2016

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.

		City of Portsmout	,11										
Davida	December of Control	Learnith AADT O	A 4T:	Б		Tru	ck		-00	K	Dir	4 4 14 / D.T.	0147
Route	Jurisdiction	Length AADT Q	A 41 ire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	NCL Chesapeake											
17 George Washington Hwy	City of Portsmouth	0.15 30000 F	97%	0%	1%	1%	1%	0%	F	0.08	0.591	32000	F
(1)													
~~~ w	From:	SR 239 Victory Blvd		00/		40/	40/	00/		0.000	0.000	05000	_
(17) George Washington Hwy	City of Portsmouth	0.42 <b>23000 F</b>	97%	0%	1%	1%	1%	0%	F	0.082	0.603	25000	F
	To: From:	Derby Rd											
17 George Washington Hwy	City of Portsmouth	0.52 <b>23000 F</b>	97%	0%	1%	1%	1%	0%	F	0.086	0.603	24000	F
$\bigcirc$	To:	124-8540 Greenwood I	D.,										
George Washington Hwy	City of Portsmouth	0.31 <b>26000</b> F		0%	1%	1%	1%	0%	F	0.082	0.631	27000	F
17) deorge washington riwy	City of 1 oftsinouti	SR 141, Frederick Blv		0 76	1/0	1 /0	1 /0	0 /6	'	0.002	0.031	27000	'
	From:	SR 141 George Washington											
Frederick Blvd	City of Portsmouth	0.70 <b>14000 F</b>		0%	1%	1%	1%	0%	F	0.081	0.555	15000	F
(17)	City or recommend			0,0	.,,	. , 0	. , 0	0 / 0	•	0.00	0.000	.0000	•
~~	To: From:	SR 337 Portsmouth Bly											_
17 Frederick Blvd	City of Portsmouth	0.09 <b>16000 G</b>	<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.108	0.616	17000	G
<u> </u>	Tœ	124-8547 Deep Creek B	Blvd		$\neg$ $\vdash$								
17 Frederick Blvd	City of Portsmouth	0.53 <b>22000 G</b>		0%	1%	1%	1%	0%	F	0.095	0.639	23000	G
~~~ F	From:	I-264	2 000/	00/		00/	00/	00/	_	0.070	0.54	00000	_
(17) Frederick Blvd	City of Portsmouth	0.35 37000 G	G 99%	0%	1%	0%	0%	0%	F	0.078	0.51	39000	G
<u> </u>	To: From:	ALT SR 337 Turnpike I	Rd										
17 Frederick Blvd	City of Portsmouth	0.51 28000 G	3 99%	0%	1%	0%	0%	0%	F	0.082	0.508	29000	G
	To	110 20 V. 1. DI 1											
17 Frederick Blvd	City of Portsmouth	US 58 Airline Blvd 0.16 17000 G	3 99%	0%	1%	0%	0%	0%	F	0.078	0.576	18000	G
17 Frederick Blvd	City of Portsmouth	124-8758 High St	J 99%	0%	1 70	076	0%	0%	Г	0.076	0.576	10000	G
	From:	124-8758, Frederick Bl	lvd										
17 High St	City of Portsmouth	0.29 22000 F		0%	1%	0%	0%	0%	F	0.085	0.559	24000	F
17) Tilgir St	Oity of Fortsmouth		0070	0 70	1 /0	0 70	0 70	0 70		0.000	0.000	24000	
~~	To: From:	Rodman Ave											
17 High St	City of Portsmouth	2.13 26000 F	99%	0%	1%	0%	0%	0%	F	0.096	0.599	27000	F
<u> </u>	Τœ	124-8525 Cedar Lane	e										
17 High St	City of Portsmouth	0.93 21000 F		0%	1%	0%	0%	0%	F	0.088	0.548	22000	F
	From:	124-8528 Churchland B		00/		00/	00/	00/		0.007	0.540	10000	_
(17) High St	City of Portsmouth	0.21 15000 F	99%	0%	1%	0%	0%	0%	F	0.087	0.542	16000	F
	To: From:	124-8532 Tyre Neck R	Rd		_								
17 Western Branch Blvd	City of Portsmouth	0.22 18000 F	99%	0%	1%	0%	0%	0%	F	0.085	0.526	19000	F
	To:	ECL Chesapeake											
North	From	US 17 TO ROUTE 264 E	ΣΔST										
17 Ramp	City of Portsmouth (Maint: 64)	0.07 NA	u 1.0 1							NA		NA	
(1/) ((a))	<u> </u>	64-E FROM ROUTE 17 NORTH-	EBEDDICA	RI	 1					14/7		INA	
	1-2			DL									
North	From:	US 17 TO ROUTE 264 W											_
(17) Ramp	City of Portsmouth (Maint: 64)	0.14 1200 G								0.112		1200	G
~	To: I-26	4-W FROM ROUTE 17 NORTHO	00- FREDER	ICK									

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

						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
South _	From:	US 17 TO ROUTE 264											
17) Ramp	City of Portsmouth (Maint: 64)	0.33 NA								NA		NA	
~	To: I-20	64-E FROM ROUTE 17 SOUTH-FI	REDERIC	K B									
South	From:	US 17-S027A TO ROUTE 264	WEST										
17) Ramp	City of Portsmouth (Maint: 64)	0.14 5500 G								0.091		5500	G
~	To: I-20	64-W FROM ROUTE 1700- FREDI	ERICK BL	VD									
ALT	From:	ECL Chesapeake											
58 (460) Airline Blvd	City of Portsmouth	0.29 12000 F	97%	2%	1%	0%	1%	0%	F	0.087	0.584	13000	F
ALT.	To: From:	Greenwood Dr											
ALT 58 (460) Airline Blvd	City of Portsmouth	0.20 12000 F	97%	2%	1%	0%	1%	0%	F	0.084	0.52	13000	F
58) (460) Airline Blvd	Oity of Fortsmouth		37 76	270	1 70	0 70	1 /0	0 70	•	0.004	0.52	10000	٠
ALT	To: From:	Elmhurst Lane											
58 (460) Airline Blvd	City of Portsmouth	1.30 10000 F	97%	2%	1%	0%	1%	0%	F	0.086	0.543	11000	F
\sim	Tα	SR 239 Victory Blvd											
ALT Airling Dhad	City of Doubles outle	-	070/	00/	10/	00/	10/	00/	_	0.000	0.545	1 4000	-
58 460 Airline Blvd	City of Portsmouth	0.28 13000 F	97%	2%	1%	0%	1%	0%	F	0.082	0.545	14000	F
~~~	To: From:	SR 337 Portsmouth Blvd											
58 Airline Blvd	City of Portsmouth	1.40 <b>15000 F</b>	97%	2%	1%	0%	1%	0%	F	0.084	0.536	16000	F
<del>~</del>	To From:	US 17 Frederick Blvd											
58 Airline Blvd	City of Portsmouth	0.19 <b>23000 F</b>	97%	1%	1%	1%	1%	0%	F	0.074	0.535	24000	F
<del>~</del>	Tα	High St											
58 London Blvd	City of Portsmouth	0.72 <b>20000 G</b>	97%	1%	1%	1%	1%	0%	С	0.082	0.623	21000	C
36)	Tod												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	SR 141 London Blvd 0.73 <b>37000 G</b>	97%	1%	1%	1%	1%	0%	F	0.085	0.653	39000	Ċ.
