of Portsmouth		3200	F								0.093	F		3200	F
	To:	124-85	540 FROM I	RT 264												

Route	Jurisdiction		n AADT C		Bus		Tru			QC	K	QK	Dir	AAWDT	QW
East	From:	Ĭ-	264-E TO RT 239			ZAXIE	e 3+Axle	TTTAIL	ZTraii		Factor		Factor		
264) Ramp	City of Portsmouth (			F							0.087	F		4500	F
	To:	124-8599 R	AMP FROM RT	64 EAST											
East	From:		264-E TO RT 337												
Ramp	City of Portsmouth (			<u>F</u>		_					0.085	F		2100	F
	10.		337 FROM RT 26												
East	From: City of Portsmouth (		JTE 1700- FREDI <b>5400</b>	ERICK BLVD F							0.103	F		5400	_
Ramp	City of Fortsmouth										0.103	Г		3400	г
East	To- From:	I-264-E005B TO I	OUTE 17 NORT	H-FREDERIC	K										
Ramp	City of Portsmouth	,	NA								NA			NA	
<u> </u>	To:		ROM ROUTE 264												
East	Fram	I-264-E005A TO I		H-FREDERIC	K										
Ramp	City of Portsmouth		NA ROM ROUTE 264	EACT		_					NA			NA	
	From:		TO DES MOINES			$\pm$									
East 264) Ramp	City of Portsmouth (		NA	SAVE							NA			NA	
204) ( ( ) ( )	To:		8559 FROM RT 2	64										147	
East	From:	I-264-E TO R	OUTE 141-EFFIN	IGHAM ST											
Ramp	City of Portsmouth (		NA								NA			NA	
<u> </u>	To·	SR 141 F	ROM ROUTE 264	4 EAST											
ast	From:	I-264-E TO ROUT		FFINGHAM S	ST										
Ramp	City of Portsmouth (	(Maint: 64) 0.10	NA								NA			NA	
East	To- From:	I-264-E007C	ΓO CRAWFORD	STREET S											
264)Ramp	City of Portsmouth (	(Maint: 64) 0.13	NA								NA			NA	
	To:	SF	141 Effingham S	t											
East	From:		TO CRAWFORD	STREET S											
Ramp	City of Portsmouth		NA								NA			NA	
	To:		WFORD STREE	ГЅ											
Vest 264)	From:		VCL Portsmouth	3 000/	00/		40/	00/	00/	_	NIA			20000	_
264)	City of Portsmouth (	,		<b>3</b> 96%	0%	0%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Paralle	•		<b>3</b> 96%	0%	0%	1%	2%	0%	г	NA			56000	G
Vest	To- From:		Breenwood Drive												
264)	City of Portsmouth (	,		F 96%	0%	0%	1%	2%	0%	F	0.115	F		28000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>51000</b>	F 96%	0%	0%	1%	2%	0%	F	0.084	F	0.687	55000	F
Vest	To: From:	SF	239 Victory Blvd	l		$\Box$ $\vdash$									
264)	City of Portsmouth (	(Maint: 64) 0.75	30000	<b>A</b> 96%	0%	0%	1%	2%	0%	С	0.120	Α		31000	Α
	Combined Traffic Estimates for 2 Paralle	,		<b>A</b> 96%	0%	0%	1%	2%	0%	C	0.091	Α	0.654	63000	Α
	To:	•	37 Portsmouth Bl							-					-

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

			Oity	OI PORSII	100111				Tru	alı			V		D:r		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
)A/ - / Al T	From		GD 222	7 D	1 D1 1			ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
West ALT	City of Portsmouth	(Maint: 64)	0.84	7 Portsmout 31000	F	96%	0%	0%	1%	2%	0%	F	0.107	F		33000	F
264 460	Combined Traffic Estimates for 2 Paralle	. ,			F	96%	0%	0%	1%	2%	0%	, F	0.107	, E	0.679	66000	F
	Combined Trainc Estimates for 2 Paralle	ei Roadways C				90%	U70	0%	170	<b>2</b> 70	076	Г	0.06	Г	0.079	00000	Г
West ALT	To: From:		US 1	7 Frederick	Blvd												
264) 460	City of Portsmouth	(Maint: 64)	0.55	37000	G	96%	0%	0%	1%	2%	0%	F	NA			39000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways o	on this Route:	74000	G	96%	0%	0%	1%	2%	0%	F	NA			79000	G
	To		De	ep Creek B	lvd												
West ALT	City of Portsmouth	(Maint: 64)	1.17	34000	G	96%	0%	0%	1%	2%	0%	F	NA			36000	G
264 460	•											-					
	Combined Traffic Estimates for 2 Paralle	el Roadways d			G	96%	0%	0%	1%	2%	0%	F	NA			73000	G
West ALT	To: From:		SR 1	41 Effingha	am St												
	zabeth River Downtown Tunnel City of Portsmouth	(Maint: 64)	0.45	47000	Α	96%	0%	0%	1%	2%	0%	F	0.076	Α		50000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways o	on this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	0.076	Α	0.515	96000	Α
	To:		V	VCL Norfol	lk												
West	From:		I-264-W TO	GREENWO	OOD DR	IVE											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.17	2300	F								0.087	F		2300	F
$\bigcirc$	To:		124-85	40 FROM I	RT 264												
West	From:		I-264-W TO	GREENWO	OOD DR	IVE											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.27	2900	F								0.103	F		2900	F
$\bigcirc$	To		124-85	40 FROM I	RT 264												
West	From:		I-264	4-W TO RT	239												
(264) Ramp	City of Portsmouth	(Maint: 64)	0.20	8600	F								0.084	F		8600	F
$\overline{}$	To:		SR 239 SR 23	9- A TO AN	ND FROI	M RT											
West ALT	From		I-264	4-W TO RT	337												
264 460 Rar	mp City of Portsmouth	(Maint: 64)	0.37	3900	F								0.1	F		3900	F
	To:		SR 33	7 FROM R	T 264												
West	From:		264-W TO ROUT		REDERI	CK BLVD	)										
(264) Ramp	City of Portsmouth	(Maint: 64)	0.25	NA									NA			NA	
	To:		US 17 FRO	M ROUTE	264 WE	ST											
West Ramp	From:		4-W005A TO RO		OUTH00	- FREDR	IC										
Ramp	City of Portsmouth	(Maint: 64)	0.04	NA									NA			NA	
$\overline{}$	To:		US 17 FRO	M ROUTE	264 WE	ST											
West	From:		54-W TO RT 141		AM ST	VIA CRAV	W				_						
Ramp	City of Portsmouth	(Maint: 64)	0.02	NA									NA			NA	
West	To:		<u>I</u> -264-W0	07B TO CO	OURT ST												
West (264) Ramp	City of Portsmouth	(Maint: 64)	0.07	NA									NA			NA	
264) Namp	To:	(ivialit. 04)		FORD STR	REET N								1 1/7			INA	
Most	From			07A TO CO		r											
West (264) Ramp	City of Portsmouth	(Maint: 64)	0.18	NA 10 CC	JUKI S.	l.							NA			NA	
264	To:	(IVIAIIII. UT)	0.10	124-8761									1 1/-1			INA	
				14-0/01													

