2014

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

where available

Special Locality Report 124

City of Portsmouth

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Virginia State Route

Special Routes

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

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

						Truc	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~	From:	NCL Chesapeake												
(17) George Washington Hwy	City of Portsmouth	0.15 23000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.655	24000	G
~	To: From:	SR 239 Victory Blvd												
(17) George Washington Hwy	City of Portsmouth	0.42 19000 G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.592	20000	G
<u> </u>	To: From:	Derby Rd												
17 George Washington Hwy	City of Portsmouth	0.52 22000 F	97%	0%	1%	1%	1%	0%	F	0.082	F	0.598	23000	F
<u> </u>	To: From:	124-8540 Greenwood Dr			—									
(17) George Washington Hwy	City of Portsmouth	0.31 24000 G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.630	25000	G
\bigcirc	To:	SR 141, Frederick Blvd												
Free desirate Direct	Prom:	SR 141 George Washington H	_	00/	10/	40/	40/	00/	_	0.007	_	0.000	40000	_
[17] Frederick Blvd	City of Portsmouth	0.70 12000 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.608	13000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 337 Portsmouth Blvd			<u> </u>						_			
(17) Frederick Blvd	City of Portsmouth	0.09 <b>15000 G</b>	97%	0%	1%	1%	1%	0%	F	0.108	F	0.616	16000	G
~	To: From:	124-8547 Deep Creek Blvd			$\Box$									
(17) Frederick Blvd	City of Portsmouth	0.53 <b>20000 G</b>	97%	0%	1%	1%	1%	0%	F	0.095	F	0.639	21000	G
<u> </u>	To From	I-264			<u> </u>									
17 Frederick Blvd	City of Portsmouth	0.35 <b>37000 G</b>	99%	0%	1%	0%	0%	0%	F	0.078	F	0.51	39000	G
$\bigcirc$	Τα	ALT SR 337 Turnpike Rd												
17 Frederick Blvd	City of Portsmouth	0.51 <b>27000 G</b>	99%	0%	1%	0%	0%	0%	F	0.082	F	0.508	29000	G
	To	US 58 Airline Blvd												
17 Frederick Blvd	City of Portsmouth	0.16 <b>17000 G</b>	99%	0%	1%	0%	0%	0%	F	0.078	F	0.576	17000	G
17) I rederick Bive	To:	124-8758 High St	33 76	0 70		0 70	0 70	0 70	•	0.070	'	0.570	17000	u
	From:	124-8758, Frederick Blvd												
17 High St	City of Portsmouth	0.29 <b>24000 G</b>	99%	0%	1%	0%	0%	0%	F	0.078	F	0.64	25000	G
$\hookrightarrow$	To:	Rodman Ave			<b>—</b> —									
17 High St	City of Portsmouth	2.13 <b>26000 G</b>	99%	0%	1%	0%	0%	0%	F	0.086	F	0.585	27000	G
	Τα	124-8525 Cedar Lane												
17 High St	City of Portsmouth	0.93 <b>23000 G</b>	99%	0%	1%	0%	0%	0%	F	0.084	F	0.547	24000	G
(17)	and an area of the second at t			0 70		0 / 0	0 70	0 70	•	0.001	•	0.017	21000	ŭ
(iii) Lligh St	City of Portsmouth	124-8528 Churchland Blvd 0.21 <b>17000 G</b>	99%	0%	1%	0%	0%	0%	F	0.088	F	0.553	18000	G
High St	City of Portsilloutif		99%	0%	1 70	076	U 70	0%	Г	0.000	Г	0.555	10000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	124-8532 Tyre Neck Rd												
(17) Western Branch Blvd	City of Portsmouth	0.22 19000 G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	20000	G
		ECL Chesapeake												
North	From:	US 17 TO ROUTE 264 EAS	Т							NIA			NIA	
17 Ramp	City of Portsmouth (Maint: 64)	0.07 NA 64-E FROM ROUTE 17 NORTH-FR	EDDICE	OT.						NA			NA	
-				DL										
North	From:	US 17 TO ROUTE 264 WES	ST							0.110	_		1000	_
Ramp	City of Portsmouth (Maint: 64)	0.14 1200 G	EDEDED	CIZ						0.112	F		1200	G
-	1-264	4-W FROM ROUTE 17 NORTH00-	FKEDERI	UK.										

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	QV
South	City of Portsmouth (Maint: 64		O ROUTE 264								NA			NA	
Ramp		I-264-E FROM ROUT		EDEDICK	D						INA			INA	
					ь										
outh 17 Ramp	City of Portsmouth (Maint: 64		O ROUTE 264 V 5500 G	VEST							0.091	F		5500	C
17) Ramp	<u>`</u>	I-264-W FROM ROUT		DICK DI V	/D						0.091	Г		5500	
				XICK BL	V D										
ALT	City of Portsmouth		Chesapeake 11000 G	97%	2%	1%	0%	1%	0%	_	0.082	F	0.529	12000	(
58 (460) Airline Blvd	City of Portsmouth	0.29	11000 G	97%	270	1 70	0%	1 70	0%	Г	0.062	Г	0.529	12000	
ALT	To: From:	Gre	enwood Dr												
58 (460 Airline Blvd	City of Portsmouth	0.20	15000 G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.602	15000	(
	To	Elm	hurst Lane												
ALT	From:									_		_			
58) (460) Airline Blvd	City of Portsmouth	1.30	8700 G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.571	9200	(
ALT	To: From:	SR 239	Victory Blvd												
~~ ~~	City of Portsmouth	0.28	11000 G	97%	2%	1%	0%	1%	0%	F	0.078	F	0.587	11000	(
58 (460) Airline Blvd	City of Fortsmouth			01 70	270	1 70	0 /0	1 /0	0 70	•	0.070	•	0.007	11000	`
~~	From:		Portsmouth Blvd							_		_			
Airline Blvd	City of Portsmouth	1.40	13000 G	97%	2%	1%	0%	1%	0%	F	0.110	F	0.511	14000	(
	To: From:	US 17	Frederick Blvd												
58 Airline Blvd	City of Portsmouth	0.19	18000 G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.614	19000	(
~	To		High St			— —									
58 London Blvd	City of Portsmouth		18000 G	97%	1%	1%	1%	1%	0%	С	0.082	F	0.623	19000	(
	To	CD 141	London Blvd												
Martin Luther King Freeway	City of Portsmouth (Maint: 64		34000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.653	36000	(
Wildriff Edition King Freeway	Oity of 1 oftsmouth (Maint: 0-			31 70	1 70	1 70	1 /0	1 /0	0 70	'	0.000	•	0.000	30000	•
~~	From		Western Frwy	000/	201		10/	00/	201	_	0.005	_		00000	
Martin Luther King Freeway	City of Portsmouth (Maint: 64	•	32000 A	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	A
<u> </u>	From:		ver Midtown Tuni her King Freeway												
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64		32000 A	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	A
30) ======	To:	,	Portsmouth							_					
	From:	IIS 17	Frederick Blvd			i									
141)George Washington Hwy	City of Portsmouth		16000 G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.711	17000	
41) 555.95 17459.5							0,0	0,70	0 / 0	•	0.002	•	0		
Coorgo Washington Llun	City of Dortomouth		37 Elm Ave	000/	0%	10/	00/	0%	00/	F	0.000	F	0.741	16000	-
41 George Washington Hwy	City of Portsmouth	0.48	15000 G	98%	0%	1%	0%	0%	0%	г	0.089	г	0.741	16000	(
	To: From:		mouth Blvd												
41) Effingham St	City of Portsmouth	0.76	23000 G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.681	24000	(
	To: From:		I-264												
41)Effingham St	City of Portsmouth	0.18	28000 G	98%	0%	1%	0%	0%	0%	F	0.070	F	0.587	29000	(
\mathcal{L}	То		South St												
141)Effingham St	City of Portsmouth		23000 G	98%	0%	1%	0%	1%	0%	F	0.07	F	0.568	24000	Ċ
141)=9	To:		High St	JJ /0	0 /0	1 /0	0 /0	1 /0	0 /0	•	0.07	•	0.000	2-000	

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	High St		000/	20/		00/	40/	00/	_	0.07	_	0.504	0.1.0.0.0	_
141 Effingham St	City of Portsmouth	0.06 20000	G	98%	0%	1%	0%	1%	0%	F	0.07	F	0.594	21000	G
	From:	London Blvd Effingham St													
141)London Blvd	City of Portsmouth	0.33 22000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.747	23000	C
	Tec														
141)London Blvd	City of Portsmouth	Elm Ave 0.83 25000	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.752	27000	(
141) Zoridon Biva	To:	M L King Freewa		0070	0 70		0 70	1 /0	0 /0	J	0.007	•	0.702	27000	`
loub	From:	SR 141 RO ROUTE 264		YT.											
North 141 Ramp	City of Portsmouth (Maint: 64)	0.30 2700	G G	51							0.233	F		2700	(
141)	· · · · · · · · · · · · · · · · · · ·	264-W FROM ROUTE 14100-1		IGHAM S	Т						0.200	•		2700	`
oth	From:	SR 141 TO ROUTE 264													
outh 141)Ramp	City of Portsmouth (Maint: 64)	0.14 2200	G	0.1							0.132	F		2200	(
141) (41)	· · · · · · · · · · · · · · · · · · ·	-264-W FROM ROUTE 141-E		HAM ST							0.102	•		2200	`
	From:	ECL Suffolk	11111	3111111111111											
164)Western Freeway	City of Portsmouth (Maint: 64)	0.88 46000	Α	95%	0%	0%	1%	4%	0%	С	0.104	Α	0.557	52000	ļ
164) 11001011 100114	only of Fortomount (Mainte 91)			0070	0 70		1 70	170	070	Ū	0.101	,,	0.007	02000	•
	City of Doubles of Mariate Od)	Towne Point Rd		050/	00/		40/	40/	00/		0.004	_	0.010	50000	,
Western Freeway	City of Portsmouth (Maint: 64)	1.35 50000	G	95%	0%	0%	1%	4%	0%	F	0.084	F	0.619	56000	(
	To: From:	Cedar Lane													
164)Western Freeway	City of Portsmouth (Maint: 64)	1.73 45000	G	95%	0%	0%	1%	4%	0%	F	0.089	F	0.626	51000	(
<u> </u>	To Franc	West Norfolk Ro	d			\vdash									
164)Western Freeway	City of Portsmouth (Maint: 64)	1.81 48000	G	95%	0%	0%	1%	4%	0%	F	0.083	F	0.615	54000	(
	To:	US 58, SR 337 Martin Luthe	er Kin	g Fwy											
	From:	SR 337 Portsmouth	Blvd												
Victory Blvd	City of Portsmouth	0.22 7600	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.580	8100	(
	To	US 58 Airline Bly	vd												
239 Victory Blvd	City of Portsmouth	0.33 18000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.505	19000	(
239) 1.0.0.7 2.10	,						. , ,	_,,	0,0	•	0.002		0.000	.0000	
Victory Phys	City of Postomouth	I-264	G	069/	00/	10/	10/	20/	00/	С	0.077	F	0 E1E	22000	(
Victory Blvd	City of Portsmouth	0.59 21000	G	96%	0%	1%	1%	2%	0%	C	0.077	Г	0.515	22000	
	To: From:	Greenwood Dr													
Victory Blvd	City of Portsmouth	1.08 15000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	16000	(
<u> </u>	To: From:	Deep Creek Blvc	d												
Victory Blvd	City of Portsmouth	0.44 16000	G	93%	1%	1%	3%	3%	0%	F	0.087	F	0.622	17000	(
\mathcal{L}	To	US 17 George Washingt	ton Hy	vv											
Victory Blvd	City of Portsmouth	0.42 9400	G	93%	1%	1%	3%	3%	0%	С	0.12	F	0.860	9900	
200)	ты		-			 i				-		-			
Victory Plyd	City of Dortomouth	Frailey Pl	_	93%	1%	10/	20/	20/	00/	F	0.105	F	0.057	6100	
Victory Blvd	City of Portsmouth	0.83 5700	G	93%	170	1%	3%	3%	0%	Г	0.135	Г	0.857	6100	C
	To: From:	Afton Pkwy													
Victory Blvd	City of Portsmouth	0.55 6100	G	93%	1%	1%	3%	3%	0%	F	0.138	F	0.865	6400	C
\smile	To	SR 337 Elm Ave	e												