58) Wartin Ediner King Freeway	Oity of 1 ortsmouth (Maint: 04)		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.003	0.055	33000	
~~	To: From:	SR 164 Western Frwy							_			21222	
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>28000 F</b>	95%	0%	0%	1%	3%	0%	С	0.092	0.515	34000	F
	From:	Elizabeth River Midtown Tu Martin Luther King Freewa											_
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>28000</b> F	95%	0%	0%	1%	3%	0%	С	0.092	0.515	34000	F
\$50	To:	ECL Portsmouth											
	From:	US 17 Frederick Blvd											
141)George Washington Hwy	City of Portsmouth	0.36 <b>17000 F</b>	98%	1%	1%	0%	0%	0%	F	0.085	0.688	18000	F
	To	SR 337 Elm Ave											
141 George Washington Hwy	City of Portsmouth	0.48 <b>12000 F</b>	98%	1%	1%	0%	0%	0%	F	0.102	0.616	12000	F
141) deorge Washington riwy	Oity of Fortsmouth		30 70	1 /0	1 /0	0 70	0 70	0 70	•	0.102	0.010	12000	
	To: From:	Portsmouth Blvd	000/	40/		00/	00/	00/		0.005	0.740	0.4000	_
Effingham St	City of Portsmouth	0.76 <b>22000 F</b>	98%	1%	1%	0%	0%	0%	F	0.095	0.748	24000	F
	To: From:	I-264											
141 Effingham St	City of Portsmouth	0.18 <b>28000 F</b>	98%	1%	1%	0%	0%	0%	F	0.077	0.517	29000	F
<u> </u>	To:	South St			<u> </u>								
141 Effingham St	City of Portsmouth	0.25 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	F	0.07	0.568	26000	G
	To:	High St											

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

		distant Legenth AART OA A					Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	High St		000/	201	101	00/	40/	00/	_	0.07	0.504	22222	_
Effingham St	City of Portsmouth	0.06 22000	G	98%	0%	1%	0%	1%	0%	F	0.07	0.594	23000	G
	From:	London Bl Effingham												
141)London Blvd	City of Portsmouth	0.33 <b>24000</b>	G	98%	0%	1%	0%	1%	0%	F	0.091	0.747	26000	G
	To	Elm Ava												
141)London Blvd	City of Portsmouth	0.83 <b>27000</b>	G	98%	0%	1%	0%	1%	0%	С	0.087	0.752	29000	G
141) Zoridon Biva	To:	M L King Fre		0070	070		0 70	1 /0	070	Ū	0.007	0.702	20000	Ŭ
North	From:	SR 141 RO ROUTE		CT		1								
141)Ramp	City of Portsmouth (Maint: 64)		G	<u>ی ۱</u>							0.233		2700	G
141)		-264-W FROM ROUTE 141		NGHAM S	ST						0.200		2.00	·
outh	From:	SR 141 TO ROUTE												
141)Ramp	City of Portsmouth (Maint: 64)		G	.51							0.132		2200	G
141)	To:	I-264-W FROM ROUTE 14		GHAM ST	Γ									
	From:	ECL Suffo	1k											
164)Western Freeway	City of Portsmouth (Maint: 64)		F	95%	0%	0%	1%	4%	0%	С	0.102	0.54	57000	F
,	To													
164)Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>53000</b>	G	95%	0%	0%	1%	4%	0%	F	0.089	0.635	59000	G
164) Western Freeway	Oity of 1 oftsmouth (Maint. 04)			33 /6	0 76	U /8	1 /0	4 /0	0 /6	'	0.003	0.000	33000	
	To: From:	Cedar Lar								_			=	
Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>45000</b>	G	95%	0%	0%	1%	4%	0%	F	0.089	0.635	54000	C
<u> </u>	To- From:	West Norfol												
₁₆₄ )Western Freeway	City of Portsmouth (Maint: 64)	1.81 <b>46000</b>	G	95%	0%	0%	1%	4%	0%	F	0.089	0.635	52000	G
<u> </u>	To:	US 58, SR 337 Martin I	uther Kir	ng Fwy										
	From:	SR 337 Portsmo												
₂₃₉ )Victory Blvd	City of Portsmouth	0.22 <b>7700</b>	F	96%	0%	1%	1%	2%	0%	F	0.087	0.612	8200	F
<u> </u>	T _C .	US 58 Airline	Blvd											
239)Victory Blvd	City of Portsmouth	0.33 <b>21000</b>	F	96%	0%	1%	1%	2%	0%	F	0.084	0.514	22000	F
<u> </u>	To: From	I-264												
Victory Blvd	City of Portsmouth	0.59 <b>22000</b>	F	96%	0%	1%	1%	2%	0%	С	0.081	0.506	23000	F
239) *******	7-1					<del></del> i						51555		
239 Victory Blvd	City of Portsmouth	Greenwood 1.08 <b>17000</b>	Dr <b>F</b>	96%	0%	1%	1%	2%	0%	F	0.083	0.549	18000	F
239) Victory Biva	City of Fortsmouth			30 /6	0 /6	1 /0	1 /0	Z /0	0 /6	'	0.003	0.549	10000	'
	To: From:	Deep Creek												
Victory Blvd	City of Portsmouth	0.44 <b>18000</b>	F	93%	1%	1%	3%	3%	0%	F	0.079	0.606	19000	F
<u> </u>	To- From:	US 17 George Wash	ington H	wy										
239)Victory Blvd	City of Portsmouth	0.42 <b>10000</b>	G	93%	1%	1%	3%	3%	0%	С	0.12	0.860	11000	G
$\smile$	Tα	Frailey P	1											
239 Victory Blvd	City of Portsmouth	0.83 6100	F	93%	1%	1%	3%	3%	0%	F	0.113	0.822	6500	F
	Tre					——L								
239 Victory Blvd	City of Portsmouth	Afton Pkv 0.55 <b>6700</b>	ry F	93%	1%	1%	3%	3%	0%	F	0.106	0.796	7100	F
239/ VICIOIY DIVU	Oity of Fortsilloutif	SR 337 Elm		3J /0	1 /0	1 /0	3 /0	J /0	U /o	- 1	0.100	0.790	7 100	Г

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

Route   Survisidation   Length   AADT   QA   4Tire   Bus   2Avie   3Avide   1Trail   2Trail   CF   CF   AAVID   CF   CF   CF   CF   CF   CF   CF   C										Tri	ıck			K		Dir		
Caty of Portsmouth (Maint: 64)   0.11   S000   G   Caty of Portsmouth (Maint: 64)   0.11   S000   G   Caty of Portsmouth (Maint: 64)   0.11   S000   G   Caty of Portsmouth (Maint: 64)   0.12   S000   G   Caty of Portsmouth (Maint: 64)   0.13   S000   G   Caty of Portsmouth (Maint: 64)   0.13   S000   G   Caty of Portsmouth (Maint: 64)   0.13   S000   G   S6%   O%   I%   I%   2%   O%   F   0.092   F   0.882   S000   G   Caty of Portsmouth (Maint: 64)   Caty	Route	Jurisdiction						Bus		_	-		QC		QK		AAWDT	QW
REMANCH AVENUE:	239 Ramp	City of Portsmouth				AND FR	OM RT							NA			NA	
City of Portsmouth (Maint: 64)	1	, To	. ,	DELY	AONT AVI	7NH H7												
Cart   FROM RT 239   FROM RT	Ramp	City of Portsmouth	(Maint: 64)											0.091			5900	G
City of Portsmouth   Maint: 64\   0.13   5700   G	(239)	To	× (1114.1111 0 1)											0.00				
1.264-E FROM RT 230		From	CAV	VALIER :	BLVD TO	RT 64 E	AST											
1.264-E FROM RT 230	(239)Ramp	City of Portsmouth	(Maint: 64)	0.13	5700	G								0.075			5700	G
City of Portsmouth (Maint: 64)	$\overline{}$	To	00	I-264-	E FROM R	T 239												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   50000   G   96%   0%   1%   1%   2%   0%   F   0.092   F   0.682   59000   G	East	From	12															
City of Portsmouth (Maint: 64)   1.29   25000   G   96%   0%   1%   1%   2%   0%   F   0.246   28000   G   28000	264	•	, ,										F					
City of Portsmouth (Maint: 64)   1.29   25000   G   96%   0%   1%   1%   2%   0%   F   0.246   28000   G   28000	$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	56000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	59000	G
City of Portsmouth (Maint: 64)   1.29   25000   G   96%   0%   1%   1%   2%   0%   F   0.246   28000   G   28000	Fast	To From	x 11	Gre	enwood Di	rive												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 49000	264)	City of Portsmouth	(Maint: 64)	1.29	25000	G	96%	0%	1%	1%	2%	0%	F	0.246			28000	G
City of Portsmouth (Maint: 64)   1.16   25000   A   96%   0%   1%   1%   2%   0%   C   0.136   28000   A   28000		Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	49000	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	55000	G
City of Portsmouth (Maint: 64)   1.16   25000   A   96%   0%   1%   1%   2%   0%   C   0.136   28000   A   28000		To		SR 2	39 Victory	Blvd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   S000   A   96%   0%   1%   1%   2%   0%   C   0.101   A   0.627   55000   A	East	City of Portemouth	(Maint: 64)				06%	Λ9/	10/	10/	20/	<b>n</b> o/	C	0.126			28000	۸
SR 337 Portsmouth   Maint: 64   0.50   2000   G   96%   0%   1%   1%   2%   0%   F   0.136   25000   G   25000	264	-	'												Δ	0.627		
City of Portsmouth (Maint: 64)   0.50   20000   G   96%   0%   1%   1%   2%   0%   F   0.136   25000   G   26000   G   260000   G   260000   G   260000   G   26		Combined Traine Estimates for 21 araner	Tioadways on this i				30 /6	0 /6	1 /0	1 /0	2 /0	0 /6	O	0.101	^	0.027	33000	^
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 96% 0% 1% 1% 2% 0% F 0.08 F 0.679 54000 G  East ALT  The Street Road Roadways on this Route: 61000 G 96% 0% 1% 1% 2% 0% F 0.099 S 34000 G  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1% 2% 0% F 0.099 F 0.591 66000 G  East ALT  The Street Roadways on this Route: 58000 G 96% 0% 1% 1% 2% 0% F 0.099 F 0.591 66000 G  East ALT  284 4600 City of Portsmouth (Maint: 64) 0.67 30000 G 96% 0% 1% 1% 2% 0% F 0.099 F 0.577 62000 G  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1% 2% 0% F 0.099 F 0.577 62000 G  East ALT  284 4600 Elizabeth River Downtown Tunnel City of Portsmouth (Maint: 64) 0.87 40000 G 96% 0% 1% 1% 2% 0% F 0.099 F 0.577 62000 G  East ALT  284 4600 Elizabeth River Downtown Tunnel City of Portsmouth (Maint: 64) 0.87 40000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East ALT  East Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 1% 2% 0% F 0.099 A 0.502 83000 G  East ALT  East Combined Traffic Estimates for 2 Pa	East ALT	From	11															