### 2012 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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	ECL Chesapeake												
337)Portsmouth Blvd	City of Portsmouth	0.34 <b>26000 G</b>	99%	0%	0%	0%	0%	0%	F	0.094	F	0.524	28000	G
$\smile$	To:	Hodges Ferry Rd												
337)Portsmouth Blvd	City of Portsmouth	0.60 <b>22000</b> G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	24000	
	To	Elmhurst Lane												
337)Portsmouth Blvd	City of Portsmouth	1.17 <b>20000</b> G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.617	21000	(
331).	то!					-,-		-,-						
337)Portsmouth Blvd	City of Portsmouth	SR 239 Victory Blvd 0.23 <b>14000</b> G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.606	15000	(
337 Portsmouth Biva	City of Portsmouth			0%	0%	0%	070	0%	Г	0.091	Г	0.000	13000	,
ALT	To: From:	US 58, ALT US 460 Airline	Blvd											
337) 460 Portsmouth Blvd	City of Portsmouth	0.10 <b>15000</b> G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	16000	(
	To:	ALT SR 337 Turnpike I	24											
ALT	From:	•							_		_			
337 (460) Portsmouth Blvd	City of Portsmouth	0.16 <b>11000 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	(
ALT	From:	Ramp to I-264 E Ramp to I-264 E; Functional Cla	see Changa											
337) (460) Portsmouth Blvd	City of Portsmouth	0.29 <b>11000</b> N		0%	0%	0%	0%	0%	N	0.087	N	0.656	12000	
337 (460) Fortemedia 2174	and the state of t			070		070	070	070	.,	0.007		0.000	12000	
Doubourough Dhad	From:	Ramp From I-264 E, US		40/		40/	40/	00/	F	0.400	F	0.504	44000	
Portsmouth Blvd	City of Portsmouth	0.98 <b>10000 G</b>	97%	1%	0%	1%	1%	0%	г	0.106	г	0.534	11000	(
	To- From:	Deep Creek Blvd												
Portsmouth Blvd	City of Portsmouth	0.17 <b>6500 G</b>	97%	1%	0%	1%	1%	0%	F	0.102	F	0.63	7000	(
<u> </u>	To	ALT US 17 Frederick B	vd		$\neg$									
9337 Portsmouth Blvd	City of Portsmouth	0.79 <b>9500 G</b>	97%	1%	0%	1%	1%	0%	С	0.129	F	0.773	10000	(
	To:	US 17 Elm Ave												
	From:	US 17 Portsmouth Blv							_		_			
Elm Ave	City of Portsmouth	0.32 <b>3300 G</b>		1%	0%	1%	1%	0%	F	0.123	F	0.633	3500	(
<u> </u>	From:	US 17 George Washington Hwy US 17 George Washington Hwy												
337)Elm Ave	City of Portsmouth	0.72 <b>4600</b> G		1%	0%	1%	1%	0%	F	0.133	F	0.855	5000	(
337)===7.00	and the state of t		0170	170		170	170	070	·	0.100	·	0.000	0000	
The Area	From:	SR 239 Victory Blvd	070/	40/		40/	40/	00/	_	NIA			40000	
Elm Ave	City of Portsmouth	0.23 <b>9400 G</b>	97%	1%	0%	1%	1%	0%	F	NA			10000	(
	To- From:	Burtons Point Rd												
337 Elm Ave	City of Portsmouth	0.32 <b>6600 G</b>	97%	1%	0%	1%	1%	0%	F	NA			7100	(
<u> </u>	To:	WCL Chesapeake												
East ALT	From:	SR 337 TO RT 264												
337)(460)Ramp	City of Portsmouth (Maint: 64)	0.57 <b>3600 F</b>								0.077	F		3600	I
	To:	I-264-E FROM RT 33	7											
Vest	From:	SR 337 TO RT 264												
337) Ramp	City of Portsmouth (Maint: 64)	0.17 <b>1400 F</b>	·							0.099	F		1400	F
<u> </u>	To:	264-W RAMP FROM RT 337 FI	ROM RT 337											

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### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

			Portsmouth				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
<u>ALT</u>	From:		ortsmouth Blvd												
Turnpike Rd	City of Portsmouth	1.05	4300 G	87%	1%	1%	3%	8%	0%	F	0.1	F	0.507	4600	G
<u> </u>	To: From:	US 17 F	Frederick Blvd												
337)Turnpike Rd	City of Portsmouth	0.30 1	11000 G	87%	1%	1%	3%	8%	0%	F	0.082	F	0.561	12000	G
	To:	Но	oward St												
ALT 337)Turnpike Rd	City of Portsmouth	0.54	9100 G	87%	1%	1%	3%	8%	0%	С	0.083	F	0.651	9700	(
337) Turriplike rku	To:		arbor Dr	01 70	170		070	070	070	Ü	0.000	•	0.001	3700	•
<u>NLT</u>	From:		ssell Ave												
Harbor Dr	City of Portsmouth	0.05	3800 G	87%	1%	1%	3%	8%	0%	F	0.092	F	0.54	4100	C
ALT	To: From:	Co	ounty St												
337)Harbor Dr	City of Portsmouth	0.11	4700 G	87%	1%	1%	3%	8%	0%	F	0.093	F	0.502	5100	(
<u> </u>	To: From:	- I	High St			$\neg$ $\vdash$									
ALT 337)Harbor Dr	City of Portsmouth	0.24 1	12000 G	87%	1%	1%	3%	8%	0%	F	0.097	F	0.585	12000	
557). 16.126. 2.	To:		US 58	0.70	.,0		0,0	0,0	0,0	•	0.007	•	0.000	.2000	
ALT	From:	ECL (	Chesapeake												
460 (58) Airline Blvd	City of Portsmouth	0.29 1	12000 G	96%	1%	1%	0%	1%	0%	F	0.089	F	0.532	13000	(
$\sim$	To: From:	Gree	enwood Dr												
ALT 460 (58) Airline Blvd	City of Portsmouth	0.20 1	13000 G	96%	1%	1%	0%	1%	0%	F	0.086	F	0.546	14000	(
100 (30)	Too		hurst Lane			`_									
ALT Addition Division	From:			000/	40/	40/	00/	40/	00/	_	0.007	_	0.550	44000	,
460 58 Airline Blvd	City of Portsmouth		10000 G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.559	11000	(
ALT	To: From:	VICTO	ORY BLVD												
460 (58) Airline Blvd	City of Portsmouth	0.28 <b>1</b>	11000 G	96%	1%	1%	0%	1%	0%	F	0.080	F	0.562	12000	(
ALT	Ta: From:	US 5	58, SR 337												
460 337 Portsmouth Blvd	City of Portsmouth	0.10 <b>1</b>	15000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	16000	(
$\sim$	To:	ALT SR 3	337 Turnpike Rd												
ALT 460 (337) Portsmouth Blvd	City of Portsmouth		11000 G	99%	0%	0%	00/	0%	0%	F	0.087	F	0.656	12000	(
Portsmouth Blvd	City of Portsmouth			9970	0%	0%	0%	076	070	Г	0.067	Г	0.000	12000	•
ALT	To: From:		I-264												
960 337 Portsmouth Blvd	City of Portsmouth		11000 N	99%	0%	0%	0%	0%	0%	Ν	0.087	Ν	0.656	12000	1
LT	10: From:		37 & I-264 7 TO RT 264												
160 (337) Ramp	City of Portsmouth (Maint: 64)	0.57		S	ee VA 3	37 for d	lirectional	l traffic	volume e	estima	tes for th	is seg	ment.		
$\sim$	To		FROM RT 337												
ALT	City of Portsmouth (Maint: 64)	0.50	37 & I-264		Soo I-26	M for div	rectional	traffic v	roluma or	etimet	es for this	e coar	ment		
460 264	Combined Traffic Estimates for 2 Parallel Roadways of		52000 F	96%	0%	0%	1%	2%	0%	F	0.08	s segi F	0.679	66000	F
	To:		Frederick Blvd	30 /0	070		1 /0	2/0	0 /0	'	0.00	'	5.013	00000	'