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

Jurisdictio				QA	4Tire	Bus		_	_		QC	K Factor	QK	Dir Factor	AAWDT	QV
City of Portsmouth)3A TO A NA	ND FR	OM RT							NA			NA	
City of Portsmouth	<u> </u>	0.11	5900	G			_					0.091	F		5900	G
To																
City of Portsmouth	(Maint: 64) 0	0.13	NA		AST		<u> </u>					NA			NA	
Tool	<u> </u>															_
City of Portsmouth	(Maint: 64)				96%	0%	1%	1%	2%	0%	F	0 117	F		22000	G
•	, ,			G	96%	0%	1%	1%	3%	0%	F	NA			70000	Ċ
		Green	wood Dri	ve												_
City of Portsmouth	(Maint: 64) 1	1.29 2	22000	F	96%	0%	1%	1%	2%	0%	F	0.122	F		25000	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute: 4	46000	F	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	F
To		SR 239	Victory E	3lvd			\bot									_
City of Portsmouth	(Maint: 64) 1	1.16 2	24000	Α	96%	0%	1%	1%	2%	0%	С	0.136	Α		26000	1
Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute: 4	18000	Α	96%	0%	1%	1%	2%	0%	С	0.104	Α	0.675	53000	,
To		SR 337 P	ortsmouth	Blvd												
City of Portsmouth	(Maint: 64) 0	0.50 2	22000	F	96%	0%	1%	1%	2%	0%	F	0.136	F		24000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute: 4	48000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	51000	(
		US 17 F	Frederick l	Blvd												
City of Portsmouth	(Maint: 64) 0	0.99 3	30000	G	96%	0%	1%	1%	2%	0%	F	0.099	F		32000	(
•	,	oute: 6	60000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	64000	(
ть		Des M	Moines Av	ve.												
City of Portsmouth	(Maint: 64) 0				06%	Λ°/-	10/-	10/_	20/	O°/-	E	0 000	F		30000	
•	,										F		•	0.577		
Tr.					0070	0,0		. 70	_,0	0,0	•	0.00	•	0.07.7	00000	
From											_					
	,										F -	-	, ,			ŀ
Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		55000 L Norfolk		96%	0%	1% —	1%	2%	0%	F	0.099	Α	0.502	74000	1
10																
From	. I-264-	-E TO GR	REENWO	<u>OD</u> DR	IVE											
From City of Portsmouth	(Maint: 64) 0	0.32	2500	G								0.129	F		2500	(
From City of Portsmouth	(Maint: 64) 0	0.32 24-8540 F	2500 ROM TO	G RT 264								0.129	F		2500	(
City of Portsmouth To City of Portsmouth To City of Portsmouth	(Maint: 64) 0 12 I-26	0.32 24-8540 F 64-E TO C	2500 ROM TO	G RT 264								0.129	F F		2500 3200	(
	City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth	City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways on this Research City of Portsmouth (Maint: 64)	City of Portsmouth (Maint: 64) 0.11 City of Portsmouth (Maint: 64) 0.11 City of Portsmouth (Maint: 64) 0.11 City of Portsmouth (Maint: 64) 0.11 City of Portsmouth (Maint: 64) 0.13 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 Combined Traffic Estimates for 2 Pa	SR 239 1-264 W003A TO A City of Portsmouth (Maint: 64) 0.11 NA	City of Portsmouth (Maint: 64)	City of Portsmouth (Maint: 64) 0.11 NA	SR 239 1-264-W003A TO AND FROM RT	SR 239 1-264 WOUDAN TO AND FROM RT	Second S	SR 239 John John	SR 239 L264-W003A TO AND FROM RT City of Portsmouth (Maint: 64)	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$82.39 Victory Blvd Second S	SR 239 L264-W003A TO AND FROM RT SR 239 L264-W003A TO AND FROM RT	Section Clay of Portsmouth (Maint: 64) 0.11 5900 Clay of Portsmouth (Maint: 64) 0.13 NA NA NA NA NA NA NA N	Section City of Portsmouth (Maint: 64) 0.11 SP0 CA ATING CITY of Portsmouth (Maint: 64) 0.11 SP0 CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.13 NA CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.13 NA CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.13 NA CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.13 NA NA CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.13 NA NA CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.23 21000 CA 96% 0% 1% 1% 2% 0% F 0.117 F CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.23 21000 CA 96% 0% 1% 1% 2% 0% F 0.117 F CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.23 21000 CA 96% 0% 1% 1% 2% 0% F 0.117 F CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.23 21000 CA 96% 0% 1% 1% 2% 0% F 0.117 F 0.643 CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.23 21000 CA 96% 0% 1% 1% 2% 0% F 0.117 F 0.643 CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.23 21000 CA 96% 0% 1% 1% 2% 0% F 0.122 F 0.643 CAVALIER BLYD TO KT 64 EAST CITY of Portsmouth (Maint: 64) 0.28 229 Victory Bly	Second Complement Complem

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

			.,													
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	Ţ	264-E TO RT 2	239			ZAXIO	5 OTANIC	IIIaii	ZIIali		1 actor		1 actor		
264)Ramp	City of Portsmouth			G								0.087	F		4500	G
204)	To:		RAMP FROM I		AST											
East	From:		264-E TO RT 3				i									
Ramp	City of Portsmouth			G								0.085	F		2100	G
264)110	To:		337 FROM RT				\neg					0.000	•		2.00	<u> </u>
	From:				W DI VD		1									
East	City of Portsmouth	I-264-E TO RO (Maint: 64) 0.25		F	KBLVD							0.503	F		200	_
Ramp	Oity of Fortsmouth	(Maint. 04) 0.23	100	Г								0.505	'		200	'
East	To:	I-264-E005B TO	ROUTE 17 NO	RTH-FR	REDERICK	ζ										
Ramp	City of Portsmouth	(Maint: 64) 0.03	NA									NA			NA	
.04)	To:	,	ROM ROUTE	264 EAS	ST											
ast	From:	I-264-E005A TO				7	i									
Ramp	City of Portsmouth			/K 111-1 T	KEDEKICE	`						NA			NA	
264) 1141119	To:		ROM ROUTE :	264 FAS	ST.							1471			1471	
	From						_									
ast	City of Doylomouth		TO DES MOIN		E							0.11	_		2000	G
Ramp	City of Portsmouth			G			_					0.11	F		3000	Ċ
	10.	•	-8559 FROM R													
ast	From:		ROUTE 141-EF		AM ST											
64)Ramp	City of Portsmouth			G								0.158	F		2100	G
	To:	SR 141 I	ROM ROUTE	264 EA	ST											
ast	From:	I-264-E TO ROU		H-EFFIN	IGHAM ST	Γ										
Ramp	City of Portsmouth	(Maint: 64) 0.10) NA									NA			NA	
<u> </u>	Ta	I-264-E007C	TO CRAWFO	RD STR	EET S		_									
ast	From:				LLLI								_		4500	_
Ramp	City of Portsmouth			G			_					0.092	F		1500	G
<u> </u>	10.	S.	R 141 Effinghar	n St												
ast	From:		TO CRAWFO		EET S											
Ramp	City of Portsmouth			G								0.140	F		2700	G
<i></i>	То:	CRA	AWFORD STRI	EET S												
Vest	From:		WCL Portsmou	th												
264)	City of Portsmouth	(Maint: 64) 0.61	44000	F	95%	0%	1%	1%	3%	0%	F	0.125	F		48000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 65000	G	96%	0%	1%	1%	3%	0%	F	NA			70000	C
	To:		Greenwood Dri	VA.												
/est	From															
264)	City of Portsmouth	,		F	95%	0%	1%	1%	3%	0%	F	0.127	F		26000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 46000	F	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	F
	Tα	S	R 239 Victory E	Blvd			\neg_{\vdash}									
/est	From:				0561	00/		401	001	061	_	0.4.40			00000	
264)	City of Portsmouth	,		Α	95%	0%	1%	1%	3%	0%	С	0.140	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel			Α	96%	0%	1%	1%	2%	0%	С	0.104	Α	0.675	53000	Α
	To	SR	337 Portsmouth	Blvd												

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

-		J.,						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West ALT	From	SR 33	7 Portsmout	h Blvd			27100	OTTIAL	TITAL	ZIIGII		1 40101		1 40101		
264)(460)	City of Portsmouth	(Maint: 64) 0.84	26000	G	95%	0%	1%	1%	3%	0%	F	0.107	F		27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	51000	G
	To	US 1	7 Frederick	Blvd												
West ALT	City of Portsmouth		30000		95%	0%	1%	1%	3%	0%	F	NA			32000	G
264 460	Combined Traffic Estimates for 2 Parallel	,		G G	95% 96%	0% 0%	1%	1%	3% 2%	0% 0%	F	NA NA			64000	G
	Combined Trainic Estimates for 2 Parallel	noadways on this noute.		G	96%	0%	1%	1%	270	0%	Г	INA			64000	G
West ALT	To From		South St													
264) (460)	City of Portsmouth	(Maint: 64) 1.17	28000	G	95%	0%	1%	1%	3%	0%	F	NA			30000	G
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	56000	G	96%	0%	1%	1%	2%	0%	F	NA			59000	G
		SR 1	141 Effingha	m St												
West ALT 264 A60 Elizabeth	River Downtown Tunnel City of Portsmouth	(Maint: 64) 0.45	34000	Α	95%	0%	1%	1%	3%	0%	F	0.099	Α		38000	Α
(264) (460) Linzabeti 1	Combined Traffic Estimates for 2 Parallel	'		A	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	Α
	To		WCL Norfoll		0070	0 /0		1 70	270	070	•	0.000	,,	0.002	7-1000	,,
West	From	I-264-W TO			IVE											
(264) Ramp	City of Portsmouth		2300	G								0.087	F		2300	G
	To		540 FROM F	RT 264												
West	From	I-264-W TO	GREENWO	OOD DR	IVE											
(264)Ramp	City of Portsmouth	(Maint: 64) 0.27	2900	G								0.103	F		2900	G
$\overline{}$	То	124-85	540 FROM F	RT 264												
West	From		4-W TO RT													
264 Ramp	City of Portsmouth		8600	G								0.084	F		8600	G
	To	SR 239 SR 23			M RT											
West ALT	From		4-W TO RT									0.4	_		0000	
264 460 Ramp	City of Portsmouth		3900	G								0.1	F		3900	G
			37 FROM R													
West (264) Ramp	City of Portsmouth	I-264-W TO ROU' (Maint: 64) 0.25	TE 1700- FE 11000	<u>REDERI</u> G	CK BLVD)						0.096	F		11000	G
264 Hallip	To To		M ROUTE	-	ST							0.090	'		11000	G
West	From	I-264-W005A TO R				IC										
West (264) Ramp	City of Portsmouth		NA	JUTHU)- FREDR	IC						NA			NA	
264) 1101115	To	<u> </u>	M ROUTE	264 WE	ST										107	
West	From	I-264-W TO RT 141				W										
(264) Ramp	City of Portsmouth		21000	G	VIII CICIL	··						0.098	F		21000	G
	To		007B TO CC		г											
West	From	•		JUKI S	ı											
264 Ramp	City of Portsmouth		NA				 1					NA			NA	
	10		FORD STR													
West	From City of Death		007A TO CO	OURT S'	Т							NIA			N.A	
264 Ramp	City of Portsmouth	<u> </u>	NA 4-8761 Cour	+ C+			1					NA			NA	
	10	124	+-8/61 Cour	ısı												