Seast ALT   Seat ALT   Seast	264 (460)	-	'										F					
City of Portsmouth (Maint: 64)   0.99   32000   G   96%   0%   1%   1%   2%   0%   F   0.099   34000   G   96%   0%   1%   1%   2%   0%   F   0.099   34000   G   96%   0%   1%   1%   2%   0%   F   0.099   34000   G   96%   0%   1%   1%   2%   0%   F   0.099   34000   G   96%   0%   1%   1%   2%   0%   F   0.099   34000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G   96%   0%   1%   1%   2%   0%   F   0.099   F   0.577   62000   G   96%   0%   1%   1%   2%   0%   F   0.111   43000   G   96%   0%   1%   1%   2%   0%   F   0.099   A   0.502   83000   G   96%   0%   1%   1%   2%   0%   F   0.099   A   0.502   83000   G   96%   0%   1%   1%   2%   0%   F   0.099   A   0.502   83000   G   96%   0%   1%   1%   2%   0%   F   0.099   A   0.502   83000   G   96%   0%   1%   1%   2%   0%   F   0.099   A   0.502   83000   G   96%   0%   1%   1%   2%   0%   F   0.099   A   0.502   83000   G   96%   0%   0%   0%   0%   0%   0%   0%	$\smile \smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	46000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	54000	G
City of Portsmouth (Maint: 64) 0.99 32000 G 96% 0% 1% 1% 2% 0% F 0.099 34000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1% 2% 0% F 0.090 F 0.591 66000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 G 96% 0% 1% 1% 1% 2% 0% F 0.090 F 0.591 66000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 G 96% 0% 1% 1% 1% 2% 0% F 0.099 G 0.577 62000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 G 96% 0% 1% 1% 1% 2% 0% F 0.099 F 0.577 62000 G 0 G 0 G 0 G 0 G 0 G 0 G 0 G 0 G 0	Fact ALT	To From	x :	US 1'	7 Frederick	Blvd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1% 2% 0% F 0.090 F 0.591 66000 G    East ALT		City of Portsmouth	(Maint: 64)	0.99	32000	G	96%	0%	1%	1%	2%	0%	F	0.099			34000	G
City of Portsmouth (Maint: 64)   0.67   30000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G	(204) (400)	-	'	Route:	61000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	66000	G
City of Portsmouth (Maint: 64)   0.67   30000   G   96%   0%   1%   1%   2%   0%   F   0.099   32000   G		To		De	s Moines A	ve												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>58000 G</b> 96% 0% 1% 1% 2% 0% F 0.09 F 0.577 62000 G    SR 141 Effingham St		City of Portomouth	(Maint: 64)				069/	Λο/	10/	10/	20/	00/	_	0.000			22000	G
SR 141 Effingham St	264 460	-	'												_	0.577		
AL1   264   460   Elizabeth River Downtown Tunnel   City of Portsmouth (Maint: 64)   0.87   40000   G   96%   0%   1%   1%   2%   0%   F   0.111   43000   G   26000   G   96%   0%   1%   1%   2%   0%   F   0.099   A   0.502   83000   G   2600   G   26		Combined Trainic Estimates for 2 Faraner	Hoadways on this i				90 /6	0 /0	1 /0	1 /0	2/0	0 /6	'	0.03	'	0.577	02000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 96% 0% 1% 1% 2% 0% F 0.099 A 0.502 83000 G    WCL Norfolk	East ALT	From	: :	SR 1	41 Effingha	ım St												
Section   From   Section   Section   From   Section   Sectio	264 460 Elizabeth River D		'			-							F	-				
From	$\smile \smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this I				96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	G
City of Portsmouth (Maint: 64)   0.32   2600   G   0.109   2600   G		To	00			k												
Tor   124-8540 E, Greenwood Dr	East	City of Dantagas and	(Mainte C4)											0.100			0000	0
East   From:   I-264-E TO GREENWOOD DR	264 marrip	City of Portsmouth	(IVIAINT: 64)											0.109			2600	G
Ramp         City of Portsmouth (Maint: 64)         0.10         3200         G         0.093         3200         G	Fast	Erows	· ·						_									
		City of Portsmouth					УK							0.093			3200	G
	204)	To To	x											0.000			0_00	<u>~</u>

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

			ty Of Forton	Houth												
Route	Jurisdiction	n Lenç	gth <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
ast	From:		I-264 East													
Ramp	City of Portsmouth (	,		G								0.083			5700	G
	To:		4-8599 Cavalie													
ast	From:		I-264-E TO RT													_
Ramp	City of Portsmouth (			G								0.085			2100	C
	10.		R 337 FROM R													
ast	From:	I-264-E TO RO			CK BLVD	)									200	,
Ramp	City of Portsmouth	(Maint: 64) 0.2 I-264-E005B TO		G	DEDEDIC	317						0.690			220	C
	100					K										
ast	From:		E TO DES MO		VE							0.11			0000	,
64 Ramp	City of Portsmouth (		4 <b>3000</b> 4-8559 FROM	<b>G</b>								0.11			3000	(
							<u> </u>									
ast	City of Doysomouth		ROUTE 141-E	EFFINGI <b>G</b>	HAM ST							0.158			2100	(
Ramp	City of Portsmouth (		0 <b>2100</b> FROM ROUT	-	ACT		1					0.156			2100	(
ast	City of Doysomouth	I-264-E TO ROU (Maint: 64) 0.1		TH-EFFI	NGHAM S	ST						NA			NIA	
Ramp	City of Portsmouth (	· · · · · · · · · · · · · · · · · · ·										INA			NA	
ast	To: From:	I-264-E0070	C TO CRAWFO	ORD ST	REET S											
Ramp	City of Portsmouth (	(Maint: 64) 0.1	3 <b>1500</b>	G								0.092			1500	(
9	Τα:	5	SR 141 Effingh	am St												
ast	From:	I-264-E007J	B TO CRAWFO	ORD ST	REET S											
Ramp	City of Portsmouth (	(Maint: 64) 0.2	1 2700	G								0.140			2700	(
<i></i>	To:	CR	AWFORD STI	REET S												
est	From:		WCL Portsmo	outh												
64)	City of Portsmouth (	(Maint: 64) 0.6	1 27000	G	96%	0%	1%	1%	2%	0%	F	0.122			29000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rou	te: <b>56000</b>	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	59000	(
	To		Greenwood D	Drive												
est	City of Double or while	(Mainte C4) 4 0			000/	00/	10/	40/	00/	00/	_	0.407			07000	,
64)	City of Portsmouth (	•		G	96%	0%	1%	1%	2%	0%	-	0.127	_	0.040	27000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rou	ie: 49000	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	55000	(
est	To: From:		SR 239 Victory	Blvd												
64)	City of Portsmouth (	(Maint: 64) 0.7	5 <b>25000</b>	Α	96%	0%	1%	1%	2%	0%	С	0.135			27000	A
	Combined Traffic Estimates for 2 Parallel I		te: <b>50000</b>	Α	96%	0%	1%	1%	2%	0%	С	0.101	Α	0.627	55000	,
	To		337 Portsmou	uth Dlyd												
est ALT	From:															
<u>64)</u> {460}	City of Portsmouth (	•		G	96%	0%	1%	1%	2%	0%	F	0.118	_		29000	(
<i></i>	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>46000</b>	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	54000	(
est ALT	To: Fron:	Ţ	JS 17 Frederick	k Blvd												
7651 ALT	City of Portsmouth (	(Maint: 64) 0.5	5 <b>29000</b>	G	96%	0%	1%	1%	2%	0%	F	0.118			32000	
	Oity of Foliamouth (	(11141111111111111111111111111111111111		u	00/0	0 /0	1 /0	1 /0	_ /0	0 /0		0.110			02000	•
204/(400)	Combined Traffic Estimates for 2 Parallel	Roadways on this Pour	to: 61000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	66000	G

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

				J.,	JI FUI(SII					Tru	ck			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West ALT		From:			South St					017.0.0				. 4010.		. 45151		
264)(460)		City of Portsmouth	(Maint: 64)	1.17	29000	G	96%	0%	1%	1%	2%	0%	F	0.107			30000	G
$\bigcirc\bigcirc$	Combined Traff	ic Estimates for 2 Parallel	Roadways on	this Route:	58000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	62000	G
		To		SR 1	41 Effingha	ım St												
West ALT 264 460 Elizabeth Rive	r Downtown Tunnel	City of Portsmouth	(Maint: 64)	0.45	36000	G	96%	0%	1%	1%	2%	0%	F	0.099			40000	G
264 460 Elizabeth Rive	Combined Traff	ic Estimates for 2 Parallel				G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	G
	Combined Train	To:	1 toadways on		VCL Norfol		30 /0	0 70		1 /0	270	0 70	•	0.000	^	0.502	00000	u
West		From:		I-264-W TO			IVE											
(264)Ramp		City of Portsmouth	(Maint: 64)	0.17	2300	G	111							0.087			2300	G
		To:		124-85	40 FROM I	RT 264												
West		From:			I-264 West													
(264) Ramp		City of Portsmouth	(Maint: 64)	0.27	2900	G								0.103			2900	G
$\overline{}$		To:		124-85	40 Greenw	ood Dr												
West		From:			4-W TO RT													
Ramp		City of Portsmouth	(Maint: 64)	0.20	8600	G								0.084			8600	G
		10:		SR 239 SR 23			M RT											
West ALT Dame		City of Dortomouth	(Maint: C4)		4-W TO RT									0.1			3900	_
264 460 Ramp		City of Portsmouth	(Mairit. 64)	0.37	<b>3900</b> 7 FROM R	<b>G</b>			-					0.1			3900	G
West		From:	1.26	64-W TO ROU			CV DI VI	`										
(264) Ramp		City of Portsmouth		0.25	11000	G	CKBLVL	<u>,                                      </u>						0.096			11000	G
204)		To:	(	US 17 FRO			ST							0.000				<b>O</b> .