Route	Jurisdiction	n Leng	h <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:	U	S 17 Frederic	k Blvd												
(460)(264)	City of Portsmouth (	•			5	See I-26	64 for di	rectional	traffic v	olume es	stimat	es for thi	s segr	ment.		
$\hookrightarrow$	Combined Traffic Estimates for 2 Paralle	l Roadways on this Rou	e: <b>74000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			79000	G
ALT	To: From:		Deep Creek I	Blvd												
(460)(264)	City of Portsmouth (	Maint: 64) 0.67	•		5	See I-26	64 for di	rectional	traffic v	olume es	stimate	es for thi	s segi	ment.		
400 (204)	Combined Traffic Estimates for 2 Paralle	l Roadways on this Rou	e: <b>68000</b>	G	96%	0%	0%	1%	2%	0%	F	NA	Ū		73000	G
	To	S	R 141 Effingh	am St												
ALT (460 (264) Elizabeth River Down	ntown Tunnel City of Portsmouth (	Maint: 64) 0.87	,			See I-26	64 for di	rectional	traffic v	olume es	stimate	es for thi	s sear	ment.		
460) 264) 211265611 11101 5011	Combined Traffic Estimates for 2 Paralle	,		Α	96%	0%	0%	1%	2%	0%	F	0.076	A A	0.515	96000	Α
	To:	. readmays on the read	WCL Norfo		0070	0,0		.,,	_,,	0,0	•	0.0.0		0.0.0	00000	, ,
ALT	From:	I	264-W TO R	Т 337												
(460)(264)Ramp	City of Portsmouth (	Maint: 64) 0.37	7		5	See I-26	64 for di	rectional	traffic v	olume es	stimate	es for thi	s segi	ment.		
	To:		337 FROM I													
ALT	City of Portsmouth (		337 Portsmou	ith Blvd		Soo I-26	S4 for di	rectional	traffic v	olume es	etimat	oe for thi	2 2001	ment		
460 264	Combined Traffic Estimates for 2 Paralle	,		F	96%	0%	0%	1%	2%	0%	F	0.08	5 SCGI F	0.679	66000	F
	Tol				3070	070		170	270	070	•	0.00	•	0.070	00000	•
ALT	From:		S 17 Frederic	K BIVO												
(460) 264	City of Portsmouth (	,						rectional			stimat		s segr	ment.		_
	Combined Traffic Estimates for 2 Paralle	l Roadways on this Rou	e: <b>74000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			79000	G
ALT	To: From:		Deep Creek I	Blvd												
460 (264)	City of Portsmouth (	Maint: 64) 1.17	,		9	See I-26	64 for di	rectional	traffic v	olume es	stimate	es for thi	s segi	ment.		
P	Combined Traffic Estimates for 2 Paralle	l Roadways on this Rou	e: <b>68000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			73000	G
-1.7	To	S	R 141 Effingh	am St			<u> </u>									
ALT (460 (264) Elizabeth River Down	ntown Tunnel City of Portsmouth (	Maint: 64) 0.45			(	See 1-26	S4 for di	rectional	traffic v	oluma aq	etimet	os for thi	2 2001	ment		
490 264 Liizabetii Kivei Dowi	Combined Traffic Estimates for 2 Paralle	,		Α	96%	0%	0%	1%	2%	0.01116 G	F	0.076	s segi A	0.515	96000	Δ
		i Roduwaya on inia Rou	WCL Norfo		30 /0	070	0 /0	1 /0	2/0	0 /0	1	0.070	$\overline{}$	0.515	30000	^

						City of	Portsmout	:n								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From:				D	ead End				1					
(F <sub>154</sub> ) Liberty St	0.40	20	G				zad End				NA			20	G	2012
		To				Taz	zewell St									
O		From					ernon Ave								_	
(1) Bayview Blvd	0.21	390	G	96%	2%	2%	0%	0%	0%	С	0.104	F	0.553	420	G	2012
		From:	<u> </u>				tauqua Ave	D.1								
(8516) Cedar Lane	0.42	1000	G			124-8525	River Shore	Ka			0.102	F	0.549	1100	G	2012
(8310)	••••	To:				De	ead End									
		From:				EC	L Suffolk									
(8520) Towne Point Rd	0.71	10000	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.500	11000	G	2012
		To:				Twir	n Pines Rd									
(8520) Towne Point Rd	0.13	21000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.526	23000	G	2012
		To: From:				SR 164	Western Fwy	y								
(8520) Towne Point Rd	0.31	20000	G	99%	0%	0%		0%	0%	С	0.096	F	0.538	21000	G	2012
		To					Chesapeake									
(8522) Portsmouth Blvd	U 34	6700	G	ΩΩ0/	Ω0/		lm Ave 0%	00/	00/	F	0.147	F	0.700	7200	G	2012
(8522) Portsmouth Blvd	0.34	0700		99%	0%	1%		0%	0%		0.147	Г	0.700	1200	G	2012
(8522) Portsmouth Blvd	0.55	4300	G	99%	0%	Effi:	ngham St 0%	0%	0%	С	0 133	F	0.759	4600	G	2012
(8522) Portsmouth Blvd	0.33	43 <b>00</b>		<b>33</b> %	U%		enter Pkwy	0 /0	U70		0.133	Г	0.739	4000	G	2012
		From					n Point Rd									
(8523) Twin Pines Rd	0.90	9000	G			TOWN	- 1 omi Nu				0.093	F	0.565	9600	G	2012
		To				Swa	nnanoa Dr									
(8523) Twin Pines Rd	0.51	3500 From:	G			5 17 41					0.105	F	0.512	3700	G	2012
$\overline{}$		To				Twi	n Pines Rd				¬—					
(8523) Twin Pines Rd	0.12	3500 From:	N			1 9911	11105 Ru				0.105	N	0.512	3700	N	2012
$\overline{}$		To				Twi	n Pines Rd				¬—					
(8523) Hedgerow Ln	0.28	1600	G			1,111	T mes rea				0.122	F	0.572	1700	G	2012
$\overline{}$		To				River	r Shore Rd									
		From					Chesapeake									
(8524) Churchland Blvd	0.09	12000	G	99%	1%	0%		0%	0%	F	0.098	F	0.516	13000	G	2012
<u>~</u>		To: From:					Norfolk Rd chland Blvd				_					
(8524) W Norfolk Rd	0.11	3000	G	99%	1%	0%		0%	0%	F	0.095	F	0.559	3200	G	2012
$\overline{}$		To:				Tyre	Neck Rd									
(8524) W Norfolk Rd	1.05	5600 From:	G	99%	1%	0%		0%	0%	С	0.106	F	0.543	5900	G	2012
$\overline{}$		To:				Ce	dar Lane									
(8524) W Norfolk Rd	1.47	4200 From:	G	99%	1%	0%		0%	0%	F	0.111	F	0.708	4500	G	2012
$\overline{}$		To				SR 164	Western Fwy	y			<b>—</b> —					
(8524) W Norfolk Rd	0.46	<b>290</b>	G	99%	1%	0%	0%	0%	0%	F	0.126	F	0.5	310	G	2012
$\overline{}$		To				Bro	adway St									
		From					dist Drive					_			_	
8525 Sterling Point Rd	0.38	1500	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.575	1600	G	2012
	=	From		000			High St	061				_	0 = 1 =	400		66:-
(8525) Cedar Lane	1.18	11000 <sub>To</sub>	G	98%	1%	1%		0%	0%	С	0.088	F	0.519	12000	G	2012
<del>-</del>		From					Norfolk Rd Jorfolk Rd				╛					
(8525) Cedar Ln	0.23	14000	G	98%	1%	1%		0%	0%	F	0.096	F	0.539	15000	G	2012
$\overline{}$		To: From:				SR 164 W	estern Freew	vay			_					
(8525) Cedar Ln	0.47	9500 From:	G	98%	1%	1%	0%	0%	0%	F	0.114	F	0.511	10000	G	2012
$\overline{}$		To: From:					r Shore Rd									
		Prom:	1			Ce	dar Lane				1					
(8525) River Shore Rd	0.11	6800	G	98%	1%	1%		0%	0%	F	0.101	F	0.577	7300	G	2012