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

							T	-1-			1/		D:-		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		Tru	_		QC	_ K	QK	Dir	AAWDT	. QM
	rl					2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
337)Portsmouth Blvd	City of Portsmouth	ECL Chesa ₁ 0.34 25000		99%	0%	0%	0%	0%	0%	F	0.088	F	0.541	26000	G
337 Portsmouth Biva	City of Portsmouth	0.34 2500 0	G	99%	0%	0%	0%	0%	0%	Г	0.066	Г	0.541	26000	G
	To: From:	Hodges Fer	•												
337) Portsmouth Blvd	City of Portsmouth	0.60 2100 0	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.574	23000	G
<u> </u>	T _C	Elmhurst I	ane			\neg \vdash									
337)Portsmouth Blvd	City of Portsmouth	1.17 19000	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.611	20000	G
	То	SR 239 Victo	n Dlud												
337)Portsmouth Blvd	City of Portsmouth	0.23 1300 0	•	99%	0%	0%	0%	0%	0%	F	0.082	F	0.617	13000	G
337). 6.16.1166.11. 2.176					0 70		0,0	0,70	0,0	•	0.002	•	0.0	.0000	.
ALT	From:	US 58, ALT US 460	Airline B	lvd											
337)(460) Portsmouth Blvd	City of Portsmouth	0.10 1400 0	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	14000	G
	та	ALT SR 337 Tu	nnika Dd												
ALT	From:									_		_			_
337 (460) Portsmouth Blvd	City of Portsmouth	0.16 1100 0		99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	G
ALT.	To: From:	Ramp to I-2		Charac											
ALT 337) 460 Portsmouth Blvd	City of Portsmouth	0.29 Ramp to I-264 E; Function 11000		99%	0%	0%	0%	0%	0%	Ν	0.083	N	0.616	12000	N
337 (460) Portsmouth Blvd	Oity of 1 oftsmouth				0 70	<u> </u>	0 /6	0 /6	0 /6	IN	0.003	IN	0.010	12000	IN
	To- From:	Ramp From I-264				<u> </u>									
Portsmouth Blvd	City of Portsmouth	0.98 1000 0	G	96%	1%	0%	1%	1%	0%	F	0.087	F	0.542	11000	G
<u> </u>	To- From:	Deep Creek	Blvd												
337)Portsmouth Blvd	City of Portsmouth	0.17 6100	G	96%	1%	0%	1%	1%	0%	F	0.083	F	0.625	6500	G
\bigcirc	To	ALT US 17 Fred	erick Blvd												
337)Portsmouth Blvd	City of Portsmouth	0.79 8000	G	96%	1%	0%	1%	1%	0%	С	0.122	F	0.763	8500	G
337)	To:	US 17 Elm									-				
	From:	US 17 Portsmo	uth Blvd												
337)Elm Ave	City of Portsmouth	0.32 5700	G	96%	1%	0%	1%	1%	0%	F	0.104	F	0.522	6000	G
\smile	To:	US 17 George Washing													
	Prom:	US 17 George Washingt			40/		40/	40/	00/	_	0.404	_	0.040	0700	_
337 Elm Ave	City of Portsmouth	0.72 6300	G	96%	1%	0%	1%	1%	0%	F	0.121	F	0.616	6700	G
<u> </u>	To: From:	SR 239 Victo	y Blvd												
337)Elm Ave	City of Portsmouth	0.23 7900	G	93%	0%	1%	3%	2%	0%	F	0.149	F	0.546	8300	G
\smile	To From:	Burtons Poi	nt Rd												
337)Elm Ave	City of Portsmouth	0.32 6200	G	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6600	G
307)	To:	WCL Chesa													
East ALT	From:	SR 337 TO F				i									
337) (460) Ramp	City of Portsmouth (Maint: 64)	0.57 3600	G								0.077	F		3600	G
337 (400)	To	I-264-E FROM				1					0.077	•		2000	J
Noot	From					<u> </u>									
West 337)Ramp	City of Portsmouth (Maint: 64)	SR 337 TO F 0.17 1400	T 264 G								0.099	F		1400	G
33/ / ramp	Gity of Fortsmouth (Maint. 64)	0.17 1400	G								0.055	1		1400	G

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

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۱
From:															
City of Portsmouth	1.05	3700	G	85%	1%	1%	3%	10%	0%	F	0.085	F	0.513	3900	C
To: From:	US 17	7 Frederick E	Blvd												
City of Portsmouth	0.30	10000	G	85%	1%	1%	3%	10%	0%	F	0.083	F	0.623	11000	(
To- From:		Howard St				\neg									
City of Portsmouth	0.54	8700	G	85%	1%	1%	3%	10%	0%	С	0.083	F	0.603	9200	(
To:															
City of Doutemouth				0E0/	10/	10/	20/	100/	00/	_	0.007	г	0.550	4500	,
City of Portsmouth			G	63%	170	176	3%	10%	0%	Г	0.097	Г	0.552	4500	(
To: From:		County St													
City of Portsmouth	0.11	5400	G	85%	1%	1%	3%	10%	0%	F	0.086	F	0.583	5700	(
To: From:		High St													
City of Portsmouth	0.24	12000	G	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	13000	(
Τα		US 58													
From:															
City of Portsmouth	0.29	11000	G	97%	2%	1%	0%	1%	0%	F	0.082	F	0.529	12000	•
T _C . From:	G	reenwood Dr	-												_
City of Portsmouth	0.20	15000	G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.602	15000	
To: From:	E	lmhurst Lane				\Box \vdash									
City of Portsmouth	1.30	8700	G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.571	9200	(
To		TORY BLV	D												
City of Poytomouth				079/	20/	10/	00/	10/	00/	_	0.070	_	0.507	11000	
City of Fortsmouth				97%	270	1 70	0%	1 70	0%	Г	0.076	Г	0.567	11000	,
To: From:	U	-													
City of Portsmouth	0.10	14000	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	14000	(
Tro- From:	ALT SF	R 337 Turnpil	ke Rd												
City of Portsmouth	0.16	11000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	(
To- From:		I-264				\neg \vdash									
City of Portsmouth	0.29	11000	N	99%	0%	0%	0%	0%	0%	N	0.083	N	0.616	12000	
To				0070	0,0		0,70	0 70	0,70		0.000			000	
From:		337 TO RT 2	64	C = -	\/A 00	7 fa a s!!				4!					
Gity of Portsmouth (Maint: 6		E FROM PT	337	See	va 33	/ for dir	ectional	traffic v	voiume e	estima	ales for th	IIS SE	gment.		
From	RT														
City of Portsmouth (Maint: 6	64) 0.50			Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s seg	ıment.		
Combined Traffic Estimates for 2 Parallel Roadway					0%							F		51000	
	City of Portsmouth Tot Front City of Portsmouth (Maint: 6	City of Portsmouth City o	City of Portsmouth	SR 337 Portsmouth Blvd	SR 337 Portsmouth Blvd	SR 337 Portsmouth Blvd City of Portsmouth 1.05 3700 G 85% 1%	Durisdiction	Durisdiction Length AADT QA 4Thre Bus 2Axle 34-Axle Start Start	City of Portsmouth	SR 337 Portsmouth Blud City of Portsmouth 1.05 3700 G 85% 1% 1% 3% 10% 0%	Second S	August A	Albert A	City of Portsmouth Color City of Portsmouth Color City of Portsmouth City of Port	City of Portsmouth 0.54 8700 G 85% 1% 1% 3% 10% 0% F 0.083 F 0.603 11000