West		From:	I-264	I-W TO RT 141	-EFFINGH	AM ST	VIA CRA	W										
(264) Ramp		City of Portsmouth	(Maint: 64)	0.02	21000	G								0.098			21000	G
$\underline{\hspace{1cm}}$		To		I-264-W0	07B TO CO	OURT S'	Γ		<u> </u>									
West 264 Ramp		City of Portsmouth	(Maint: 64)	0.07	NA									NA			NA	
264) 1 141119		To:	(Mairit: 04)		FORD STR	REET N								INA			11/3	
West		From:	I		07A TO CO		Г											
(264) Ramp		City of Portsmouth	(Maint: 64)	0.18	NA	JUNIS								NA			NA	
1		To:	,	124	-8761 Cour	t St												
		From:		EC	L Chesapea	ake												
(337) Portsmouth Blvd		City of Portsm	nouth	0.34	25000	F	99%	0%	1%	0%	0%	0%	F	0.092		0.537	27000	F
$\overline{}$		To		Но	dges Ferry	Rd												
(337) Portsmouth Blvd		City of Portsn	nouth	0.60	21000	F	99%	0%	1%	0%	0%	0%	F	0.092		0.559	22000	F
$\overline{}$		To		E	lmhurst Lar	ne												
(337) Portsmouth Blvd		City of Portsn	nouth	1.17	19000	F	99%	0%	1%	0%	0%	0%	С	0.087		0.617	20000	F
		To		SD 7	39 Victory	Blvd												
(337)Portsmouth Blvd		City of Portsn	nouth	0.23	13000	F	99%	0%	1%	0%	0%	0%	F	0.086		0.622	14000	F
3377		To:			T US 460 A					- / -			-			,. <u></u>		-

				_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	Q۱
ALT	From:	US 58, ALT US 460 Airline F											
337)(460)Portsmouth Blvd	City of Portsmouth	0.10 <b>14000 F</b>	99%	0%	1%	0%	0%	0%	F	0.082	0.582	14000	I
ALT	To: From:	ALT SR 337 Turnpike Rd											
~~	City of Portsmouth	0.16 <b>11000 F</b>	99%	0%	1%	0%	0%	0%	F	0.086	0.646	12000	
Portsmouth Blvd	To:	Ramp to I-264 E	0070	0 70		0 / 0	0 /0	0 70	•	0.000	0.040	12000	
ALT	From:	Ramp to I-264 E; Functional Class	Change										
337) (460) Portsmouth Blvd	City of Portsmouth	0.29 <b>11000 N</b>	99%	0%	1%	0%	0%	0%	Ν	0.086	0.646	12000	
	To	Ramp From I-264 E, US 46	i0										
Portsmouth Blvd	City of Portsmouth	0.98 <b>13000</b> F	96%	1%	1%	1%	1%	0%	F	0.101	0.597	13000	
337)													
Portsmouth Blvd	City of Portsmouth	Deep Creek Blvd 0.17 <b>7600 F</b>	96%	1%	1%	1%	1%	0%	F	0.117	0.658	8100	
337 Fortsmouth Biva	City of Folismouth	0.17 <b>/000 F</b>	30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.117	0.030	0100	
	To: From:	ALT US 17 Frederick Blvd			<u> </u>								
Portsmouth Blvd	City of Portsmouth	0.79 <b>9000 F</b>	96%	1%	1%	1%	1%	0%	С	0.09	0.693	9500	
<u> </u>	To: From:	US 17 Elm Ave US 17 Portsmouth Blvd											
Bim Ave	City of Portsmouth	0.32 <b>6700 F</b>	96%	1%	1%	1%	1%	0%	F	0.098	0.559	7200	
337) = 7.00	To:	US 17 George Washington Hwy;		1 70		1 /0	1 /0	0 70	•	0.000	0.000	7200	
	From:	US 17 George Washington Hwy;											
Elm Ave	City of Portsmouth	0.72 <b>5400 F</b>	96%	1%	1%	1%	1%	0%	F	0.116	0.624	5800	
$\mathcal{I}$	To:	SR 239 Victory Blvd											
337)Elm Ave	City of Portsmouth	0.23 <b>8200</b> F	93%	1%	1%	2%	4%	0%	F	0.129	0.754	8700	
307)	To												
Blm Ave	City of Portsmouth	Burtons Point Rd 0.32 <b>7900 F</b>	93%	1%	1%	2%	4%	0%	С	0.137	0.755	8400	
237 LIIII AVE	City of Fortsmouth	WCL Chesapeake	33 /6	1 /0	1 /0	2/0	4 /0	0 /6	C	0.137	0.755	0400	
	From				1								
East ALT	City of Portsmouth (Maint: 64)	SR 337 TO RT 264 0.57 <b>3600 G</b>								0.077		3600	
337 460 Ramp	To:	I-264-E FROM RT 337								0.077		3000	
	From												
<u>Vest</u> 337)Ramp	City of Portsmouth (Maint: 64)	SR 337 TO RT 264 0.17 <b>1400 G</b>								0.099		1400	
337 Hamp		264-W RAMP FROM RT 337 FRO	M DT 337		<del></del>					0.055		1400	
· · -	Erony.		7WI KT 337		<u> </u>								
ALT 337)Turnpike Rd	City of Portsmouth	SR 337 Portsmouth Blvd 1.05 <b>3200 F</b>	85%	1%	1%	3%	10%	0%	F	0.09	0.503	3400	
Turnpike Rd	City of Folismouth		05 /6	1 /0	1 /0	3 /0	10 /6	0 /6	'	0.03	0.505	3400	
ALT	To: From:	US 17 Frederick Blvd											
Turnpike Rd	City of Portsmouth	0.30 <b>11000 G</b>	85%	1%	1%	3%	10%	0%	F	0.083	0.623	12000	
	To	Howard St											
ALT	From:												
Turnpike Rd	City of Portsmouth	0.54 <b>9500 G</b>	85%	1%	1%	3%	10%	0%	С	0.083	0.603	10000	
ALT	To:	Harbor Dr											
ALT 337)Harbor Dr	City of Portsmouth	Cassell Ave 0.05 <b>4700 G</b>	85%	1%	1%	3%	10%	0%	F	0.097	0.552	4900	
(3/ /i iaibui Di	Oily OF PORISHIOURI	0.00 <b>4/00 G</b>	0570	1 70	1 70	J /0	1070	U 70	г	0.037	0.002	4300	

ALT   City of Portsmouth   0.11   5900   G   85%   1%   1%   3%	ruck		Ω	QC _ K	QK _ Dir	AAWDT	. Q'
All part   City of Portsmouth   City of Portsmout	e 1 I rail	rall 21ra	all	Facto	or Facto	<u>r</u>	
The part	10%	% 0%	% F	F 0.086	6 0.583	6300	(
Part							
City of Portsmouth   D.29   12000   F   97%   2%   1%   0%	10%	1% 0%	% F	F 0.087	7 0.587	14000	(
City of Portsmouth   0.29   12000   F   97%   2%   1%   0%							
City of Portsmouth   City of							
Second   S	1%	% 0%	% F	F 0.087	7 0.584	13000	
City of Portsmouth   0.20   12000   F   97%   2%   1%   0%							
Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Combined Traffic Estimates for 2	1%	% 0%	% F	F 0.084	4 0.52	13000	
City of Portsmouth   1.30   10000   F   97%   2%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   0							
VICTORY BLVD   VICT	1%	% 0%	·/ [	F 0.086	6 0.543	3 11000	
Sample   S	176	% 0%	/o [	F 0.086	0.543	11000	
US 58, SR 337   Portsmouth Blvd   City of Portsmouth   O.10   14000   F   99%   0%   1%   0%   O%   O%   O%   O%   O%   O%   O							
City of Portsmouth Blvd   City of Portsmouth   O.10   14000   F   99%   0%   1%   0%	1%	% 0%	% F	F 0.082	2 0.545	14000	
City of Portsmouth   0.10   14000   F   99%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   0							
ALT SR 337 Tumpike Rd	0%	% 0%	% F	F 0.082	2 0.582	14000	
City of Portsmouth Blvd   City of Portsmouth   O.16   11000   F   99%   0%   1%   0%							
Table   Tabl	0%	% 0%	/ ₂ [	F 0.086	6 0.646	12000	
City of Portsmouth Blvd   City of Portsmouth   0.29   1100   N   99%   0%   1%   0%	0 70	70 070	, ,	1 0.000	0.040	12000	
RT 337 & I-264   SR 337 TO RT 264   SR 337 TO RT 264							
City of Portsmouth (Maint: 64) 0.57 See VA 337 for directional RT 337 & 1-264  City of Portsmouth (Maint: 64) 0.50 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Roadways on this Route: 61000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%	0%	% 0%	% r	N 0.086	6 0.646	12000	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 96% 0% 1% 1%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  City of Portsmouth (Maint: 64) 0.99 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Deep Creek Blvd  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  SR 141 Effingham St						-	
City of Portsmouth (Maint: 64) 0.50 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 96% 0% 1% 1% 1% US 17 Frederick Blvd  City of Portsmouth (Maint: 64) 0.99 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	al traffic vo	fic volum	ne esti	timates for	r this segment.		