						City of Po	nismoulii								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
River Shore Rd	0.95	3600	G	000/	1%	Oakhu 10/	rst Rd 0% 0%	0%	F	0.085	F	0.577	2000	G	2012
8525) River Shore Rd	0.85	3000 To	ڪ	98%	170	1% Hedgero		0%	Г	0.065	Г	0.577	3800	G	2012
		From:								1					
Chautaugua Ava	0.59		G	98%	1%	Cul-0		Ω9/:	F	0.103	F	0.604	1100	G	2012
8526 Chautauqua Ave	0.58	1000		90%	1 70	170	0% 0%	0%	Г	0.103	Г	0.604	1100	G	2012
		From:				Clevel									
(8526) Chautauqua Ave	0.12	1700	G	98%	1%	1%	0% 0%	0%	С	0.088	F	0.587	1800	G	2012
<u> </u>		To From				Detro	oit St								
8526) Chautauqua Ave	0.14	1200	G	98%	1%	1%	0% 0%	0%	F	0.09	F	0.531	1300	G	2012
$\mathcal{L}$		То				Wesl	av St								
8526) Chaltauqua Ave	0.26	1100 From:	G	98%	1%	1%	0% 0%	0%	F	0.091	F	0.603	1100	G	2012
8526 Chaitauqua Ave	0.20	To	Ť	3070	170	Bayvie		070		0.001	•	0.000	1100	Ü	2012
		From:													
Churchland Plyd	0.13	8800	G	98%	1%	West No	0% 0%	0%	F	0.098	F	0.527	0400	G	2012
Churchland Blvd	0.13	0000		90%	1 70	170	0% 0%	0%	Г	0.096	Г	0.527	9400	G	2012
<u> </u>		From:	ــــــــــــــــــــــــــــــــــــــ			Tyre N					_			_	
Churchland Blvd	0.27	9100	G	98%	1%	1%	0% 0%	0%	С	0.098	F	0.531	9700	G	2012
$\smile$		To	<u> </u>			High St	US 17								
		From				NCL Ch	esapeake								
8532) Tyre Neck Rd	0.24	10000	G	99%	0%	0%	0% 0%	0%	F	0.096	F	0.614	11000	G	2012
$\mathcal{O}$		To				Hig	h St								
Tyre Neck Rd	0.18	4900	G	99%	0%	0%	0% 0%	0%	С	0.1	F	0.540	5200	G	2012
3532) 1 710 1 10 K 1 KG	0.10	1000	<u> </u>	0070	070			070			•	0.0 10	0200	Ü	2012
O = N + D+	0.00	From	<u> </u>	000/	00/	Churchla		201				0.500	0.400	_	2016
Tyre Neck Rd	0.09	3200	G	99%	0%	0%	0% 0%	0%	F	0.104	F	0.506	3400	G	2012
		10.	Щ			W Nor	tolk Rd								
		From	:			Cedar									
Hatton Pt Rd	0.56	2700	G	99%	0%	0%	0% 0%	0%	F	0.086	F	0.644	2900	G	2012
$\overline{}$		To	<u> </u>			Gof	f St								
_		From				Hig	h St								
Western Branch Blvd	0.58	5200	G	97%	1%	1%	0% 0%	0%	F	0.101	F	0.530	5500	G	2012
$\overline{}$		То				Hig	h St								
8536) Hartford St	1.00	2900 From:	G	97%	1%	1%	0% 0%	0%	С	0.104	F	0.534	3100	G	2012
5330)		To	Ť	0.70	.,,	Mt Ven		0,0			•	0.00	0.00	•	
		From:				Victor									
Elmhurst Ln	1.41	3300	G	98%	1%	1%	0% 0%	0%	F	0.094	F	0.542	3500	G	2012
8537) Ell'Illidiot Ell	11	0000	<u> </u>	3070	170			070	'	0.004	•	0.042	0000	Ü	2012
		From:				Garwo									
8537 Elmhurst Ln	0.18	4000	G	98%	1%	1%	0% 0%	0%	F	0.101	F	0.61	4200	G	2012
<u> </u>		To-				Airlin	e Blvd								
8537) Elmhurst Ln	0.71	6000	G	98%	1%	1%	0% 0%	0%	С	0.098	F	0.596	6400	G	2012
$\mathcal{L}$		To				Cherol	zaa Dd								
8537) Elmhurst Ln	0.31	6000	G	98%	1%	1%	0% 0%	0%	F	0.1	F	0.585	6400	G	2012
8537 Elmnurst Ln	0.31	5500		JU /0	1 /0			U /0	ı.	J. I		0.000	0400	J	2012
	_	From	ــــــــــــــــــــــــــــــــــــــ			Portsmo							_		
8537 Elmhurst Ln	0.89	5000	G	98%	1%	1%	0% 0%	0%	F	0.101	F	0.519	5400	G	2012
<u> </u>		To	<u> </u>			Shor	e Dr								
		From				Hodges 1							-		
Cherokee Rd	0.67	3500	G	98%	1%		0% 0%	0%	F	0.098	F	0.515	3800	G	2012
$\sim$		To				City Pa	rk Ave								
		From				Constitu	tion Ave_								
Gounty St	0.40	4500	G							0.105	F	0.671	4900	G	2012
$\mathcal{L}$		т.				D	alo Ave			_					
		From:	<u> </u>			Peninsi	ıla Ave			NA			4500	G	2012
County St	0.24	/2nn								INA			4500	G	2012
8539 County St	0.31	4200	G												
		To-				Elm									
8539) County St  8539) County St	0.31	To	G	97%	2%	Elm 1%	Ave 0%	0%	F	0.101	F	0.882	4900	G	2012