Jurisdictio	n L	.ength	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
n 1							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
City of Portemouth	(Maint: 64)		Frederick	Blvd	80	0 264	for dire	otional t	traffic w	olumo or	stimat	oc for th	c coa	mont		
-	,		60000	_							siiiiiai E		s sey		64000	G
Combined Trainc Estimates for 2 Faraner	noadways on this r				90%	076	1 76	170	270	0%	Г	0.090	Г	0.591	64000	G
To: From:		Dee	ep Creek B	lvd												
City of Portsmouth	(Maint: 64)	0.67			Se	e I-264	for dire	ctional t	traffic vo	olume es	stimat	es for th	s seg	ment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	56000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	59000	G
To		SR 14	41 Effingha	m St												
owntown Tunnel City of Portsmouth	(Maint: 64)				Se	e I-264	for dire	ectional t	traffic vo	olume es	stimat	es for th	s sen	ment		
	'		65000	Δ					2%	0%	F		Δ		74000	Α
To:	rtoadways on timo r				3070	0 70		1 70	270	0 70	•	0.000	,,	0.002	7 4000	,,
From:																
City of Portsmouth	(Maint: 64)		-W 10 K1	331	Se	e I-264	for dire	ctional t	traffic vo	olume es	stimat	es for th	s sea	ment.		
To:	,	SR 337	7 FROM R	T 264												
From:			Portsmout	h Blvd												
	,				Se		for dire	ectional t	traffic vo	olume es	stimat	es for th	s seg			
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	48000	G	96%	0%	1%	1%	2%	0%	F	80.0	F	0.679	51000	G
To: From:		US 17	Frederick	Blvd												
City of Portsmouth	(Maint: 64)	0.55			Se	e I-264	for dire	ctional t	traffic vo	olume es	stimat	es for th	s sea	ment.		
•	,		60000	G	96%	0%	1%	1%	2%	0%	F	NA	3		64000	G
To	•			lud												
From:	(14.1.1.2.1)		ер Стеск Б	ivu												
_	, ,										stimat		s seg	ment.		_
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	56000	G	96%	0%	1%	1%	2%	0%	F	NA			59000	G
To: From:		SR 14	41 Effingha	m St												
owntown Tunnel City of Portsmouth	(Maint: 64)	0.45			Se	e I-264	for dire	ctional t	traffic vo	olume es	stimat	es for th	s sea	ment.		
	,	Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	Α
To:	,															
	City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel To City of Portsmouth City of Portsmouth City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth Combined Traffic Estimates for 2 Parallel City of Portsmouth 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Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 To Deep Creek B City of Portsmouth (Maint: 64) 1.17 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 To Deep Creek B City of Portsmouth (Maint: 64) 1.17 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 To SR 141 Effingha cowntown Tunnel City of Portsmouth (Maint: 64) 0.45 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000	City of Portsmouth (Maint: 64) 0.99 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 G Total Deep Creek Blvd City of Portsmouth (Maint: 64) 0.67 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G SR 141 Effingham St Owntown Tunnel City of Portsmouth (Maint: 64) 0.87 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 A Total WCL Norfolk From: 1-264-W TO RT 337 City of Portsmouth (Maint: 64) 0.37 Total SR 337 FROM RT 264 From: SR 337 Portsmouth Blvd City of Portsmouth (Maint: 64) 0.84 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 G City of Portsmouth (Maint: 64) 0.55 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 G City of Portsmouth (Maint: 64) 1.17 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G City of Portsmouth (Maint: 64) 1.17 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G SR 141 Effingham St Owntown Tunnel City of Portsmouth (Maint: 64) 0.45	City of Portsmouth (Maint: 64) 0.99 Se Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 G 96% City of Portsmouth (Maint: 64) 0.67 Se Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G 96% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G 96% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 A 96% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 A 96% City of Portsmouth (Maint: 64) 0.37 Se Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 A 96% City of Portsmouth (Maint: 64) 0.37 Se Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 G 96% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 G 96% City of Portsmouth (Maint: 64) 0.55 Se Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 G 96% City of Portsmouth (Maint: 64) 1.17 Se Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G 96% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G 96% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G 96% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G 96%	City of Portsmouth (Maint: 64) 0.99 See I-264 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 G 96% 0% Town Deep Creek Blvd	City of Portsmouth (Maint: 64) 0.99 See -264 for direct line 1.264 Treference 1.264 1.264	City of Portsmouth (Maint: 64) 0.37 See -264 for directional standard (Maint: 64) 0.38 See -26	City of Portsmouth (Maint: 64) 0.99 See -264 for directional traffic volume 1.264 William 1.264 Wi	Combined Traffic Estimates for 2 Parallel Roadways on this Route: S6000 G 96% 0% 1% 1% 2% 0%	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 A 96% 0% 1% 1% 2% 0% F	Length Au Length Au	City of Portsmouth (Maint: 64) 0.93 See -264 for directional traffic volume estimates for this seg Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6000	Substitution Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel 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						City of F	ortsmout	ui								
Route	Length	AADT	QA	4Tire	Bus		Trucl 3+Axle 1		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
(F154) Liberty St	0.40	20	G			De	ad End				NA			20	G	2014
F154) Liberty of	0.40	To	Ť			Taze	ewell St				—			20	ŭ	2014
		From:					ernon Ave				i					
1 Bayview Blvd	0.21	350	G	96%	2%	2%		0%	0%	С	0.104	F	0.643	370	G	2014
$\overline{}$		To				Chauta	auqua Ave									
O		From				124-8525 I	River Shore	Rd								
(8516) Cedar Lane	0.42	680 To	G			D.	- 4 E- 4				0.152	F	0.636	720	G	2014
		From:					ad End									
(8520) Towne Point Rd	0.71	9100	G	98%	0%	1%	Suffolk 0%	0%	0%	F	0.094	F	0.566	9700	G	2014
(8520) Towne Point Rd	0.71	3100		30 70	0 70			0 70	0 70	'	0.054	•	0.500	3700	a	2014
(8520) Towne Point Rd	0.13	20000	G	98%	0%	Twin	Pines Rd 0%	0%	0%	F	0.082	F	0.519	21000	G	2014
(8520) Towne Point Rd	0.13	20000		90 /6	0 /6				0 /0	'	0.002	•	0.519	21000	G	2014
Towns Daint Dd	0.01	From	<u> </u>	000/	00/		Western Fwy		00/		0.005	Г	0.501	22000		2014
(8520) Towne Point Rd	0.31	20000 To:	G	98%	0%	1% NCL C	0% Chesapeake	0%	0%	С	0.085	F	0.521	22000	G	2014
		From:														
(8522) Portsmouth Blvd	0.34	5600	G	99%	0%	1%	m Ave 0%	0%	0%	F	0.146	F	0.759	5900	G	2014
(8522) Portsmouth Blvd	0.55	3900 From:	G	99%	0%	1%	igham St 0%	0%	0%	С	0.142	F	0.808	4200	G	2014
(6322)	0.00	To		0070	0 70		nter Pkwy	0 70	0,0			•	0.000	00	٥.	
		From				Town	Point Rd									
(8523) Twin Pines Rd	0.90	8600	G	99%	1%	0%		0%	0%	С	0.091	F	0.567	9100	G	2014
\cup		To				Swan	nanoa Dr									
(8523) Twin Pines Rd	0.51	3300 From	G	99%	1%	0%		0%	0%	F	0.096	F	0.561	3500	G	2014
		To				Twin	Pines Rd									
(8523) Twin Pines Rd	0.12	3300 From:	N	99%	1%	0%		0%	0%	N	0.096	Ν	0.561	3500	Ν	2014
		To				Twin	Pines Rd									
(8523) Hedgerow Ln	0.28	1300 From:	G	99%	1%	0%		0%	0%	F	0.129	F	0.554	1400	G	2014
0323) 0		To					Shore Rd									
		From				ECL C	hesapeake									
(8524) Churchland Blvd	0.09	12000	G	99%	1%	0%		0%	0%	F	0.097	F	0.557	13000	G	2014
		To					Norfolk Rd									
(8524) W Norfolk Rd	0.11	2900	G	99%	1%	Churcl 0%	nland Blvd 0%	0%	0%	F	0.089	F	0.536	3100	G	2014
8524) VV 1401101K 11d	0.11	2900		33 76	1 /0			0 70	0 70	'	0.003		0.550	3100	a	2014
W Norfalk Pd	1.05	From	<u> </u>	000/	10/		Neck Rd	00/	00/		0.004		0.504	6200	G	2014
(8524) W Norfolk Rd	1.05	5800	G	99%	1%	0%		0%	0%	С	0.094	F	0.594	6200	G	2014
W Norfalls Dd	1 17	From	<u> </u>	000/	10/		ar Lane	00/	00/	_	0.100		0.754	4700		2014
W Norfolk Rd	1.47	4400	G	99%	1%	0%		0%	0%	F	0.129	F	0.754	4700	G	2014
O MANGETT D.	0.40	From		000/	401		Western Fwy		001				0.070	F00		0011
W Norfolk Rd	0.46	530 To:	G	99%	1%	0%		0%	0%	F	0.136	F	0.672	560	G	2014
		From	<u> </u>				dway St									
(8525) Sterling Point Rd	0.38	1500	G	98%	1%	Feud 1%	ist Drive 0%	0%	0%	F	0.101	F	0.534	1600	G	2014
(8525) Sterling Point Rd	0.30	1300		JU /0	1 /0			J /0	U /0	'	0.101		0.004	1000	u	2014
(8525) Cedar Lane	1 10	From:	L	98%	10/	<u>Н</u> 1%	igh St	n º/	0°/	С	0.088	F	0.529	11000	G	2014
(8525) Cedar Lane	1.18	10000 To:	G	JU 70	1%		0% Norfolk Rd	0%	0%	U	0.000	r	0.528	1 1000	G	2014
		From					orfolk Rd									
(8525) Cedar Ln	0.23	14000	G	98%	1%	1%		0%	0%	F	0.126	F	0.694	15000	G	2014
		To:				SR 164 W	estern Freew	vay								
(8525) Cedar Ln	0.47	9300	G	98%	1%	1%		0%	0%	F	0.103	F	0.518	9900	G	2014
$\overline{}$		To: From:					Shore Rd									
		From:	1			Ced	ar Lane				1					
(8525) River Shore Rd	0.11	7200	G	98%	1%	1%		0%	0%	F	0.091	F	0.585	7700	G	2014

						Oity of I	FOIISIIIOU	<i>x</i> (11								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				0.1										
River Shore Rd	0.85	3200	G	98%	1%	1%	thurst Rd 0%	0%	0%	F	0.084	F	0.543	3400	G	2014
8525 River Shore Rd	0.05	3200 To		90 /6	1 /0		erow Lane	0 /0	0 /6		0.004	'	0.545	3400	G	2014
			<u> </u>													
	0.50	From:		000/	40/		ıl-d-Sac	00/	201			_	0.000	1000	•	0014
(8526) Chautauqua Ave	0.58	1100	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.688	1200	G	2014
<u> </u>		To:	-			Cle	veland St				\neg —					
8526) Chautauqua Ave	0.12	1800	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.58	1900	G	2014
		т-									_					
Ohautauaua Aua	0.14	From	ᄂ	000/	10/		etroit St	-00/	00/				٥٢	1000		0014
S526 Chautauqua Ave	0.14	950	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.5	1000	G	2014
		To From				W	esley St				_					
8526 Chaltauqua Ave	0.26	1100	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.684	1100	G	2014
		To	d			Bayv	view Blvd									
		From:	_			West	Norfolk Rd									
S528) Churchland Blvd	0.13	8300	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.502	8800	G	2014
Churchland Blvd	0.13	0300	G	90 /0	0 /6	1 /0	0 /0	0 /6	0 /6	'	0.037	1	0.302	0000	G	2014
		From				Tyre	Neck Rd									
S528) Churchland Blvd	0.27	8900	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.501	9400	G	2014
		To	d	-		High	St US 17		-							
		From:	\equiv				Chesapeake				=					
Tyre Nook Pd	0.24		<u></u>	000/	Λο/			0%	0%	F	0.097	F	0 600	11000	G	201
Tyre Neck Rd	0.24	10000	G	99%	0%	0%	0%	U /o	U /o		0.097	ı-	0.608	11000	G	2014
		To From				Н	ligh St									
Tyre Neck Rd	0.18	5000	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.522	5400	G	2014
		To				Classia	1.1 1 D11				_					
Tura Neak Dd	0.00	Prom:		000/	00/		hland Blvd	00/	00/					2200		2014
Tyre Neck Rd	0.09	3100	G	99%	0%	0%	0%	0%	0%	F	NA			3300	G	2014
<u> </u>		10	Щ			W N	orfolk Rd									
		From				Ced	dar Lane									
Hatton Pt Rd	0.56	2500	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.628	2700	G	2014
		To	1			C	Goff St									
		From	_			T.	ligh St				$\overline{}$					
Western Branch Blvd	0.58	5000	G	97%	2%	1%	0%	0%	0%	F	0.094	F	0.578	5300	G	2014
Western Branch Blvd	0.50	3000		31 70	270	1 /0	0 70	0 70	0 70		0.054	•	0.570	3300	ч	2017
		To: From:				Н	ligh St									
8536) Hartford St	1.00	2900	G	97%	2%	1%	0%	0%	0%	С	0.093	F	0.529	3100	G	2014
\bigcirc		To	3			Mt V	ernon Ave									
		From	1			Vict	tory Blvd									
Elmhurst Ln	1.41	3300	G	97%	3%	1%	0%	0%	0%	F	0.085	F	0.547	3500	G	2014
3537) Ellillidist Ell	1	5500		01 70	070			0 70	0 70		0.000	•	0.047	0000	ď	201-
		To:				Garv	wood Ave									
Elmhurst Ln	0.18	3200	G	97%	3%	1%	0%	0%	0%	F	0.094	F	0.658	3400	G	2014
\bigcirc		To	_			A 21	line Blvd									
Elmhurst Ln	0.71	6400	G	97%	3%	1%	0%	0%	0%	С	0.095	F	0.506	6800	G	2014
Elmhurst Ln	U./ I	0400		31 /0	J /0	1 /0	U /0	U /0	U /0		0.030	1.	0.506	0000	G	2014
		To:				Che	rokee Rd									
Elmhurst Ln	0.31	6100	G	97%	3%	1%	0%	0%	0%	F	0.097	F	0.561	6500	G	2014
<u> </u>		т				D	nouth Blvd									
Elmhuret I n	0.90	4700		070/	20/			00/	00/	F	0.006	E	0.50	5000	G	2014
Elmhurst Ln	0.89	4700	G	97%	3%	1%	0%	0%	0%		0.096	F	0.52	5000	G	2014
<u> </u>		To	<u></u>			Sh	nore Dr									
_		From				Hodge	es Ferry Rd									
Cherokee Rd	0.67	3500	G	97%	3%	1%	0%	0%	0%	F	0.095	F	0.508	3800	G	2014
\mathcal{L}		To				City	Park Ave				\neg					
		From:	_													
County St	0.40			060/	10/		itution Ave		00/		0.001	Е	0.616	4000	C	201
G ₅₃₉ County St	0.40	4600	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.616	4900	G	2014
<u> </u>		To:	£			Peni	nsula Ave				\supset					
County St	0.31	5100 From:	G	96%	1%	1%	1%	1%	0%	С	0.091	F	0.564	5500	G	2014
												-		,		
_		To	4			D1										
		From					lm Ave				_				_	
R539 County St	0.33	4500 From:	G	97%	2%	1%	lm Ave 0%	0%	0%	F	NA			4800	G	2014