City of Portsmouth (Maint: 64) 0.50 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 96% 0% 1% 1% 1% US 17 Frederick Blvd  City of Portsmouth (Maint: 64) 0.99 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1% 1% Deep Creek Blvd  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1% 1% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1% 1% Route: 58000 G 96% 0% 1% 1% Route: 58000 G 96% 0% 1% 1% 1% Route:							
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 96% 0% 1% 1%  To US 17 Frederick Blvd  City of Portsmouth (Maint: 64) 0.99 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  To Deep Creek Blvd  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  To SR 141 Effingham St	l traffic vol	c volume	e estin	mates for	this seament.		
City of Portsmouth (Maint: 64) 0.99 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Deep Creek Blvd  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  To SR 141 Effingham St				F 0.08	ŭ	54000	
City of Portsmouth (Maint: 64) 0.99 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  To Deep Creek Blvd  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  To SR 141 Effingham St							
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 G 96% 0% 1% 1%  To Deep Creek Blvd  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  To SR 141 Effingham St	l troffic val	o volumo	o ootin	mataa far	this acament		
T Deep Creek Blvd  City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  To SR 141 Effingham St				F 0.090	_	66000	
City of Portsmouth (Maint: 64) 0.67 See I-264 for directional Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 G 96% 0% 1% 1%  T SR 141 Effingham St	2/0	/6 0 /6	/O I	1 0.030	0 1 0.591	00000	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>58000 G</b> 96% 0% 1% 1%  To the stimates for 2 Parallel Roadways on this Route: <b>58000 G</b> 96% 0% 1% 1%  To the stimates for 2 Parallel Roadways on this Route: <b>58000 G</b> 96% 0% 1% 1%							
T SR 141 Effingham St					ŭ		
17011.	2%	% 0%	% F	F 0.09	9 F 0.577	62000	(
0 (264) Elizabeth River Downtown Tunnel City of Portsmouth (Maint: 64) 0.87 See I-264 for directional							
	I traffic vol	c volume	e estin	mates for	this segment.		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>76000 G</b> 96% 0% 1% 1%	2%	% 0%	% F	F 0.099	9 A 0.502	83000	(

Route	Jurisdiction	n L	ength	AADT	QA	4Tire	Bus		e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:		I-264	-W TO RT	337												
460 (264) Ramp	City of Portsmouth (	(Maint: 64)	0.37			Se	e I-264	for di	rectional	traffic v	olume e	stimat	es for thi	s seg	ıment.		
	Tα:		SR 33'	7 FROM R	Γ 264												
ALT	From:			Portsmout	n Blvd												
{460}( <del>264)</del>	City of Portsmouth (	(Maint: 64)	0.84			Se	e I-264	for di	rectional	traffic v	olume e	stimat	es for thi	s seg	ıment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	46000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	54000	G
	Tα		LIS 17	7 Frederick	Blvd												
ALT	From:			Trederiek	Divu												
460 (264)	City of Portsmouth (	(Maint: 64)	0.55			Se	e I-264	for di	rectional	traffic v	olume e	stimat	es for thi	s seg	ıment.		
	Combined Traffic Estimates for 2 Parallel I	Roadways on this F	Route:	61000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	66000	G
	To		Dee	ep Creek Bl	vd			_									
ALT	City of Portsmouth (	(Maint: 64)	1.17			Se	e I-264	for di	rectional	traffic v	olume e	etimat	es for thi	s sen	ıment		
(480)(264)	Combined Traffic Estimates for 2 Parallel	` '		58000	G	96%	0%	1%		2%	0%	F	0.09	F	0.577	62000	G
	Combined Trainc Estimates for 2 Faraner	noadways on this r	ioule.	56000	G	90 /6	0 /6	1 /0	1 /0	2/0	0 /6		0.09	ı	0.577	02000	G
ALT	To: From:		SR 14	41 Effingha	m St												
460 264 Elizabeth River D	Downtown Tunnel City of Portsmouth (	(Maint: 64)	0.45			Se	e I-264	for di	rectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	76000	G	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	83000	G
	To:		W	CL Norfoll	(												

Roule   Lingth   AADT   QA   4Tire   Bus   2   2   2   2   2   5   6   7   6   7   6   7   6   7   6   7   6   7   7							City of I	Portsmou	th								
Depuil End   Dep	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Beyriew Blvd	City of Portsmouth		From	1			Do	and End									
Tax-event Bird   Tax-	(F154) Liberty St	0.40	20	R			DC	au Enu				0.22		0.556	NA		04/16/201
Bayriew Blwd			To				Taz	zewell St									
Control   Cont	$\bigcirc$																
Coder Lane	1 Bayview Blvd	0.21	400 To	F	99%	0%			0%	0%	С	0.092		0.537	430	F	2016
Codar Lane			From	1					D.1			_					
Towne Point Rd	(8516) Cedar Lane	0.42		F			124-8525	Kiver Snore	Kū			0.109		0.842	870	F	2016
Town Print Prints Rd   0.51   3500   F   99%   1%   0%   0%   0%   0%   0%   0%   0	6619						De	ead End									
Towne Point Rd   0.13   23000   F   99%   0%   0%   0%   0%   0%   0%   0			From				ECI	L Suffolk									
Towne Point Rid   0.13   23000   F   99%   0%   0%   0%   0%   0%   0%   0	(8520) Towne Point Rd	0.71	9900	F	99%	0%	0%	0%	0%	0%	F	0.097		0.508	10000	F	2016
SECON   Towne Point Rid   0.31   20000   F   99%   0%   0%   0%   0%   0%   0%   0	0		From														
Town Point Rid   Color   F   99%   0%   0%   0%   0%   0%   0%   0	(8520) Towne Point Rd	0.13	23000	F	99%	0%	0%	0%	0%	0%	F	0.087		0.581	25000	F	2016
	<u> </u>		To From														
State   Portsmouth Blvd   0.34   5600   F   99%   0%   1%   0%   0%   0%   0%   0%   0	Towne Point Rd	0.31	20000 To	F	99%	0%			0%	0%	С	0.086		0.533	22000	F	2016
			From	1								<u> </u>					
	Portsmouth Blvd	0.34		F	99%	0%			0%	0%	F	0.101		0.762	6000	F	2016
Secondary   Portsmouth Blvd   0.55   4100   F   99%   0%   1%   0%   0%   0%   0%   C   0.125   0.708   4300   F   2016	0022		To	_				ngham St									
Postscuter Pksy   Forester   Pksy   P	Portsmouth Blvd	0.55	4100 From	F	99%	0%		_	0%	0%	С	0.125		0.708	4300	F	2016
Secondary   Seco			To				Portce	enter Pkwy									
Secondary   Part   Prince Rd   0.51   3500   F   98%   1%   1%   0%   0%   0%   0%   F   0.108   0.564   3800   F   2016			From				Town	n Point Rd									
Seco   Twin Pines Rd	(8523) Twin Pines Rd	0.90	9200	F	98%	1%	1%	0%	0%	0%	С	0.086		0.587	9800	F	2016
Seco   Twin Pines Rd	<u> </u>		To From														
Secondary   Seco	(8523) Twin Pines Rd	0.51	3500	F	98%	1%	1%	0%	0%	0%	F	0.108		0.564	3800	F	2016
Hedgerow Ln   0.28   1300	<u> </u>		From		2221												
Regard   Hedgerow Ln     100	1 Win Pines Rd	0.12	3500	N	98%	1%	1%	0%	0%	0%	N	0.108		0.564	3800	N	2016
River   Shore Rd     River   Shore Rd   River   Shore Rd   River   Shore Rd   River   River		0.00	From	<u> </u>	000/	10/			00/	00/		0 1 40		0.544	1 100		0010
Secondary   Seco	(8523) Hedgerow Ln	0.28	1300 To	┌╴	98%	1%			0%	0%		0.143		0.544	1400	г	2016
Segable   Churchland Blvd			From														
Norfolk Rd   Nor	(8524) Churchland Blvd	0.09	13000	F	99%	1%			0%	0%	F	0.089		0.535	14000	F	2016
Secondary   Windfolk Rd   Windfolk Rd   Windfolk Rd   1.05   5300   F   99%   1%   0%   0%   0%   0%   0%   0%   0			To														
Second   S	W Norfolk Rd	0.11		╚	99%	1%			Λ°/-	0%	F	0.082		0 502	3400	F	2016