						City of Portsi	iodiii								
Route	Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron				T 07				-					
County St	0.24			079/	20/	Effingham S		00/	С	0 114	F	0.716	4200	_	2012
(8539) County St	0.34	4100	G	97%	2%	1% 0%	0%	0%	C	0.114	Г	0.716	4300	G	2012
		To From	:			Court St									
(8539) County St	0.16	3400	G	97%	2%	1% 0%	0%	0%	F	0.099	F	0.744	3600	G	2012
<u> </u>		Tr				Crawford S	t								
		Fron	:			Portsmouth Blvd	SR 337								
8540 Hodges Ferry Rd	0.28	6600	G	99%	0%	0% 0%	0%	0%	F	0.087	F	0.506	7100	G	2012
		To				Logan St									
8540 Hodges Ferry Rd	0.26	5400 From	G	99%	0%	0% 0%	0%	0%	F	0.085	F	0.504	5700	G	2012
Hoages Ferry Ra	0.20	0.00		0070	070	070 070	070	070	•	0.000	•	0.001	0,00	Ū	2012
<u> </u>		Fron	:			Cherokee R									
8540 Hodges Ferry Rd	0.76	5700	G	99%	0%	0% 0%	0%	0%	С	0.086	F	0.518	6100	G	2012
$\smile$		Te				Airline Blv	d			$\neg$ —					
6540) Greenwood Dr	0.57	15000	G	99%	0%	0% 0%	0%	0%	F	0.086	F	0.577	16000	G	2012
		To				Y 251									
Organizated Da	0.00	From		000/	40/	I-264	00/	00/		0.007		0.504	4.4000		2040
Greenwood Dr	0.80	13000	G	98%	1%	1% 0%	0%	0%	F	0.087	F	0.501	14000	G	2012
		Tr From				Cavalier Blv	⁄d			$\lnot$					
8540) Greenwood Dr	0.63	9600	G	98%	1%	1% 0%	0%	0%	F	0.09	F	0.542	10000	G	2012
$\bigcirc$		Tr				Victory Blv	d								
8540) Greenwood Dr	1.05	4100 From	G	98%	1%	1% 0%	0%	0%	С	0.1	F	0.576	4400	G	2012
Greenwood Dr	1.00	4100		3070	1 70	170 070	070	070		0.1	'	0.570	7700	O	2012
$\widehat{}$		Fron	:			Independence									
Greenwood Dr	0.36	4200	G	98%	1%	1% 0%	0%	0%	F	0.107	F	0.505	4500	G	2012
$\overline{}$		т				Deep Creek E	lvd			$\neg$ —					
8540) Greenwood Dr	0.50	3100 From	G	98%	1%	1% 0%	0%	0%	F	0.1	F	0.515	3300	G	2012
6540)	0.00	To	Ť	0070	.,,	George Washingto		0,0	•	—ĭ∷	·	0.0.0	0000		_0
		Fron													
East	0.40					124-8540 TO R	1 264			NIA.			NIA		
8540 Ramp	0.19	NA To			Y 264 Y	VEDOV OPERV	WOOD DD	** ***		NA			NA		
					1-264-V	V FROM GREEN		IVE							
West		Fron	:			124-8540 TO R	Т 264								
<sub>8540</sub> Ramp	0.21	1900	F							0.112	F		1900	F	2012
<u> </u>		To	:		I-264-V	V FROM GREEN	WOOD DR	IVE							
		Fron	:			Chandler Harpe	er Dr								
8542) Snead Fairway	0.30	640	G	98%	1%	1% 0%	0%	0%	С	0.114	F	0.6	680	G	2012
		To	:			Hodges Ferry	Rd								
		Fron	:			US 58 Airline	Rlvd								
8543) City Park Ave	0.79	2000	G	99%	1%	0% 0%	0%	0%	F	0.092	F	0.55	2100	G	2012
8543) City Park Ave	0.75	2000		3370	1 70			070	'	0.032	'	0.55	2100	O	2012
$\widehat{}$		Fron	:			SR 337 Portsmou									
8543 City Park Ave	0.58	4400	G	99%	1%	0% 0%	0%	0%	F	0.095	F	0.501	4700	G	2012
<u> </u>		To	:			Clifford St									
O		Fron				City Park A					_			_	
8543) Clifford St	0.53	7500	_ G	99%	1%	0% 0%	0%	0%	С	0.102	F	0.589	8000	G	2012
<u> </u>		Fron				Powhatan A									
O David atau Avia	0.00		<u> </u>	000/	40/	Clifford St		00/		0.400	_	0.040	0500	_	2042
8543 Powhatan Ave	0.26	6000 To	G	99%	1%	0% 0%	0%	0%	F	0.103	F	0.619	6500	G	2012
		Fron				King St									
King St	0.79	6500	G	99%	1%	Powhatan A	ve 0%	0%	F	0.099	F	0.595	6900	G	2012
King St	0.79	To	_	JJ /0	1 /0	Rodman Av		0 /0	r'	0.099	L.	0.090	0900	G	2012
			<u>.                                    </u>												
<u> </u>		Fron	:			SR 337 Portsmou						_			_
8544) Rodman Ave	0.58	6900	G	99%	0%	1% 0%	0%	0%	F	0.100	F	0.553	7400	G	2012
$\overline{}$		Tr		·		Caroline Av									
<u> </u>		Fron				Rodman Av					_			_	
(8544) Caroline Ave	0.19	320	G	99%	0%	1% 0%	0%	0%	F	0.117	F	0.533	340	G	2012
$\overline{}$		To				US 58 Airline	Blvd			¬—					
8544) Caroline Ave	1.05	2700 From	G	99%	0%	1% 0%	0%	0%	С	0.095	F	0.558	2900	G	2012
Caroline Ave	1.00	<b>2700</b>		0070	J / U	Shenandoah		0 /0			•	0.000	2000	9	2012
						snenandoah	υl								