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Portsmouth						W1 001									
0	0.04	From	ـــِــا	070/	00/	Effingham		00/					4000	0	004
(8539) County St	0.34	3900	G	97%	2%	1% 0%	0%	0%	С	NA			4200	G	2014
		To From	11			Court S									
8539 County St	0.16	3300	G	97%	2%	1% 0%	0%	0%	F	NA			3500	G	2014
		To):			Crawford	St								
		From	1:			Portsmouth Blvd	SD 337								
8540 Hodges Ferry Rd	0.28	6400	G	99%	0%	0% 0%		0%	F	0.091	F	0.55	6800	G	2014
Hoages Ferry Ra	0.20	0400		0070	0 70	070 07	070	0 70		<u> </u>	•	0.00	0000	G	201
		To Fron	11			Logan S									
Hodges Ferry Rd	0.26	5500	G	99%	0%	0% 0%	0%	0%	F	0.088	F	0.506	5900	G	2014
\bigcirc		To				Cherokee	0.4								
Hodges Ferry Rd	0.76	5900 From	G.	99%	0%	0% 0%		0%	С	0.087	F	0.517	6300	G	201
Hodges Ferry Rd	0.70	3900	G	33 /6	0 /6	076 076	0 76	0 /6	O	0.007	'	0.517	0300	ч	201
		To Fron	2:			Airline Bl	⁄d								
Greenwood Dr	0.57	15000	G	99%	0%	0% 0%	0%	0%	F	0.082	F	0.594	16000	G	201
		т.				* * * * *									
	0.00	Fron		000/	10/	I-264	00/	201		0.007		0.55	45000		004
Greenwood Dr	0.80	14000	G	98%	1%	1% 0%	0%	0%	F	0.087	F	0.55	15000	G	201
<u> </u>		_ T/	-			Cavalier B	vd			\neg —					
Greenwood Dr	0.63	9100 From	G	98%	1%	1% 0%		0%	F	0.085	F	0.541	9700	G	201
55-00 E.	5.00			-0/0	. 70			5,0	•		•		3.30	-	_01
$\overline{}$		Fron	17			Victory Bl									
8540) Greenwood Dr	1.05	3700	G	98%	1%	1% 0%	0%	0%	С	0.1	F	0.534	4000	G	201
\bigcirc		Te				Indonondon	o Ct			_					
Crosswood Dr	0.26	From		000/	10/	Independent		00/		0 111		0.500	2000		201
Greenwood Dr	0.36	3700	G	98%	1%	1% 0%	0%	0%	F	0.111	F	0.523	3900	G	201
<u> </u>		To Fron				Deep Creek	Blvd								
Greenwood Dr	0.50	3000	G	98%	1%	1% 0%		0%	F	0.099	F	0.532	3200	G	201
5540)	-	To				George Washing			-	\neg	-			-	
			1							_					
East		Fron	1:			124-8540 TO I	RT 264								
/ N -															
Ramp	0.19	NA								NA_			NA		
Ramp	0.19	NA To	0:		I-264-W	V FROM GREEN	WOOD DR	IVE		NA			NA		
	0.19		12		I-264-W			IVE		NA 1			NA ———		
West		Fron	: - - -		I-264-W	V FROM GREEN 124-8540 TO I		IVE			F			G	201
Ramp West 8540 Ramp	0.19	From 1900	G			124-8540 TO 1	RT 264			0.112	F		1900	G	201
West		From 1900	G				RT 264				F			G	201
West 8540 Ramp	0.21	From 1900	G			124-8540 TO 1	RT 264 WOOD DR						1900	G	
West (8540) Ramp		From 1900	G G	97%		124-8540 TO I	RT 264 WOOD DR		С		F	0.714		G G	
West (8540) Ramp	0.21	Fron 1900 To	12	97%	I-264-W	124-8540 TO I V FROM GREEN Chandler Har	WOOD DR	IVE	C	0.112		0.714	1900		
West 8540 Ramp	0.21	1900 To From 590	G	97%	I-264-W	V FROM GREEN Chandler Har 0% 0% Hodges Ferr	WOOD DR ber Dr 0 0% y Rd	IVE	C	0.112		0.714	1900		
West 8540 Ramp 8542 Snead Fairway	0.21	1900 To From 590 To From 590	G		I-264-W	V FROM GREEN Chandler Har 0% 0% Hodges Ferr US 58 Airline	WOOD DR Der Dr O 0% V Rd Blvd	IVE 0%		0.112 0.107	F		1900	G	201
West 8540 Ramp 8542 Snead Fairway	0.21	1900 To From 590	G	97%	I-264-W	V FROM GREEN Chandler Har 0% 0% Hodges Ferr	WOOD DR Der Dr O 0% V Rd Blvd	IVE	C	0.112		0.714	1900		201
West 8540 Ramp 8542 Snead Fairway	0.21	From 1900 To From 1700 To From 1700	G		I-264-W	V FROM GREEN Chandler Har 0% 0% Hodges Ferr US 58 Airline 0% 0%	WOOD DR ver Dr v Rd Blvd 0 %	IVE 0%		0.112 0.107	F		1900	G	201
West 8540 Ramp 8542 Snead Fairway City Park Ave	0.21	1900 From 590 To From 1700	G G G	98%	I-264-W 2%	V FROM GREEN Chandler Har 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo	WOOD DR wer Dr o 0% y Rd Blvd o 0% uth Blvd	0% 0%		0.112 0.107 0.107	F	0.577	1900 630 1900	G G	201
West 8540 Ramp 8542 Snead Fairway	0.21	From 1900 To From 1700 To From 1700	G		I-264-W	124-8540 TO I V FROM GREEN Chandler Harr 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0%	WOOD DR wer Dr o 0% y Rd Blvd o 0% outh Blvd o 0%	IVE 0%	F	0.112 0.107	F F		1900	G	201
West 8540 Ramp 8542 Snead Fairway City Park Ave	0.21	1900 From 590 To From 1700	G G G	98%	I-264-W 2%	124-8540 TO 1 V FROM GREEN Chandler Harr 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford 5	WOOD DR wer Dr o 0% y Rd Blvd o 0% outh Blvd o 0% ott	0% 0%	F	0.112 0.107 0.107	F F	0.577	1900 630 1900	G G	201
West 8540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave	0.21 0.30 0.79 0.58	1900 To From 590 To From 1700 4700 To From From From From From From From Fr	G G G	98%	1%	V FROM GREEN Chandler Har 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park A	WOOD DR oer Dr o 0% y Rd Blvd o 0% outh Blvd o 0% ot the control of the c	0% 0%	F	0.112 0.107 0.107 0.103	F F	0.577	1900 630 1900 4900	G G G	201
West 8540 Ramp 8542 Snead Fairway City Park Ave	0.21	1900 From 590 To From 1700 4700	G G G	98%	I-264-W 2%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park 4 0% 0%	WOOD DR WOOD DR ON O	0% 0%	F	0.112 0.107 0.107	F F	0.577	1900 630 1900	G G	201
Nest (8540) Ramp (8542) Snead Fairway (8543) City Park Ave (8543) City Park Ave	0.21 0.30 0.79 0.58	1900 To From 1900 To From 1700 4700 To From 7300	G G G	98%	1% 1%	124-8540 TO 1 V FROM GREEN Chandler Harr 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford 5 City Park 4 0% 0% Powhatan 4	WOOD DR Der Dr O 0% V Rd Blvd O 0% outh Blvd O 0% ott tt ve O 0% Ave	0% 0%	F	0.112 0.107 0.107 0.103	F F	0.577	1900 630 1900 4900	G G G	201
Nest (8540) Ramp (8542) Snead Fairway (8543) City Park Ave (8543) City Park Ave (8543) Clifford St	0.21 0.30 0.79 0.58	1900 From 590 To From 1700 To From 1700 To From 7300 To From T	G G G	98% 98% 98%	I-264-W 2% 1% 1%	V FROM GREEN Chandler Harr 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park A 0% 0% Powhatan A Clifford S	WOOD DR WOOD DR OF Dr OF NO OF Rd Blvd OF OF OF OF OF OF OF OF OF OF	0% 0% 0%	F F	0.112 0.107 0.107 0.103	F F F	0.577 0.530 0.56	1900 630 1900 4900 7800	G G G	201 201 201 201
Nest (8540) Ramp (8542) Snead Fairway (8543) City Park Ave (8543) City Park Ave (8543) Clifford St	0.21 0.30 0.79 0.58	1900 To From 1900 To From 1700 4700 To From 7300	G G G	98%	1% 1%	V FROM GREEN Chandler Harr 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park 4 0% 0% Powhatan 4 Clifford S 0% 0%	WOOD DR WOOD DR OF Dr OF ON V Rd Blvd OF ON oth Blvd OF ON oth Company of the Company of	0% 0%	F	0.112 0.107 0.107 0.103	F F	0.577	1900 630 1900 4900	G G G	201 201 201 201
Nest (S540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave	0.21 0.30 0.79 0.58	1900 From 590 To From 1700 To From 1700 To From 7300 To From T	G G G	98% 98% 98%	I-264-W 2% 1% 1%	V FROM GREEN Chandler Harr 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park 4 0% 0% Powhatan 4 Clifford S 0% 0% King St	WOOD DR WOOD DR OF Dr OF NO OF Rd Blvd OF OF OF OF OF OF OF OF OF OF	0% 0% 0%	F F	0.112 0.107 0.107 0.103	F F F	0.577 0.530 0.56	1900 630 1900 4900 7800	G G G	201 201 201 201
Vest (1554) Ramp 3542) Snead Fairway 3543) City Park Ave 3543) City Park Ave 3543) Clifford St 3543) Powhatan Ave	0.21 0.30 0.79 0.58 0.53	1900 To From 1900 To From 1700 4700 To From 7300 To From 5900 To From From From From From From From Fr	G G G	98% 98% 98%	1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park A 0% 0% Powhatan A Clifford S 0% 0% King St Powhatan A	WOOD DR WOOD DR OF Dr OF NO OF Rd Blvd OF OF OF OF OF OF OF OF OF OF	0% 0% 0% 0%	F C	0.112 0.107 0.103 0.102 0.099	F F F	0.577 0.530 0.56 0.568	1900 630 1900 4900 7800	G G G	201 201 201 201 201
Vest (1554) Ramp 3542) Snead Fairway 3543) City Park Ave 3543) City Park Ave 3543) Clifford St 3543) Powhatan Ave	0.21 0.30 0.79 0.58	1900 To From 1900 To From 1700 4700 To From 7300 To From 5900 To From 6200	G G G	98% 98% 98%	I-264-W 2% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park 4 0% 0% Powhatan 4 Clifford S 0% 0% King St Powhatan 4 0% 0%	WOOD DR WOOD DR OF Dr OF OW V Rd Blvd OF OW	0% 0% 0%	F F	0.112 0.107 0.107 0.103	F F F	0.577 0.530 0.56	1900 630 1900 4900 7800	G G G	201 201 201 201 201
Nest (2540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8543) Powhatan Ave	0.21 0.30 0.79 0.58 0.53	1900 To From 1900 To From 1700 4700 To From 7300 To From 5900 To From From From From From From From Fr	G G G	98% 98% 98%	1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park A 0% 0% Powhatan A Clifford S 0% 0% King St Powhatan A	WOOD DR WOOD DR OF Dr OF OW V Rd Blvd OF OW	0% 0% 0% 0%	F C	0.112 0.107 0.103 0.102 0.099	F F F	0.577 0.530 0.56 0.568	1900 630 1900 4900 7800	G G G	201 201 201 201 201
Nest (2540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8543) Powhatan Ave	0.21 0.30 0.79 0.58 0.53	1900 To From 1900 To From 1700 4700 To From 7300 To From 5900 To From 6200	G G G	98% 98% 98%	1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park 4 0% 0% Powhatan 4 Clifford S 0% 0% King St Powhatan 4 0% 0%	WOOD DR WOOD DR Ber Dr O 0% V Rd Blvd O 0% atth Blvd O 0% tt Ave tt O 0% Ave tv V Rd O 0% Ave V Rd O 0% V Rd O 0% Ave O 0% V Rd O 0% V Rd O 0% O	0% 0% 0% 0%	F C	0.112 0.107 0.103 0.102 0.099	F F F	0.577 0.530 0.56 0.568	1900 630 1900 4900 7800	G G G	201- 201- 201- 201- 201-
Nest 8540 Ramp 8542 Snead Fairway 8543 City Park Ave 8543 City Park Ave 8543 Clifford St 8543 Powhatan Ave	0.21 0.30 0.79 0.58 0.53 0.26 0.79	From 1900 To From 1700 To From 1700 To From 7300 To From 5900 To From 6200 To From 6200	G G G G	98% 98% 98% 98%	1% 1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford 5 City Park 4 0% 0% Powhatan 4 Clifford 5 O% 0% King St Powhatan 4 0% 0% Rodman A SR 337 Portsmo	WOOD DR WOOD DR Ber Dr O 0% V Rd Blvd O 0% ath Blvd O 0% t t Eve O 0% Ave O 0%	0% 0% 0% 0% 0%	F C F	0.112 0.107 0.103 0.102 0.099 0.096	F F F	0.577 0.530 0.56 0.568 0.583	1900 630 1900 4900 7800 6300	G G G G	201 201 201 201 201
Nest 8540 Ramp 8542 Snead Fairway 8543 City Park Ave 8543 City Park Ave 8543 Clifford St 8543 Powhatan Ave	0.21 0.30 0.79 0.58 0.53	From 1900 To From 1700 To From 1700 To From 7300 To From 5900 To From 6200 To From 6200	G G G	98% 98% 98%	1% 1% 1%	V FROM GREEN Chandler Hary O'' O'' Hodges Ferr US 58 Airline O'' O'' SR 337 Portsmo O'' O'' Clifford S City Park A O'' O'' Powhatan A Clifford S Fowhatan A SR 337 Portsmo O'' O'' Rodman A SR 337 Portsmo	WOOD DR WOOD DR Ber Dr O 0% V Rd Blvd O 0% ath Blvd O 0% text O 0% Ave text O 0% Ave	0% 0% 0% 0%	F C	0.112 0.107 0.103 0.102 0.099	F F F	0.577 0.530 0.56 0.568	1900 630 1900 4900 7800	G G G	201 201 201 201 201
Nest 8540 Ramp 8542 Snead Fairway 8543 City Park Ave 8543 City Park Ave 8543 Clifford St 8543 Powhatan Ave	0.21 0.30 0.79 0.58 0.53 0.26 0.79	From 1900 To From 1700 To From 1700 To From 7300 To From 5900 To From 6200 To From 6200	G G G G	98% 98% 98% 98%	1% 1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford 5 City Park 4 0% 0% Powhatan 4 Clifford 5 O% 0% King St Powhatan 4 0% 0% Rodman A SR 337 Portsmo	WOOD DR WOOD DR WET 264 WOOD DR WE Dr O % O WE WE DR O WE	0% 0% 0% 0% 0%	F C F	0.112 0.107 0.103 0.102 0.099 0.096	F F F	0.577 0.530 0.56 0.568 0.583	1900 630 1900 4900 7800 6300	G G G G	201 201 201 201 201
West 8540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8543) Powhatan Ave 8544) Rodman Ave	0.21 0.30 0.79 0.58 0.26 0.79	1900 To 1900 To 590 To 1700 To 7300 To Fron 5900 To Fron 7300 To Fron 7300 To Fron 7300 To Fron 7400 To Fron 7500 To Fron 7500 To Fron 7500 To Fron 7500	G G G G G G G G G G G G G G G G G G G	98% 98% 98% 98%	1% 1% 1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford 5 City Park 4 0% 0% Powhatan 4 Clifford 5 0% 0% King St Powhatan 4 0% 0% Rodman A SR 337 Portsmo 1% 0% Caroline A Rodman A	WOOD DR WOOD DR WET 264 WOOD DR WE Dr O % WE AND WE ST O % WE ST WE	0% 0% 0% 0% 0% 0%	F C C F	0.112 0.107 0.103 0.102 0.099 0.096	F F F	0.577 0.530 0.56 0.568 0.583	1900 630 1900 4900 7800 6300 6600	G G G G	201 201 201 201 201 201
West 8540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8544) Powhatan Ave 8544) Rodman Ave	0.21 0.30 0.79 0.58 0.53 0.26 0.79	From 1900 To From 1700 To From 1700 To From 7300 To From 6200 To From 7000 To From 7000	G G G G	98% 98% 98% 98%	1% 1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford 5 City Park 4 0% 0% Powhatan 4 Clifford 5 O% 0% King St Powhatan 4 0% 0% Rodman A SR 337 Portsmo	WOOD DR WOOD DR WET 264 WOOD DR WE Dr O % WE AND WE ST O % WE ST WE	0% 0% 0% 0% 0%	F C F	0.112 0.107 0.103 0.102 0.099 0.096	F F F	0.577 0.530 0.56 0.568 0.583	1900 630 1900 4900 7800 6300	G G G G	201 201 201 201 201 201
West 8540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8543) Powhatan Ave 8544) Rodman Ave 8544) Caroline Ave	0.21 0.30 0.79 0.58 0.26 0.79	1900 To 1900 To 590 To 1700 To 7300 To Fron 5900 To Fron 7300 To Fron 7300 To Fron 7300 To Fron 7400 To Fron 7500 To Fron 7500 To Fron 7500 To Fron 7500	G G G G G G G G G G G G G G G G G G G	98% 98% 98% 98%	1% 1% 1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford 5 City Park 4 0% 0% Powhatan 4 Clifford 5 0% 0% King St Powhatan 4 0% 0% Rodman A SR 337 Portsmo 1% 0% Caroline A Rodman A	WOOD DR WOOD DR WET 264 WOOD DR WE Dr O % AND WE DR O % WE DR O % WE DR O % WE DR O % O % O % O % O % O % O % O	0% 0% 0% 0% 0% 0%	F C C F	0.112 0.107 0.103 0.102 0.099 0.096	F F F	0.577 0.530 0.56 0.568 0.583	1900 630 1900 4900 7800 6300 6600	G G G G	201- 201- 201- 201- 201- 201-
West 8540) Ramp 8542) Snead Fairway 8543) City Park Ave 8543) City Park Ave 8543) Clifford St 8543) Powhatan Ave 8543 King St	0.21 0.30 0.79 0.58 0.26 0.79	1900 To From 1700 To From 5900 To From 5900 To From 5900 To From 6200 To From 7000	G G G G G G G G G G G G G G G G G G G	98% 98% 98% 98%	1% 1% 1% 1% 1%	V FROM GREEN Chandler Hary 0% 0% Hodges Ferr US 58 Airline 0% 0% SR 337 Portsmo 0% 0% Clifford S City Park A 0% 0% Powhatan A Clifford S Powhatan A SR 337 Portsmo 1% 0% Rodman A SR 337 Portsmo 1% 0% Caroline A Rodman A	WOOD DR WOO	0% 0% 0% 0% 0% 0%	F C C F	0.112 0.107 0.103 0.102 0.099 0.096	F F F	0.577 0.530 0.56 0.568 0.583	1900 630 1900 4900 7800 6300 6600	G G G G	2014 2014 2014 2014 2014 2014 2014