SS24   W Norfolk Rd   1.05   5300   F   99%   1%   0%   0%   0%   0%   0%   C   0.094   0.559   5700   F   2016	(8524) VV NOHOIK Hu	0.11	3200		33 /6	1 /0			0 /6	0 /6	'	0.002		0.502	3400	'	2010
Norfolk Rd   1.47   3800   F   99%   1%   0%   0%   0%   0%   0%   F   0.085   0.553   4100   F   2016	W Norfolk Rd	1.05	5300		99%	1%			0%	0%	С	0 094		0.559	5700	F	2016
8524   W Norfolk Rd	(8524) W 11011011C11C	1.00	To	·	0070	. 70			0 70	070				0.000	0,00	•	2010
SR 164   Western Fuer   SR 1	W Norfolk Rd	1.47	3800 From		99%	1%			0%	0%	F	0.085		0.553	4100	F	2016
RES24   W Norfolk Rd	(6524)		To	_												-	
Sterling Point Rd   0.38   1400   F   98%   1%   1%   0%   0%   0%   0%   F   0.095   0.507   1500   F   2016	(8524) W Norfolk Rd	0.46	250 From	F	99%	1%				0%	F	0.117		0.583	270	F	2016
Sterling Point Rd   0.38   1400   F   98%   1%   1%   0%   0%   0%   F   0.095   0.507   1500   F   2016							Broa	adway St									
Second   1.18   10000   F   98%   1%   1%   0%   0%   0%   0%   0 0 0 0 0 0 0 0							Feuc	dist Drive									
Cedar Lane	8525) Sterling Point Rd	0.38	1400	F	98%	1%	1%	0%	0%	0%	F	0.095		0.507	1500	F	2016
No.   No.	<u> </u>		To From														
Solution   Column	(8525) Cedar Lane	1.18	10000	F	98%	1%			0%	0%	С	0.083		0.522	11000	F	2016
Cedar Ln   0.23   14000   F   98%   1%   1%   0%   0%   0%   F   0.084   0.541   15000   F   2016			From									+					
SR 164   Western Free Way	(8525) Cedar Ln	0.23	14000	F	98%	1%			0%	0%	F	0.084		0.541	15000	F	2016
River Shore Rd     0.41     8800     F     98%     1%     1%     0%     0%     0%     F     0.103     0.517     9400     F     2016       From     Cedar Lane       (8525)     River Shore Rd     0.11     7700     F     98%     1%     1%     0%     0%     F     0.102     0.560     8200     F     2016	$\overline{}$		To				SR 164 W	estern Freev	vay			$\neg$ —					
River Shore Rd	(8525) Cedar Ln	0.47		F	98%					0%	F	0.103		0.517	9400	F	2016
(8525) River Shore Rd 0.11 7700 F 98% 1% 1% 0% 0% 0% F 0.102 0.560 8200 F 2016	$\overline{}$		To														
	River Shore Rd	0.11		F	98%	1%			0%	0%	F	0.102		0.560	8200	F	2016
	0020) 01 011010 110	0.11	To	Ė	3070	. 70			2 /3	3 70	•			5.000	3230	•	_0.0

						City of Fortsi	loutii							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth		From												
River Shore Rd	0.85	3500	F	98%	1%	Oakhurst R 1% 0%	0%	0%	F	0.089	0.534	3700	F	2016
8525 River Shore Rd	0.05	3300 To	Ė	90 /6	1 /0	Hedgerow La		0 /6	- '	0.009	0.554	3700	'	2010
			l				ille							
O 01	0.50	From	<u> </u>	070/	00/	Cul-d-Sac	40/	20/			0.507	4000	_	0010
8526 Chautauqua Ave	0.58	960	F	97%	0%	1% 1%	1%	0%	F	0.103	0.527	1000	F	2016
<u> </u>		To From				Cleveland S	St							
S526 Chautauqua Ave	0.12	1600	F	97%	0%	1% 1%	1%	0%	С	0.094	0.586	1700	F	2016
		To				D : 3:0:								
R526 Chautauqua Ave	0.14	1100	F	97%	0%	Detroit St 1% 1%	1%	0%	F	0.088	0.58	1200	F	2016
S526 Chautauqua Ave	0.14	1100	Г	31 /0	0 /6	1/0 1/0	1 /0	0 /6		0.000	0.56	1200	'	2010
		From				Wesley St								
8526 Chaltauqua Ave	0.26	920	F	97%	0%	1% 1%	1%	0%	F	0.093	0.506	970	F	2016
$\overline{}$		To				Bayview Blv	/d							
		From				West Norfolk	Rd							
Churchland Blvd	0.13	9900	F	98%	0%	1% 0%	0%	0%	F	0.093	0.514	11000	F	2016
3328) 3.12.13.13.13	• • • • • • • • • • • • • • • • • • • •		-						-				•	
<u> </u>		From				Tyre Neck F								
Churchland Blvd	0.27	9300	<u>F</u>	98%	0%	1% 0%	0%	0%	С	0.095	0.507	9900	F	2016
$\overline{}$		To				High St US	17							
		From				NCL Chesape	ake							
Tyre Neck Rd	0.24	9600	F	99%	0%	0% 0%	0%	0%	F	0.095	0.627	10000	F	2016
		т-				YY: 1 G:								
	0.40	From	<u> </u>	000/	201	High St	00/	20/			0.50	5000		
Tyre Neck Rd	0.18	4900	F	99%	0%	0% 0%	0%	0%	С	0.092	0.53	5200	F	2016
<u> </u>		To				Churchland B	lvd			$\neg$ —				
Tyre Neck Rd	0.09	3100	F	99%	0%	0% 0%	0%	0%	F	0.102	0.542	3300	F	2016
,		To				W Norfolk I								
		From												
O Hattara Dt Dd	0.50		<u> </u>	000/	00/	Cedar Lane		00/			0.500	0000	_	001
Hatton Pt Rd	0.56	2500	F	99%	0%	0% 0%	0%	0%	F	0.089	0.599	2600	F	2016
						Goff St								
		From				High St								
Western Branch Blvd	0.58	4600	F	97%	1%	1% 0%	0%	0%	F	0.097	0.576	4900	F	2016
$\bigcirc$		To				High St								
8536) Hartford St	1.00	2800 From	F	97%	1%	1% 0%	0%	0%	С	0.099	0.513	3000	F	2016
8536 Hartford St	1.00	2000 To		91 /0	1 /0			0 /6	-	0.099	0.515	3000	'	2010
						Mt Vernon A	ive							
		From				Victory Blv								
Elmhurst Ln	1.41	3600	F	97%	1%	1% 0%	0%	0%	F	0.111	0.564	3900	F	2016
$\overline{}$		То				Garwood A	/e							
8537) Elmhurst Ln	0.18	3600 From	F	97%	1%	1% 0%	0%	0%	F	0.101	0.619	3800	F	2016
Elmnurst Ln	0.10	0000		0170	1 70			0 70			0.010	0000	•	
		From				Airline Blv								
8537) Elmhurst Ln	0.71	6900	F	97%	1%	1% 0%	0%	0%	С	0.098	0.533	7400	F	2016
$\overline{}$		To				Cherokee R	d							
8537) Elmhurst Ln	0.31	6700	F	97%	1%	1% 0%	0%	0%	F	0.096	0.556	7100	F	2016
8537 Elmhurst Ln	0.01	0700		31 /6	1 70	170 070	0 70	0 70	'	0.000	0.550	7 100	'	2010
		From				Portsmouth B								
Elmhurst Ln	0.89	5300	F	97%	1%	1% 0%	0%	0%	F	0.097	0.559	5700	F	2016
$\overline{}$		To				Shore Dr								
		From				Hodges Ferry	Rd							
S538) Cherokee Rd	0.67	3900	F	97%	1%	1% 0%	0%	0%	F	0.109	0.650	4100	F	2016
niliani Circi Circo I Iu	0.07	To	Ė	0.70	. /0	City Park A		J /0	•		0.000	. 100	•	_010
			1											
						Constitution A	Ave						_	
	<u> </u>	From	L	0=-:					_					2011
	0.40	1500	F	97%	0%	1% 2%	0%	0%	F	0.112	0.780	1600	F	2010
	0.40	1500 _{т.}	F	97%	0%	1% 2%		0%	F	0.112	0.780	1600	<u> </u>	2016
2539 County St		1500 From				1% 2% Peninsula A	ve							
8539 County St	0.40	1500 _{т.}	F F	97% 97%	0%	1% 2%		0%	F C	0.112	0.780	2300	F	
8539) County St 8539) County St	0.31	1500 From 2200	F	97%	0%	1% 2%  Peninsula A  1% 2%  Elm Ave	ve 0%	0%	С	0.103	0.668	2300	F	2016
8539 County St		1500 From 2200				1% 2% Peninsula A 1% 2%	ve							2016

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Portsmouth		From	J			T.CC 1	G:			ı				
On water Ct	0.04		<u> </u>	0.40/	40/	Effinghan		00/	0		0.500	0700	_	0010
County St	0.34	2500	F	94%	4%	2% 0%	6 0%	0%	С	0.098	0.502	2700	F	2016
		From				Court S								
8539 County St	0.16	2300	F	94%	4%	2% 0%	6 0%	0%	F	0.108	0.532	2500	F	2016
		To				Crawford	St							
		Fron				Portsmouth Blv	1 SR 337							
8540 Hodges Ferry Rd	0.28	6800	F	99%	0%	0% 09		0%	F	0.090	0.510	7300	F	2016
3 ,		_												
	2.22	Fron	<u> </u>	000/	00/	Logan S		201			0.504	2000		0011
Hodges Ferry Rd	0.26	5800	F	99%	0%	0% 0%	6 0%	0%	F	0.081	0.501	6200	F	2016
<u> </u>		To From				Cherokee	Rd			_				
8540 Hodges Ferry Rd	0.76	6400	F	99%	0%	0% 0%	6 0%	0%	С	0.093	0.501	6800	F	2016
		T								_				
Cusarus ad Du	0.57	Fron	<u> </u>	000/	00/	Airline B		00/		0.004	0.005	10000	г	0010
Greenwood Dr	0.57	16000	F	99%	0%	0% 0%	6 0%	0%	F	0.084	0.605	18000	F	2016
		To Fron				I-264								
Greenwood Dr	0.80	14000	F	97%	1%	2% 0%	0%	0%	F	0.093	0.565	15000	F	2016
$\mathcal{L}$		Te	_			Covalian F	lv.d							
Greenwood Dr	0.62	10000	1	97%	1%	Cavalier E		0%	F	0.095	0.551	11000	F	2016
Greenwood Dr	0.63	10000		J/70	1 %	2% 0%	υ% 	U 7/o		0.093	0.551	11000	Г	2016
		To From				Victory B	vd							
Greenwood Dr	1.05	4400	F	97%	1%	2% 0%	6 0%	0%	С	0.103	0.541	4700	F	2016