						City of Ports	out								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	1			TIC FO A Latina	D11			<del> </del>					
Rodman Ave	0.61	6700	G			US 58 Airline	Biva			0.095	F	0.522	7200	G	2012
8343)		To				High St					-				
		From	•			McLean S	t			Ī					
8546) Elliott Ave	1.60	2900	G							0.142	F	0.584	3100	G	2012
		То	:			Frederick Blvd	US 17								
		From				N CL Chesap									
8547 Deep Creek Blvd	0.21	5200	G	97%	1%	1% 0%		0%	F	0.102	F	0.632	5600	G	2012
		To				Military R Victory Bl									
8547) Deep Creek Blvd	0.91	6100	G	97%	1%	1% 0%		0%	F	0.089	F	0.56	6500	G	2012
6547) Boop Grook Biva	0.01	T-		01 70	170			070			•	0.00	0000	Ū	2012
Doop Crook Blvd	0.27	7900	G	97%	1%	Greenwood 1% 0%		0%	F	0.128	F	0.671	9500	G	2012
Deep Creek Blvd	0.27	7900	<u> </u>	97%	1%	1% 0%	0%	0%	Г	0.128	Г	0.671	8500	G	2012
<u> </u>		From				Wright Av									
8547 Deep Creek Blvd	0.46	8000	G	97%	1%	1% 0%	0%	0%	С	0.088	F	0.573	8600	G	2012
<u> </u>		To From				Portsmouth I	Blvd								
8547) Deep Creek Blvd	0.16	8300	G	97%	1%	1% 0%	0%	0%	F	0.078	F	0.555	8900	G	2012
$\overline{}$		To From	:			Frederick B	lvd								
8547) Deep Creek Blvd	0.78	4400	G	97%	1%	1% 0%	0%	0%	F	0.098	F	0.571	4700	G	2012
$\bigcup$		To				Des Moines	Ave								
		From	•			Mt Vernon	Ave			1					
8548) Wesley St	0.21	530	G							0.1	F	0.568	560	G	2012
		To				Chautauqua	Λυρ								
8548) Wesley St	0.12	880 From	G	97%	1%	1% 0%		0%	F	0.137	F	0.523	940	G	2012
6546)	0	To	Ť	0.70	.,0	Lee Ave	0,0	0,70	•		•	0.020	0.10		
		From	:			High St				i					
Mt Vernon Ave	0.14	2600	G	98%	1%	1% 0%	0%	0%	F	0.155	F	0.755	2800	G	2012
0549)	• • • • • • • • • • • • • • • • • • • •	To								_	-				
Mt Vernon Ave	1.21	2900	G	98%	1%	London Bl 1% 0%		0%	С	0.086	F	0.5	3100	G	2012
Mt Vernon Ave	1.21	2900 To		90 /0	1 /0	Bay View B		076		0.000	-	0.5	3100	G	2012
		From													
8550) Cleveland St	0.21		G	98%	1%	Mt Vernon 2 0% 0%		0%	F	0.090	F	0.500	2100	G	2012
(8550) Cleveland St	0.21	1900		90%	170	0% 0%	076	0%	Г	0.090	Г	0.580	2100	G	2012
<u> </u>		From				Chautauqua					_				
8550 Cleveland St	0.16	4100	G	98%	1%	0% 0%	0%	0%	С	0.088	F	0.541	4400	G	2012
		To From				SR 168 ML Kir	g Frwy								
8550 Cleveland St	0.17	NA								NA			NA		
$\bigcirc$		To	:			US 58; SR	64								
		From				Effingham									
8552 London St	0.49	6900	G	98%	1%	0% 0%		0%	F	0.093	F	0.617	7400	G	2012
$\overline{}$		To	<u> </u>			Crawford	St								
		From				County S									
8553) Peninsula Ave	0.10	610	G	98%	1%	0% 0%	0%	0%	F	0.107	F	0.727	650	G	2012
$\overline{}$		To E				High St				$\neg$ —					
8553) Peninsula Ave	0.16	2300 From	G	98%	1%	0% 0%	0%	0%	F	0.098	F	0.575	2500	G	2012
$\bigcirc$		To	-			SR 141 London	n Rlvd								
8553 Peninsula Ave	0.33	2400 From	G	98%	1%	0% 0%		0%	F	0.104	F	0.660	2500	G	2012
Peninsula Ave	3.00	00	Ť	0070	. 70	Leckie S		J /0	•	J. 10-7	•	0.000	2000	•	2012
		From	:I			County S									
S554) Constitution Ave	0.10	970	G			County S				0.101	F	0.639	1000	G	2012
opp4	0.10	310								0.101		0.008	1000	J	2012
<u> </u>		From				High St									
8554 Constitution Ave	0.19	920	G							0.221	F	0.617	980	G	2012
		To From				SR 141 London	n Blvd								
8554) Constitution Ave	0.37	2300	G						_	0.092	F	0.646	2400	G	2012
(8554) Constitution Ave	0.07									0.002	•			-	

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth		Fron	1:			Const	itution Ave									
Leckie St	0.06	130	G			Collst	itution Ave	;			0.147	F	0.691	130	G	2012
	0.74	From				De	ead End						0.000	F70		0040
Leckie St	0.74	540	G			Fo	ort Lane				0.11	F	0.623	570	G	2012
<u> </u>	2.27	From					eckie St					_	0.004	1.100	_	0046
Fort Lane	0.07	1300 To	G			Craw	ford Pkwy				0.166	F	0.834	1400	G	2012
		Fron	1:				ort Lane									
Crawford Pkwy	0.06	2100	G								0.094	F	0.660	2200	G	2012
8554) Crawford Pkwy	0.28	2000 From	G			Effi	ngham St				0.156	F	0.778	2100	G	2012
6554 Crawford Pkwy	0.20	2000					1				0.130		0.776	2100	G	2012
R554) Crawford Pkwy	0.35	2500 From	G				Court St				NA			2700	G	2012
,		To				Lon	idon Blvd									
8554) Crawford St	0.10	6900 From	G								NA			7400	G	2012
		Tron Fron	h.			I	ligh St									
8554 Crawford St	0.11	7300	G								NA			7800	G	2012
Orași farril Si	0.10	From				Co	ounty St							0500		0010
6554 Crawford St	0.12	8900	G			W	ythe St				NA T			9500	G	2012
		From	1:				outh St				i					
Washington St	0.57	930	G								0.139	F	0.653	990	G	2012
<u> </u>		Te	:			Craw	ford Pkwy									
Effingham St	0.09	15000		99%	0%	Lon 0%	ndon Blvd	00/	00/	F	0.090	F	0.794	16000	G	2012
Effingham St	0.09	15000	G	9970	0%		0%	0%	0%	Г	0.089	Г	0.794	16000	G	2012
Effingham St	0.20	14000	G	99%	0%	0%	Omth St	0%	0%	С	0.081	F	0.792	15000	G	2012
0537) =g		Т	_				ford Pkwy					-				
8557) Effingham St	0.09	14000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.563	15000	G	2012
<u> </u>		Tr	h.			Ent. O	SN. Hospita	al								
C Florida	0.70	From	-			Portsi	mouth Blvd							0500	_	0040
Elm Ave	0.76	7900	G								NA —			8500	G	2012
8558) Elm Ave	0.03	9200	G				I-264				NA			10000	G	2012
8558) 21117100	0.00	3200 To	_			ç	outh St							10000		2012
8558) Elm Ave	0.19	9600	G				oumst				NA			10000	G	2012
$\bigcup$		Te Fron				Co	ounty St				_					
8558) Elm Ave	0.10	9300	G								NA			10000	G	2012
		Te Fron	n:			ŀ	ligh St									
8558 Elm Ave	0.11	6300	G								NA			6800	G	2012
C Florida in	0.00	Fron				Lon	don Blvd				0.407		0.000	2000		0046
8558 Elm Ave	0.38	3500 To	G			I.	eckie St				0.127	F	0.686	3800	G	2012
		Fron	n:				mouth Blvd									
Des Moines Ave	0.59	1900	G			1 01101	noutil Divid				NA			2100	G	2012
$\mathcal{L}$		T <sub>e</sub> Fron				Deep	Creek Blvd	i								
Des Moines Ave	0.07	8000	G								NA			8600	G	2012
$\sim$		Tron Fron	a-				I-264									
Des Moines Ave	0.05	8000	G				1.6				NA			8700	G	2012
		Fron					outh St									
8599) Cavalier Blvd	0.68	9200	·L	99%	1%	NCL 0	Chesapeake 0%	0%	0%	С	0.096	F	0.642	9800	G	2012
(8599) Cavalier Blvd	0.00	<b>3200</b> To		JU /0	1 /0		ell St; King		J /0		3.000	•	J.U-1∠	3000	J	2012