Military Rd Victory Blvd Victo							City of Portsm	outh								
Clare Portsmooth	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Rodman Ave 0.61 6100 G	City of Portsmouth															
High St	Padman Ava	0.61					US 58 Airline B	lvd			0.001	_	0.544	6400	G	2014
Comparison Com	8545) Hodinari Ave	0.61	0100 Tr	, -			High St				0.091	г	0.544	6400	G	2014
Elilott Ave 1.80 2700 G			Fron	1:							1					
Producis Bird 1.2 1.5	8546) Elliott Ave	1.60	2700	G			Webeun St				0.106	F	0.508	2900	G	2014
Deep Creek Blvd			Te):			Frederick Blvd U	S 17								
See Deep Creek Blvd 0.91 6300 G 97% 1% 1% 0% 0% 0% 0% 0% 0			Fron	1.			N CL Chesapea	ke								
Deep Creek Blvd 0.91 6300 G 97% 1% 1% 0% 0% 0% 0% 0% F 0.088 F 0.554 8200 G 2014	(8547) Deep Creek Blvd	0.21	5600	G	97%	1%	1% 0%	0%	0%	F	0.096	F	0.618	5900	G	2014
Deep Creek Blvd 0.91 6300 G 97% 1% 1% 0% 0% 0% 0% F 0.088 F 0.567 6700 G 2014	\bigcirc		Te	0:												
Constitution Ave Constitutio	Deen Creek Blvd	0.91			97%	1%			0%	F	0.088	F	0.567	6700	G	2014
Deep Creek Blvd 0.27 7800 G 97% 1% 1% 0% 0% 0% F 0.09 F 0.554 8200 G 2014	(8547) 2 3 5 P 3 7 3 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0.	T.		0.70	. , 0			0,0			•	0.007	0.00	<u> </u>	
	Deen Creek Blvd	0.27			97%	1%			Nº/-	F	0.09	F	0 554	8200	G	2014
Deep Creek Blvd 0.46 7800 G 97% 1% 1% 0% 0% 0% 0% 0 0 0 0 0 0 0 0	Beep oreek biva	0.27	7000		31 /6	1 /0		0 70	0 70		0.00		0.554	0200	ч	2014
Sept Deep Creek Bivd 0.16 8300 G 97% 1% 1% 0% 0% 0% F 0.079 F 0.542 8800 G 2014	Doop Crook Plyd	0.46			079/	10/		00/	00/		0.097		0.577	9200	G	2014
Deep Creek Blvd O.16 8300 G 97% 1% 1% 0% 0% 0% F 0.079 F 0.542 8800 G 2014	8547) Deep Creek Bivu	0.46	7000		9770	1 70	176 076	0%	076	U	0.067	Г	0.577	0300	G	2014
Seed Deep Creek Blvd 0.78 4500 G 97% 1% 1% 0% 0% 0% F 0.102 F 0.535 4800 G 2014	Danie Oranie Divid	0.10			070/	10/			00/		0.070		0.540	0000		0014
Deep Creek Blvd	8547 Deep Creek Blvd	0.16	8300	G	97%	1%	1% 0%	0%	0%	F	0.079	F	0.542	8800	G	2014
Des Molines Ave Des Moline	<u> </u>										<u> </u>	_			_	
	(8547) Deep Creek Blvd	0.78	4500	G	97%	1%			0%	F	0.102	F	0.535	4800	G	2014
See Wesley St 0.21 420 G 89% 1% 27% 37% 4% 0% F 0.113 F 0.523 450 G 2014			1,	1												
State Wesley St State	Maalay Ct	0.01			000/	10/			00/	Г		_	0.500	450	0	0014
See Wesley St 0.12 340 G 97% 1% 1% 0% 0% 0% F 0.105 F 0.632 370 G 2014	Wesley St	0.21	420		89%	176	2% 3%	4%	0%	Г	0.113	Г	0.523	450	G	2014
See Section	O Maralana Ot	0.40			070/	40/			00/				0.000	070		004.4
	Wesley St	0.12	340	, G	97%	1%		0%	0%	F	0.105	F	0.632	370	G	2014
Secondary Mit Vermon Ave 0.14 2200 G 97% 1% 2% 0% 1% 0% F 0.094 F 0.599 2400 G 2014			Eron													
Secondary Seco	Mt Vernon Ave	0.14			97%	1%		1%	Nº/-	F	0.094	F	n 599	2400	G	2014
Secondary Seco	18549 IVIL VEITION AVE	0.14	2200		31 /6	1 /0			0 /6	'	0.034	•	0.555	2400	u	2014
Bay View Blay Section Section	Mt Vornon Avo	1 01			07%	10/			Nº/		0.00		0.524	2500	G	2014
Secondary St	(8549) IVIL VEITION AVE	1.21	2300 To	, G	31 /6	1 /0			0 /6	U	0.09	•	0.524	2300	G	2014
Secondary St			Fron	13							_					
Chautauqua Ave Chautauqua Ave County St County	Cleveland St	0.21			97%	1%			0%	F	0.088	F	0.552	1800	G	2014
Secondary Constitution Ave	8550) 313731414 31	0.21	1700		07.70	1,0			070			•	0.002	1000	ŭ	2011
SSR 168 ML King Frey SSR 168 ML King Frey	Claveland St	0.16			97%	1%			Nº/-	C	0.088	F	N 519	4300	G	2014
Secondary St Seco	(8550) Gieveland Gr	0.10			31 /6	1 /0			0 70		0.000	•	0.515	4000	ч	2014
Secondary St Seco			Fron	1:							1					
County St Coun	8552 London St	0.49	6600	G	97%	1%			0%	F	0.094	F	0.568	7000	G	2014
Rest Peninsula Ave 0.10 650 G 97% 1% 0% 1% 0% F 0.116 F 0.553 700 G 2014	0002)		Te	0:												
8553 Peninsula Ave 0.10 650 G 97% 1% 0% 1% 1% 0% F 0.116 F 0.553 700 G 2014 8553 Peninsula Ave 0.16 2200 G 97% 1% 0% 1% 1% 0% F 0.105 F 0.552 2400 G 2014 8553 Peninsula Ave 0.33 2200 G 97% 1% 0% 1% 0% F 0.090 F 0.583 2300 G 2014 8554 Constitution Ave 0.10 910 G 98% 1% 1% 0% 0% 0% 0% F 0.091 F 0.665 970 G 2014 8554 Constitution Ave 0.19 1000 G 98% 1% 1% 0% 0% 0% 0% F 0.102 F 0.534 1100 G 2014 8554 Constitution Ave 0.37 2200 G 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.574 2300 G 2014 8554 Constitution Ave 0.37 2200 G 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.574 2300 G 2014 8554 Constitution Ave 0.37 2200 G 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.574 2300 G 2014			Fron	n:			County St									
Second Peninsula Ave O.16 2200 G 97% 1% 0% 1% 1% 0% F 0.105 F 0.552 2400 G 2014	(8553) Peninsula Ave	0.10	650	G	97%	1%		1%	0%	F	0.116	F	0.553	700	G	2014
Rest	\cup		т				High St									
SR 141 London Blvd SR 141	8553 Peninsula Ave	0.16		G	97%	1%		1%	0%	F	0.105	F	0.552	2400	G	2014
Peninsula Ave 0.33 2200 G 97% 1% 0% 1% 1% 0% F 0.090 F 0.583 2300 G 2014			T				SP 141 London I	Rlvd			-					
County St Constitution Ave 0.10 910 G 98% 1% 1% 0% 0% 0% 0% F 0.091 F 0.665 970 G 2014	Peninsula Ave	0.33	2200 From	G	97%	1%			0%	F	0.090	F	0.583	2300	G	2014
SE Constitution Ave 0.10 910 G 98% 1% 1% 0% 0% 0% F 0.091 F 0.665 970 G 2014	(6535)		т.			- , -		.,,							-	
Second Structure Second Se			Fron	1:			County St									
High St	(8554) Constitution Ave	0.10	910	G	98%	1%		0%	0%	F	0.091	F	0.665	970	G	2014
Constitution Ave 0.19 1000 G 98% 1% 1% 0% 0% 0% F 0.102 F 0.534 1100 G 2014	\cup		т				High St									
SR 141 London Blvd SR 141	(8554) Constitution Ave	0.19		G	98%	1%		0%	0%	F	0.102	F	0.534	1100	G	2014
Constitution Ave 0.37 2200 G 98% 1% 1% 0% 0% 0% F 0.094 F 0.574 2300 G 2014 Constitution Ave			т							•						
To Leckie St Constitution Ave	Constitution Ave	0.37			98%	1%			N%	F	0.094	F	0 574	2300	G	2014
Constitution Ave Constitution Ave Constitution Ave Constitution Ave Const	8554 Sonstitution Ave	0.07	 Te	<u>. </u>	00 /0	1 /0		J /0	0 /0	•	0.004	'	0.074	2000	J	2017
			Fron	n:				ve								
United To: Dead End	(8554) Leckie St	0.06	70	G	98%	1%	1% 0%	0%	0%	F	0.138	F	0.654	80	G	2014
	$\overline{}$		Te): 			Dead End									