		To	_			T., 4 4	C4							
Croonwood Dr	0.26	4400 From	F	070/	10/	Independen		00/		0 110	0.510	4700	F	2016
Greenwood Dr	0.36	4400	г	97%	1%	2% 0%	6 0%	0%	F	0.112	0.518	4700	Г	2016
		To Fron				Deep Creek	Blvd							
Greenwood Dr	0.50	3200	F	97%	1%	2% 0%	6 0%	0%	F	0.099	0.522	3400	F	2016
		Tr				George Washin	ton Hwy							
Coot		T								i				
East Ramp	0.19	3200	G			124-8540 TO	X1 204			0.085		3200	G	2016
Ramp	0.19	3200 To			1.264.11	V FROM GREET	MIOOD DD	IVE		0.083		3200	G	2010
					1-204-V			IVE						
West		Fron				124-8540 TO	RT 264							
Ramp	0.21	1900	G							0.112		1900	G	2016
,	0.21	T.			T 0/4 XX		JWOOD DR							
$\underline{\smile}$	0.21	10	i:		1-264-V	V FROM GREET	WOOD DR	IVE						
	0.21	Fron			1-264-V			IVE						
Canad Fairman			<u>1</u> 	98%		Chandler Har	per Dr		С	0.100	0.656	610	F	2016
Canad Fairman	0.30	From 570	F	98%	1%	Chandler Har	per Dr 6 0%	0%	С	0.100	0.656	610	F	2016
		<b>570</b>	c	98%		Chandler Har 1% 0% Hodges Ferr	per Dr 6 0% y Rd		С	0.100	0.656	610	F	2010
Single Pale 1	0.30	570			1%	Chandler Har 1% 09 Hodges Ferr US 58 Airlin	per Dr 6 0% y Rd	0%						
Snead Fairway		<b>570</b>	c	98%		Chandler Har 1% 0% Hodges Ferr	per Dr 6 0% y Rd		C F	0.100	0.656 0.720	610	F	
Snead Fairway	0.30	570 From 2000			1%	Chandler Har 1% 09 Hodges Ferr US 58 Airlin	per Dr % 0% y Rd e Blvd % 0%	0%						
Snead Fairway  Situ Park Ave	0.30	570 From 2000			1%	Chandler Har 1% 09 Hodges Ferr US 58 Airlin 1% 09	per Dr 6 0% y Rd e Blvd 6 0% outh Blvd	0%			0.720			2016
Snead Fairway  Situ Park Ave	0.30	570 From 2000	F	98%	1%	Chandler Har           1%         0%           Hodges Ferr         US 58 Airlin           1%         0%           SR 337 Portsme         1%           1%         0%	per Dr  6 0%  y Rd  e Blvd  6 0%  with Blvd  6 0%	0%	F	0.147		2100	F	2016
Snead Fairway  Situ Park Ave	0.30	570 From 2000	F	98%	1%	Chandler Har           1%         0%           Hodges Ferr         US 58 Airlin           1%         0%           SR 337 Portsmo         SR 337 Portsmo	per Dr % 0% y Rd Blvd % 0%  with Blvd % 0% St	0%	F	0.147	0.720	2100	F	2010
Snead Fairway  Situation  Situation	0.30	570 From 2000 4600	F	98%	1%	Chandler Har  1% 0%  Hodges Ferr  US 58 Airlin  1% 0%  SR 337 Portsme  1% 0%  Clifford  City Park	per Dr % 0% y Rd Blvd % 0%  with Blvd % 0%  St Ave	0%	F	0.147	0.720	2100	F	2010
Snead Fairway  Situation  Situation	0.30 0.79 0.58	570 From 2000 To From 4600 To From From From From From From From Fro	F	98%	1%	Chandler Har  1% 0%  Hodges Ferr  US 58 Airlin  1% 0%  SR 337 Portsme  1% 0%  Clifford  City Park	per Dr % 0% y Rd e Blvd % 0%  with Blvd % 0% St Ave	0%	F	0.147	0.720	2100 4900	F	2016
Snead Fairway  Sity Park Ave  City Park Ave	0.30 0.79 0.58	570 From 2000 To From 4600 To From From From From From From From Fro	F	98%	1%	Chandler Har           1%         0%           Hodges Ferr         US 58 Airlin           1%         0%           SR 337 Portsmo         1%           1%         0%           Clifford         City Park           1%         0%	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0%	0%	F	0.147	0.720	2100 4900	F	2010
Snead Fairway  City Park Ave  City Park Ave  City Park Ave	0.30 0.79 0.58	570 From 2000 4600 To From 7400	F	98%	1%	Chandler Har           1%         0%           Hodges Fer         US 58 Airlin           1%         0%           SR 337 Portsm         1%         0%           Clifford         City Park         1%         0%           Powhatan         Powhatan         0%         0%	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0% Ave	0%	F	0.147	0.720	2100 4900	F	2010
Snead Fairway  Gity Park Ave  Gity Park Ave  Gity Park Ave	0.30 0.79 0.58	570 From 2000  4600 To From 7400 To From 7400	F	98% 98% 98%	1%	Chandler Har           1%         0%           Hodges Fer         US 58 Airlin           1%         0%           SR 337 Portsm         1%         0%           Clifford         City Park         1%         0%           Powhatan         Clifford         Clifford	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0% Ave St 6 0%	0%	F F	0.147 0.101 0.100	0.720 0.518 0.56	2100 4900 7900	F F	2016
Snead Fairway  Gity Park Ave  Gity Park Ave  Gity Park Ave	0.30 0.79 0.58	570 From 2000  4600 To From 7400 To From 7400	F	98% 98% 98%	1%	Chandler Har           1%         0%           Hodges Fer         US 58 Airlin           1%         0%           SR 337 Portsma         1%         0%           Clifford         City Park         1%         0%           Powhatan         Clifford         1%         0%           1%         0%         0%         0%         0%	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0% Ave St 6 0%	0%	F F	0.147 0.101 0.100	0.720 0.518 0.56	2100 4900 7900	F F	2016
Snead Fairway  State Sta	0.30 0.79 0.58	570 Tro  2000  4600 Tro  7400 Tro  5800	F	98% 98% 98%	1%	Chandler Har           1%         0%           Hodges Fer         US 58 Airlin           1%         0%           SR 337 Portsma         1%         0%           Clifford         City Park         1%         0%           Powhatan         Clifford         1%         0%           Fowhatan         King S         King S         King S	per Dr  6 0% y Rd  E Blvd  6 0% outh Blvd  6 0%  St  Ave  6 0%  Ave  St  Ave	0%	F F	0.147 0.101 0.100	0.720 0.518 0.56	2100 4900 7900	F F	2010 2010 2010 2010
Snead Fairway  Star City Park Ave  Star City Park Ave  City Park Ave  Star City Park Ave  Star City Park Ave	0.30 0.79 0.58 0.53	570 Tro  2000  4600 Tro  7400 Tro  5800 Tro  Fron  5800	F	98% 98% 98%	1% 1% 1%	Chandler Har  1% 09  Hodges Ferr  US 58 Airlin  1% 09  SR 337 Portsma  1% 09  Clifford  City Park  1% 09  Powhatan  Clifford  1% 09  King S  Powhatan	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0% Ave 6 0%	0% 0% 0%	F C	0.147 0.101 0.100 0.101	0.720 0.518 0.56 0.590	2100 4900 7900 6200	F F F	2016 2016 2016 2016
Snead Fairway  Star City Park Ave  Star City Park Ave  City Park Ave  Star City Park Ave  Star City Park Ave	0.30 0.79 0.58 0.53	570 From 2000  4600 To From 7400 To From 5800 From 60000 To To From 75000 To From 7500	F	98% 98% 98%	1% 1% 1%	Chandler Har           1%         0%           Hodges Ferr         US 58 Airlin           1%         0%           SR 337 Portsme         1%           1%         0%           Clifford         City Park           1%         0%           Powhatan         Clifford           1%         0%           King S         Powhatan           1%         0%           Rodman A         Rodman A	per Dr  % 0%  y Rd  e Blvd % 0%  outh Blvd % 0%  St  Ave % 0%  Ave % 0%  Ave % 0%	0% 0% 0%	F C	0.147 0.101 0.100 0.101	0.720 0.518 0.56 0.590	2100 4900 7900 6200	F F F	2016 2016 2016 2016
Snead Fairway  State of the Sta	0.30 0.79 0.58 0.53 0.26	570 From 2000  4600 From 7400 From 5800 From 6000 From 56000 From 56000	F	98% 98% 98% 98%	1% 1% 1% 1%	Chandler Har           1%         0%           Hodges Ferr         US 58 Airlin           1%         0%           SR 337 Portsme         1%           1%         0%           Clifford         City Park           1%         0%           Powhatan         Clifford           1%         0%           King S         Powhatan           1%         0%           Rodman A         SR 337 Portsme	per Dr  % 0%  y Rd  E Blvd % 0%  outh Blvd % 0%  St  Ave % 0%  Ave % 0%  Ave % 0%  ave uth Blvd	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097	0.720 0.518 0.56 0.590	2100 4900 7900 6200 6400	F F F	2010 2010 2010 2010 2010