						City of	Portsmouth								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra	il 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From	:			Tazew	ell St; King St			i					
Cavalier Blvd	0.83	3200 To	G	99%	1%	1%	0% 0% ctory Blvd	0%	F	0.103	F	0.862	3400	G	2012
8601) Gust Lane	0.70	6000	G	99%	1%	1%	Chesapeake 0% 0%	0%	F	0.091	F	0.55	6400	G	2012
<u> </u>		To					ctory Blvd								
8606) Afton Pkwy	0.28	2800 To	G	99%	1%	1%	nington Pkwy US  0% 0% ect Pkwy Gap		F	0.1	F	0.669	2900	G	2012
8606) Afton Pkwy	0.51	From	G	99%	1%		p Prospect Pkwy 0% 0%	0%	F	0.143	F	0.765	1300	G	2012
<u> </u>		То	-			Victo	ory Blvd 239								
_		From				West	Norfolk Rd								
8755) Coast Guard Blvd	0.97	3100 To	G	90%	1%	1% M	2% 6% Iain Gate	0%	F	0.154	F	0.942	3300	G	2012
		From				Gre	enwood Dr								
8756) Garwood Ave	0.17	3500	G	90%	1%	1%	2% 6%	0%	С	0.096	F	0.516	3800	G	2012
$\smile$		То	1			Eln	hurst Lane								
O		From	·				Frederick Blvd				_	_		_	
8758 High St	0.12	13000	G	99%	0%	1%	0% 0%	0%	F	0.085	F	0.625	14000	G	2012
<u> </u>		To From	1				Airline Blvd rline Blvd								
High St	0.22	11000	G	99%	0%	1%	0% 0%	0%	F	0.080	F	0.512	12000	G	2012
High St	0.47	11000	G	99%	0%	1%	Vernon Ave 0% 0%	0%	F	0.081	F	0.527	12000	G	2012
	0.70	From	<u> </u>	000/	00/		King Frwy	201			_	0.044	45000		0010
High St	0.79	14000	G	99%	0%	1%	0% 0%	0%	С	0.092	F	0.641	15000	G	2012
		To From					Elm Ave								
8758 High St	0.32	11000	G	99%	0%	1%	0% 0%	0%	F	0.086	F	0.727	11000	G	2012
		To From				Eff	ingham St								
8758) High St	0.51	6300	G	99%	0%	1%	0% 0%	0%	F	0.085	F	0.678	6700	G	2012
<u> </u>		То				Cr	awford St								
		From				Gre	enwood Dr								
8759) McLean St	0.92	7700	G	99%	0%	1%	0% 0%	0%	F	0.092	F	0.608	8200	G	2012
$\bigcirc$		To	:			Ai	rline Blvd								
		From				Deep	Creek Blvd								
8760) Lincoln St	0.83	2600	G	98%	0%	1%	0% 0%	0%	F	NA			2800	G	2012
<u> </u>		To				Eff	ingham St								
8760) Lincoln St	0.66	2700 Prom	G	98%	0%	1%	0% 0%	0%	F	0.152	F	0.847	2800	G	2012
		To	:				First St								
		From	:			Ports	smouth Blvd								
8761) Port Centre Pkwy	0.67	8600	G	98%	0%	1%	0% 0%	0%	С	0.121	F	0.914	9100	G	2012
$\cup$		To				Crawfor	d St Near I-264								
8761) Court St	0.21	8000 From	G	97%	1%	1%	0% 0%	0%	F	0.096	F	0.674	8500	G	2012
8761)	0.2.	T-	.—	0.70	. , ,				•		•	0.07	0000	•	
Court Ct	0.11	From	<u> </u>	070/	40/		County St	00/		0.100		0.500	9000		2012
8761 Court St	0.11	7500	G	97%	1%	1%	0% 0%	0%	С	0.102	F	0.599	8000	G	2012
<u> </u>		From					High St				_			_	
(8761) Court St	0.11	3700	G	97%	1%	1%	0% 0%	0%	F	0.107	F	0.516	4000	G	2012
		To From				L	ondon St								
(8761) Court St	0.23	1100	G	97%	1%	1%	0% 0%	0%	F	NA			1200	G	2012
$\overline{}$		To				Crav	wford Pkwy								
		From				Colur	nbus Avenue								
(8762) South St	0.10	2800	G							0.126	F	0.945	3000	G	2012
$\smile$		To				Swan	son Parkway								

								1 01101110									
Route	Length	AADT	QA	4Tire	Bus	S			uck 1Trail		QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
tv of Portsmouth		From	·Ī				Cura	nson Pkwy	v			1					
South St	0.09	3200	G				Swa	IISOII I KW	<u>y</u>		(	).114	F	0.908	3400	G	2012
		To From					Des N	Moines Av	ve			_					
South St	0.38	7900	G									NA			8400	G	2012
) o # 0:	2.24	From					Е	Elm Ave				<u></u>		0.504			
South St	0.34	2200 To	G			—	Eff	fingham St			(	).094 	F	0.501	2400	G	2012
'est		From	:	CR	RAWFO	ORD S			ROUTE 264	WEST		İ					
<sub>024</sub> )Ramp	0.21	2800	F								(	).183	F		2800	F	201
		To		I-264	⊦W FR0	OM (			REET N &	BART S		<u> </u>					
Amherst Dr		From 80	G				Clov	ver Hill Di	r			_ <b>_</b> ).139	F	0.5	80	G	201
Annerst Di		To					Fei	rguson Dr				7.139		0.5	80	G	201
		From					Willia	amsburg A	ve								
Bain St		100	G								(	).134	F	0.563	110	G	201
		To						insula Ave	<u> </u>								
Baldwin Ave		From					Fu	ılton Ave				140	F	0.622	220	6	204
Daluwiii Ave		210 To	G				Deen	Creek Blv	vd			).140 <b>7</b>	Г	0.632	230	G	201
		From	:					eather Rd				i i					
Brookmere Lane		150	G								(	0.111	F	0.59	160	G	201
		To	-				Sun	nmerset Di	r								
55.		From					Ch	numley Rd					_			_	
Brunswick Rd		610 To	G				Т	atem Dr			(	).097 <b>7</b>	F	0.521	650	G	201
		From	:l					lasgow St				1					
Cambridge Avenue		220	G				Gi	asgow St			(	0.086	F	0.5	240	G	201
-		To					N	North St				1					
		From				_	Mid	lfield Pkwy	y								
Canterbury Dr		370	G				Т-	1D.			(	880.0	F	0.662	390	G	201
		From	] .I					emplar Dr				<u> </u>					
Cardinal Lane		420	G				IVI	anor Ave			(	 ).105	F	0.608	450	G	201
		To	:				Tho	ornwood St	t			1					
		From	:				Hat	tton Pt Rd									
Courtney Rd		90	G								(	).131	F	0.539	90	G	201
		To	1					Dead End									
Cypress Rd		140	G			—	Bob	b White St	-		-	_ <b>_</b> ).111	F		150	G	201
		1 <b>40</b>					Су	ypress Cir							100		
		From						umbus Ave									
Dale Dr		1800	G									NA			2000	G	201
		To	1			_		shville Ave	<u>;</u>								
Darren Dr		1900	G			—	Но	orne Ave			,	 ).098	F	0.529	2000	G	201
Danendi		1900				—	Gree	enwood Di	r			7.030	Г	0.528	2000	3	201
		From				_		ırdot Lane				]					
Darren Dr		890	G				Com	valier Blvd	1			NA			890	G	201
		From	<u>.                                    </u>									+					
Dominion Rd		70	G				Sna	amrock Dr			(	<b>」</b> ).178	F	0.5	70	G	201
		To				—		·				<u> </u>					
			•				Fa	airway Dr									
Duke St		From				_		airway Dr hmond Ave	e			0.083		0.591	1300	G	201