						City of I	Portsmo	uth								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				D.	- 4 T- 4				-					
8554 Leckie St	0.74	630 _{To}	G	98%	1%	1%	ad End 0% rt Lane	0%	0%	F	0.108	F	0.58	670	G	2014
		From				Le	ckie St									
(8554) Fort Lane	0.07	1300	G	98%	1%	1%	0%	0%	0%	F	0.203	F	0.848	1400	G	2014
		From					ford Pkwy rt Lane				<u> </u>					
(8554) Crawford Pkwy	0.06	2600	G	98%	1%	1%	0%	0%	0%	F	0.132	F	0.757	2700	G	2014
(8554) Crawford Pkwy	0.28	3200 From	G	98%	1%	Effii 1%	ngham St 0%	0%	0%	F	0.13	F	0.784	3400	G	2014
(8554) Crawford Pkwy	0.35	2500 From	G	98%	1%	1%	0%	0%	0%	F	NA			2700	G	2014
(8554) Crawford St	0.10	From 4800	G	98%	1%	Lone 1%	don Blvd 0%	0%	0%	F	0.113	F	0.847	5100	G	2014
(8554)	• • • • • • • • • • • • • • • • • • • •	To													-	
(8554) Crawford St	0.11	4800 From	G	98%	1%	1%	igh St 0%	0%	0%	F	0.1	F	0.699	5200	G	2014
		To From				Co	unty St									
8554 Crawford St	0.12	5100 _{To}	G	98%	1%	1% W	0% ythe St	0%	0%	С	0.099	F	0.655	5400	G	2014
		From	1													
(8555) Washington St	0.57	880 _{To}	G	98%	1%	1%	outh St 0% ford Pkwy	0%	0%	F	0.115	F	0.592	940	G	2014
		From	! :													
8557 Effingham St	0.09	15000	G	99%	0%	0%	don Blvd 0%	0%	0%	F	0.078	F	0.718	16000	G	2014
(8557) Effingham St	0.20	14000	G	99%	0%	0%	orth St 0%	0%	0%	С	0.087	F	0.816	15000	G	2014
		To From				Craw	ford Pkwy									
(8557) Effingham St	0.09	15000	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.896	16000	G	2014
		To				Ent. OS	N. Hospit	al								
O =		From					nouth Blvc					_			_	
(8558) Elm Ave	0.76	7200	G	98%	1%	0%	0%	0%	0%	С	0.114	F	0.624	7700	G	2014
<u> </u>		From					-264									
(8558) Elm Ave	0.03	9300	G	98%	1%	0%	0%	0%	0%	F	0.114	N	0.624	10000	G	2014
<u> </u>		From				Sc	outh St				\Box					
8558 Elm Ave	0.19	10000	G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.682	11000	G	2014
<u> </u>		To From				Co	unty St									
8558 Elm Ave	0.10	9300	G	98%	1%	0%	0%	0%	0%	F	0.109	F	0.517	9900	G	2014
(8558) Elm Ave	0.11	6100	G	98%	1%	н 0%	igh St 0%	0%	0%	F	0.114	F	0.519	6500	G	2014
\bigcirc		To From				Lone	don Blvd									
8558 Elm Ave	0.38	3600 To	G	98%	1%	0%	0%	0%	0%	F	0.137	F	0.833	3800	G	2014
			1				ckie St									
(8559) Des Moines Ave	0.59	1100	G	97%	2%	1%	nouth Blvd	0%	0%	F	0.105	F	0.595	1200	G	2014
(8559) Des Moines Ave	0.08	1100		JI /0	£ /0				U /0	1	0.103	1	0.555	1200	u	2014
(8559) Des Moines Ave	0.07	6500 From	G	97%	2%	Deep 0	Creek Blvo	d 0%	0%	С	0.100	F	0.520	6900	G	2014
$\overline{}$		To				1	-264									
8559 Des Moines Ave	0.05	8000 From	G	97%	2%	1%	0% outh St	0%	0%	F	0.100	N	0.520	8800	G	2014
		From									_					
(8599) Cavalier Blvd	0.68	9600	G	98%	1%	0%	hesapeak 0%	0%	0%	С	0.097	F	0.667	10000	G	2014
(8599) Cavalier Blvd	0.83	3200 From	G	98%	1%	Tazewe	ll St; King 0%	St 0%	0%	F	0.097	F	0.89	3400	G	2014
		To					ory Blvd									<u> </u>
		_			_										_	

						City of F	ortsmouth								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth		From				NGL C	1 1								
8601) Gust Lane	0.70	5700	G	98%	1%	0%	Chesapeake 0% 0%	0%	F	0.086	F	0.578	6100	G	2014
8601) Gust Lane	0.70	3700 To		30 /6	1 /0		ory Blvd	0 /6	- '	0.086	1	0.576	0100	G	2014
		From:	l		C			17		1					
8606) Afton Pkwy	0.28	2400	G	98%	1%	0%	ngton Pkwy US 0% 0%		F	0.116	F	0.703	2500	G	2014
(8606) Atton Pkwy	0.20	2400 To:		90 /6	1 /0		t Pkwy Gap	0 /0	- 1	0.110	'	0.703	2300	G	2014
		From					Prospect Pkwy								
(8606) Afton Pkwy	0.51	1500	G	98%	1%	0%	0% 0%	0%	F	0.141	F	0.742	1600	G	2014
,		To				Victory	y Blvd 239								
		From:					Norfolk Rd								
8755) Coast Guard Blvd	0.97	2800	G	91%	1%	1%	1% 5%	1%	F	0.147	F	0.885	3000	G	2014
8755) 33431 3114	0.07	To	Ť	0.70	. , 0		in Gate	, 0		<u> </u>	•	0.000	0000	О.	_0
		From:	! !												
Convocad Avo	0.17		<u> </u>	010/	10/		nwood Dr	10/	С	0.112	F	0.700	2000	C	2014
(8756) Garwood Ave	0.17	2800 To:	G	91%	1%	1%	1% 5%	1%	U	0.113	Г	0.788	3000	G	2014
						Elmn	urst Lane								
O 111 1 21		From	ــِــــ				rederick Blvd				_			_	
(8758) High St	0.12	12000	G	98%	1%	1%	0% 0%	0%	F	0.088	F	0.586	13000	G	2014
<u> </u>		To: From:	<u> </u>				Airline Blvd								
High St	0.22		G	98%	1%	Airli 1%	ine Blvd 0% 0%	0%	F	0.086	F	0.552	11000	G	2014
(8758) High St	0.22	10000	<u> </u>	30 %	1 70	I 70	U /o U%	0%	r-	0.086	۲	0.552	11000	G	2014
		To:					ernon Ave	•							-
(8758) High St	0.47	11000	G	98%	1%	1%	0% 0%	0%	F	0.087	F	0.509	12000	G	2014
$\overline{}$		To				MI. K	Cing Frwy			— —					
(8758) High St	0.79	14000	G	98%	1%	1%	0% 0%	0%	С	0.097	F	0.682	15000	G	2014
0,00	5.70			70	. 70						•		. 5500	_	
		From	<u> </u>	0000			m Ave	• • •				0 == :	4.5		
(8758) High St	0.32	9900	G	98%	1%	1%	0% 0%	0%	F	0.096	F	0.781	11000	G	2014
$\overline{}$		To				Effin	ngham St			\neg —					
(8758) High St	0.51	7300	G	98%	1%	1%	0% 0%	0%	F	0.087	F	0.511	7800	G	2014
		To				Crav	wford St								
		From:				Green	iwood Dr								
8759 McLean St	0.92	7400	G	98%	1%	1%	0% 0%	0%	F	0.087	F	0.574	7900	G	2014
(8759) McLean St	0.02	To:	<u> </u>	0070	1 70		ine Blvd	070	•	-0.007	•	0.07 1	7000	ŭ	
		-	l												
C Lincoln Ot	0.00	From	<u> </u>	000/	00/		Creek Blvd	00/			_	0.705	4700	0	004.4
(8760) Lincoln St	0.83	1600	G	98%	0%	1%	0% 0%	0%	F	0.094	F	0.705	1700	G	2014
		To:				Effin	ngham St			_					
(8760) Lincoln St	0.66	2900	G	98%	0%	1%	0% 0%	0%	F	0.162	F	0.959	3100	G	2014
\bigcup		To				Fi	irst St								
		From:				Porter	nouth Blvd								
(8761) Port Centre Pkwy	0.67	8300	G	98%	0%	1%	0% 0%	0%	С	NA			8900	G	2014
0,01)			_	/ •				- / 0					,.,,		
O 01	0.01	From	<u> </u>	0701	401		St Near I-264	001					0000		0011
(8761) Court St	0.21	7700	G	97%	1%	1%	0% 0%	0%	F	NA			8200	G	2014
<u> </u>		To:				Co	unty St								
(8761) Court St	0.11	7300	G	97%	1%	1%	0% 0%	0%	С	NA			7800	G	2014
		To													
(8761) Court St	0.11	3300 From	G	97%	1%	<u>1</u> %	igh St 0% 0%	0%	F	0.101	F	0.528	3500	G	2014
(8761) Court St	0.11	3300	<u> </u>	31 /0	1 /0	1 /0	0 /0 0%	U-70	I.	0.101	1.	0.520	3300	G	2014
$\overline{}$		To: From:					ndon St								
(8761) Court St	0.23	1300	G	97%	1%	1%	0% 0%	0%	F	0.118	F	0.791	1400	G	2014
$\overline{}$		To				Crawf	ford Pkwy								
		From				Columb	ous Avenue								
\sim		3000	G	97%	1%	1%	0% 0%	0%	F	0.127	F	0.970	3200	G	2014
8762 South St	0.10														
South St	0.10	To	<u></u>			Swansc	on Parkway								
	0.10	To: From:					son Pkwy								
(8762) South St (8762) South St	0.10	To	G	97%	1%			0%	F	0.122	F	0.934	3600	G	2014
0.00410.01		To:	G	97%	1%	Swans 1%	son Pkwy 0% 0%	0%	F	0.122	F	0.934	3600	G	2014
8762 South St	0.09	From: 3400				Swans 1% Des M	son Pkwy 0% 0% Ioines Ave								2014
O Society St		To:	G G	97%	1%	Swans 1% Des M 1%	son Pkwy 0% 0%		F C	0.122	F F	0.934 0.557	3600 7800	G G	2014

Route	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Portsmouth		From					Elm Ave									
South St	0.34	2500	G	97%	1%	1%	0%	0%	0%	F	0.075	F	0.521	2700	G	2014
<u> </u>		To				Ei	ffingham St									
est	0.04	From		CRA	AWFOR	D STRE	ET N TO R	OUTE 26	4 WEST		0.400	_		0000	_	201
₀₂₄ Ramp	0.21	2800 _{To:}	G	I-264-	W FROM	M CRAY	VFORD STI	PEET N .	& BART	1	0.183	F		2800	G	2014
		From		1-20-	WIKOI		over Hill Dr		C D/IICI C		+					
Amherst Dr		80	G			CI	over tim Di				0.137	F	0.615	90	G	2014
		To				F	erguson Dr									
		From				Will	iamsburg Av	ve .								
Bain St		100 To	G			D-	1- A				0.127	F	0.556	100	G	201
		From:					ninsula Ave				_					
Baldwin Ave		160	G			ı	fulton Ave				0.132	F	0.511	170	G	201
		To				Dee	p Creek Blv	d								
		From:				F	leather Rd									
Brookmere Lane		140	G								0.123	F	0.512	150	G	201
		To					mmerset Dr									
Brunswick Rd		From	پ			С	humley Rd				0.113	F	0.629	690	G	201
DIMINION DO		650	G				Tatem Dr				0.113	٢	0.029	090	G	∠U I
		From					Blasgow St									
Cambridge Avenue		170	G								0.127	F	0.542	180	G	201
		To					North St									
		From				Mi	dfield Pkwy									
Canterbury Dr		330 _{To}	G			7	'1 D				0.131	F	0.612	350	G	201
		From:					emplar Dr									
Cardinal Lane		330	G			N	Ianor Ave				0.112	F	0.571	350	G	201
		To				Th	ornwood St									
		From:				Н	atton Pt Rd									
Courtney Rd		90	G								0.148	F	0.594	100	G	201
		To					Dead End									
Cypress Rd		500	G			Во	b White St				0.127	F	0.674	530	G	201
Cypress nu		To:				C	Cypress Cir				0.127	'	0.074	330	G	201
		From					lumbus Ave				İ					
Dale Dr		1100	G								0.096	F	0.562	1100	G	201
		To				Na	shville Ave									
		From:				I	Horne Ave								_	
Darren Dr		1800 To:	G			Gr	eenwood Dr				NA			2000	G	201
		From					ardot Lane									
Darren Dr		890	G								NA			890	G	201
		To					valier Blvd									
Dominion Dd		From	<u> </u>			Sł	namrock Dr				0.100	_	0.610	100	0	201
Dominion Rd		100	G			F	airway Dr				0.132	F	0.618	100	G	201
		From:	<u> </u>				chmond Ave				<u> </u>					
Duke St		1000	G			Tele					0.075	F	0.6	1100	G	201
		To				F	arker Ave									
		From				Me	rrifield Blvd									
Forrest Hills Dr		150	G			**	1 15:				0.119	F	0.539	150	G	201
		From:	<u> </u>				urrland Rd				<u> </u>					
Frailey PI		450	G				Gills Rd				0.194	F	0.744	480	G	201
			~													

620 1500 1400 520 130	G G G G	2014 2014 2014
1500 1400 520	G G G	2014
1500 1400 520	G G G	2014
1500 1400 520	G G G	2014
1400 520 130	G G	2014
1400 520 130	G G	2014
520 130	G	2014
520 130	G	2014
520 130	G	2014
130		
130		
130		
	G	001
	G	004
		201
240		
240		
	G	201
1400	G	201
1000	G	201
190	G	201
60	G	201
420	C	201
430	G	201
580	G	201
620	G	201
240	G	201
070	^	004
270	G	201
530	G	201
550	~	_01
230	G	201
1100	G	201
160	G	201
	60 430 580 620 240 270 530 230	60 G 430 G 580 G 620 G 240 G 270 G 530 G 230 G 1100 G

					City of Portsmo	outn								
Route	Length AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Portsmouth														
	From	<u> </u>			Jackson St					_			_	
Progress Ave	20	G			Monroe St				0.346	F	0.632	30	G	2014
	From	<u> </u>												
River Shore Rd	2000	G			Hedgerow Lan	e			0.099	F	0.61	2100	G	2014
Tilver enere ria	To	Ť			Rivermill Cir					•	0.01	2100	ď	201
	From				Bob White St									
Robin Rd	180	G							0.159	F	0.598	200	G	2014
	To				Portsmouth Bly	ď								
	From				Beechdale Rd									
Smithfield Rd	480	G							0.106	F	0.703	510	G	201
	To				Deep Creek Bly	/d								
	From				Palmer St					_			_	
Staunton Ave	130	G							0.125	F	0.514	140	G	201
	To	<u> </u>			Jefferson St .									
01	From	Ļ			Eisenhower Circ	ele				_	0.000	1000	_	004
Stratford St	1800 _{то}	G			Truman Circle				0.109	F	0.633	1900	G	201
		1												
Sugar Creek Cir	360	G			Augustine Cir	•			0.128	F	0.613	380	G	201
Sugar Greek Gir	300				Gateway Dr				0.120	'	0.013	300	G	201
	From				Greenwood D									
Tazewell St	590	G			Greenwood D				0.108	F	0.601	630	G	201
	To				Freedom Ave					-			-	
	From				Bridges Ave									
Verne Ave	60	G							0.158	F	0.7	60	G	201
	To				Garner Ave									
	From				Merrifield Blve	d								
Weyanoke Dr	150	G							0.131	F	0.591	160	G	201
	To				Burrland Rd									
	From				River Edge Dr									
Whaley Rd	20	G							0.315	F	0.529	30	G	201
	10				Edwin Rd									
M/9 D	From	<u> </u>			West Rd					_	0.000	4.400	•	004
Willett Dr	4200 _{To}	G			Sycamore Rd				0.107	F	0.823	4400	G	201
		1			By camere 1ta									
Winchester Dr	1100	G	98%	0%	Caroline Ave	0%	0%	С	NA			1100	G	201
WITHOUGH DI	To	<u> </u>	JU /0	U /0	Augusta Ave		U /0					1100	u	201
	From				Mount Vernon A				\pm					
Woodrow St	500	G			WIGHIN VEHIOII A	.,.			NA			500	G	201
	To				Broad St								·	
	From				Capelle Rd									
Wright Rd	280	G							0.105	F	0.552	290	G	201
	To				Norfolk Rd									