					City of Portsmouth							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Portsmouth	From:											
Forrest Hills Dr	190	G			Merrifield Blvd		0.101	F	0.546	200	G	2012
TOTICSET IIIIS DI	To	Ť			Burrland Rd		0.101	'	0.540	200	J	2012
	From:				Gills Rd							
Frailey PI	440	G					0.187	F	0.713	470	G	2012
	To:				Fiske St							
	From:				George Washington Hwy							
Gillis Rd	620 <sub>To:</sub>	G					NA			620	G	2012
					Aylwin Rd							
Cloopour St	1300	G			Potomac Ave		0.089	F	0.588	1400	G	2012
Glasgow St	1300 To:				Vermont Ave		0.069	Г	0.566	1400	G	2012
	From:				Bolling Rd							
Greenland Blvd	1300	G			Boiling Ru		0.105	F	0.657	1400	G	2012
	To:				Portsmouth Blvd			-				
	From				Columbia St							
Halifax Ave	330	G					0.137	F		350	G	2012
	To:				County St							
	From				Twin Pines Rd							
Hawthorne Lane	180	G					0.147	F	0.581	200	G	2012
	To	<u> </u>			Heather Rd							
	From:				Kirby St							
Independence St	200	G					0.236	F	0.624	220	G	2012
	10:				Appomattox Ave							
Jefferson St	1400	G			Elm Ave		0.14	F	0.561	1500	G	2012
Jenerson St	1400 To:				Pearl St		0.14	Г	0.561	1300	G	201
	From				Green Street							
Jefferson St	1000	G					NA			1000	G	2012
	To				7th Street							
10. 0.	From:	<u> </u>			Yorktown Ave		<u> </u>	_				
King St	140	G			W/:11: A		0.142	F	0.727	150	G	2012
	From	<u>.                                    </u>			Williamsburg Ave		<u>.</u>					
Lancaster Ave	60	G			Race St		0.181	F	0.75	60	G	2012
Landatti 7100	To:	Ť			Griffin St			•	0.70	00	Ü	2012
	From				Astor Ave		i					
Magnolia St	400	G			110011110		0.098	F	0.670	430	G	201
•	To				Killian Ave							
	From:				Florence Rd							
Mayflower Rd	360	G					0.156	F	0.578	380	G	2012
	To				Hodges Ferry Rd							
	From:				Lugar Ct							
McClean Sts	600	G					0.106	F	0.621	640	G	201
	To:				Vickers Ct							
Massadan Dal	From	<u> </u>			Broad St		0.464	_	0.740	400	0	004
Meander Rd	400 <sub>To:</sub>	G			Chautauqua Ave		0.161	F	0.713	420	G	2012
	From						1					
Morro Blvd	290	G			Wycliff Rd		0.132	F	0.509	310	G	2012
IVIOITO DIVO	<b>290</b> To:	Ť			Saxon Rd		0.102	'	0.009	310	J	201
	From:				Afton Pkwy		i					
Nicholson St	520	G			1 HOH I KWY		0.138	F	0.709	550	G	2012
·	To				Harris Rd							- "-
	From:				Snead Fairway					-		
Nottingham Rd	170	G			1102		0.099	F	0.683	180	G	2012
Hottingnam Ra	110				Yorkshire Rd	 	0.033	•	0.000	100	_	

				City of Fortsmouth							
Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
From:				Marchall Ava		1					
1100	G			Maishan Ave		0.192	F	0.652	1200	G	2012
To				Wilcox Ave			-			_	
From:				Kenny Lane							
220	G			Tromity Earne		0.093	F	0.617	240	G	2012
To:				Redbarn Rd							
From:				Jackson St							
30	G					0.237	F	0.556	40	G	201
To:				Monroe St							
From:				Hedgerow Lane							
2000	G					0.092	F	0.510	2200	G	201
To:	<u> </u>			Rivermill Cir							
From:				Bob White St							
180	G					0.191	F	0.646	190	G	201
To:	Щ_			Portsmouth Blvd							
From:				Beechdale Rd							
	G					0.111	F	0.598	450	G	201
	<u> </u>			Deep Creek Blvd							
	<u> </u>			Palmer St			_				
150	G					0.174	F	0.8	160	G	201
The	<u> </u>										
				Eisenhower Circle		<u> </u>	_			_	
	G					0.212	F	0.801	3300	G	201
10:	<u> —                                   </u>										
From	<u> </u>			Augustine Cir			_	0.540	000	_	004
3/0	G			Cotomorphi		0.111	F	0.516	390	G	201
	<u> </u>										
	<u> </u>			Greenwood Dr			_	0.544	240	_	004
				Emandam Ava		0.111	г	0.544	340	G	201
	<u> </u>										
				Bridges Ave		0.156	_	0.057	40	<u></u>	201
<b>40</b> To:				Garner Ave		0.136	Г	0.657	40	G	201
				Memned Blvd		0 128	F	0.542	220	G	201
<b>200</b> To:	<u> </u>			Burrland Rd		0.120	'	0.042	220	5	201
From	_										
	G			Miver Euge Dr		0.189	F	0.857	30	G	201
To:				Edwin Rd		7	•	0.507	30	-	_0.
From:						i					
	G			11 COL IXA		0.086	F	0.619	3200	G	201
To:				Sycamore Rd			-	<b>.</b> -		-	
From:						İ					
1100	G			Carolino III.		NA			1100	G	201
To:				Augusta Ave							
Erom											
110m.						<del>_</del>					
	G					NA			500	G	201
500 To:	G			Broad St		NA 			500	G	201
500	G					NA T			500	G	201
<b>500</b>	G G			Broad St Capelle Rd		0.11	F	0.643	360	G G	201:
	From: 1100 To- From: 220 To: From: 2000 To: From: 180 To: From: 150 To: From: 3100	1100   G   Tro	1100   G	From:    1100	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail   2Trail   C   Eactor   QK   Dir Factor   Fac	Length   AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus   SAMP   SAMP   Truck   QC   Factor   Factor   AAWDT   QW