Snead Fairway  Snead Fairway  State of the s	0.30 0.79 0.58 0.53	570 From 2000  4600 To From 7400 To From 5800 From 60000 To To From 75000 To From 7500	F	98% 98% 98%	1% 1% 1%	Chandler Har   1%	per Dr  6 0%  y Rd  2 Blvd  6 0%  wuth Blvd  6 0%  Ave  6 0%  Ave  6 0%  Ave  6 0%  4ve  uth Blvd  6 0%	0% 0% 0%	F C	0.147 0.101 0.100 0.101	0.720 0.518 0.56 0.590	2100 4900 7900 6200	F F F	2016 2016 2016 2016
Snead Fairway  Signature  Signatu	0.30 0.79 0.58 0.53 0.26	570 From 2000  4600 From 7400 From 5800 From 6000 From 56000 From 56000	F	98% 98% 98% 98%	1% 1% 1% 1%	Chandler Har           1%         0°           Hodges Fer           US 58 Airlin         1%         0°           SR 337 Portsma         1%         0°           Clifford         City Park         1%         0°           Powhatan           1%         0°         King S         Powhatan           1%         0°         Rodman         A           SR 337 Portsma         0°         0°           Caroline         2         Caroline         2	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097	0.720 0.518 0.56 0.590	2100 4900 7900 6200 6400	F F F	2010 2010 2010 2010 2010
Snead Fairway  Solution Park Ave	0.30 0.79 0.58 0.53 0.26 0.79	570 Tron 2000  4600 Tron 7400 Tron 5800 Tr Fron 6000 Tr 7400 Tr Fron 7400 Tr Fron 7400 Tr	F	98% 98% 98% 98%	1% 1% 1% 1% 1% 0%	Chandler Har           1%         0°           Hodges Fer           US 58 Airlin         1%         0°           SR 337 Portsma         1%         0°           Clifford         City Park         1%         0°           Powhatan           1%         0°         King S         Powhatan           1%         0°         Rodman A           SR 337 Portsma         0°         0°           Caroline A         Rodman A	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0%	0% 0% 0% 0%	F C C F	0.147 0.101 0.100 0.101 0.097	0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6200 6400	F F F	2010 2010 2010 2010 2010
Snead Fairway  Snead Fairway  City Park Ave  Solution St  City Park Ave  Solution St  Solution St  Solution St  Solution St  Solution St	0.30 0.79 0.58 0.53 0.26	570 To From 2000  4600 To From 7400 To From 6000 To From 7400	F	98% 98% 98% 98%	1% 1% 1% 1%	Chandler Har           1%         0°           Hodges Fer           US 58 Airlin         1%         0°           SR 337 Portsma         1%         0°           Clifford         City Park         1%         0°           Powhatan           1%         0°         King S         Powhatan           1%         0°         Rodman         A           SR 337 Portsma         0°         0°           Caroline         2         Caroline         2	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0%	0% 0% 0% 0%	F C F	0.147 0.101 0.100 0.101 0.097	0.720 0.518 0.56 0.590	2100 4900 7900 6200 6400	F F F	2016 2016 2016 2016 2016
Snead Fairway  Solution Park Ave	0.30 0.79 0.58 0.53 0.26 0.79	570 Tron 2000  4600 Tron 7400 Tron 5800 Tr Fron 6000 Tr 7400 Tr Fron 7400 Tr Fron 7400 Tr	F F F F	98% 98% 98% 98%	1% 1% 1% 1% 1% 0%	Chandler Har           1%         0°           Hodges Fer           US 58 Airlin         1%         0°           SR 337 Portsma         1%         0°           Clifford         City Park         1%         0°           Powhatan           1%         0°         King S         Powhatan           1%         0°         Rodman A           SR 337 Portsma         0°         0°           Caroline A         Rodman A	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% St Ave 6 0%	0% 0% 0% 0%	F C C F	0.147 0.101 0.100 0.101 0.097	0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6200 6400	F F F	2016 2016 2016 2016 2016
Snead Fairway  Solution Park Ave  Solution Park Ave  Solution St  Solu	0.30 0.79 0.58 0.53 0.26 0.79	570 From 2000  4600 From 7400 From 7400 To From 7400	F F F F	98% 98% 98% 98%	1% 1% 1% 1% 1% 0%	Chandler Har	per Dr 6 0% y Rd 2 Blvd 6 0% outh Blvd 6 0% Ave 6 0%	0% 0% 0% 0%	F C C F	0.147 0.101 0.100 0.101 0.097	0.720 0.518 0.56 0.590 0.601	2100 4900 7900 6200 6400	F F F	2016 2016 2016 2016 2016 2016 2016

						City of PortSill	Julii							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Portsmouth		Fron	1-			US 58 Airline Bl	vd							
(8545) Rodman Ave	0.61	6800	F			CS 30 7 Hillie Bi	vu			0.09	0.520	7200	F	2016
		Te				High St								
		Fron	1:			McLean St								
(8546) Elliott Ave	1.60	2500	F							0.129	0.547	2600	F	2016
		Te	):			Frederick Blvd US	S 17							
	2.04	Fron	` <u> </u>	202/	40/	N CL Chesapea		201			0.00	<b>5700</b>	_	0010
(8547) Deep Creek Blvd	0.21	5400	<u>, F</u>	98%	1%	1% 0%	0%	0%	F	0.102	0.62	5700	F	2016
		Fron	1:			Military Rd Victory Blvd								
(8547) Deep Creek Blvd	0.91	6600	F	98%	1%	1% 0%	0%	0%	F	0.095	0.586	7000	F	2016
$\bigcup$		T				Greenwood D								
(8547) Deep Creek Blvd	0.27	7600 From	F	98%	1%	1% 0%	0%	0%	F	0.092	0.514	8100	F	2016
		T				Wright Avo								
(8547) Deep Creek Blvd	0.46	7500 From	F	98%	1%	Wright Ave 1% 0%	0%	0%	С	0.091	0.533	8000	F	2016
(6547) = 0 0 p 0 v 0 m = 0 v 0	-	т.								_				
8547) Deep Creek Blvd	0.16	8700 From	<u>д</u>	98%	1%	Portsmouth Blv 1% 0%	<u>0</u> %	0%	F	0.088	0.540	9200	F	2016
(8547) Deep Creek Blvd	0.10	0700		30 70	1 /0			0 70		0.000	0.540	3200		2010
Doon Crook Plyd	0.70	Fron		000/	10/	Frederick Blvc		00/	F		0.570	6600	F	2016
Deep Creek Blvd	0.78	6200 _T	<u>, F</u>	98%	1%	1% 0%	0%	0%	F	0.098	0.579	6600	Г	2016
		F				Des Moines Av								
(8548) Wesley St	0.21	460	E F	89%	1%	Mt Vernon Av	4%	0%	F	0.093	0.509	490	F	2016
(8548) Wesley St	0.21	400		09%	1 70	2% 3%	470	0%	Г	0.093	0.509	490	F	2016
O W + 0:	0.10	Fron		000/	40/	Chautauqua Av		201			0.040	F70		
(8548) Wesley St	0.12	540	F	98%	1%	1% 0%	0%	0%	F	0.117	0.643	570	F	2016
						Lee Ave								
A4 Varrage Ave	0.14	Fron		070/	10/	High St	10/	00/			0.044	0.400	_	0010
Mt Vernon Ave	0.14	3200	F	97%	1%	2% 1%	1%	0%	F	0.113	0.641	3400	F	2016
<u> </u>		Fron				London Blvd								
8549 Mt Vernon Ave	1.21	2600	F	97%	1%	2% 1%	1%	0%	С	0.087	0.516	2800	F	2016
		11				Bay View Blve								
011-01	0.04	Fron		000/	00/	Mt Vernon Av		00/			0.544	0400	_	0010
(8550) Cleveland St	0.21	2000	F	96%	0%	1% 1%	1%	0%	F	0.085	0.541	2100	F	2016
<u> </u>		Fron				Chautauqua Av								-
(8550) Cleveland St	0.16	3900	F	96%	0%	1% 1%	1%	0%	С	0.087	0.516	4200	F	2016
<u> </u>		Te	):			SR 168 ML King l	rwy							
O		Fron				Effingham St								
(8552) London St	0.49	6100	F	96%	0%	1% 1%	1%	0%	F	0.085	0.531	6500	F	2016
		10	"			Crawford St								
	0.40	Fron	Ь	000/	00/	County St	40/	201			0.545	500	_	0010
(8553) Peninsula Ave	0.10	500	F	96%	0%	1% 1%	1%	0%	F	0.095	0.515	530	F	2016
<u> </u>		Fron	1:			High St								-
(8553) Peninsula Ave	0.16	2500	F	96%	0%	1% 1%	1%	0%	F	0.091	0.585	2600	F	2016
		Fron	2:			SR 141 London E	lvd							
(8553) Peninsula Ave	0.33	2400	F	96%	0%	1% 1%	1%	0%	F	0.116	0.64	2500	F	2016
$\overline{}$		T	1.			Leckie St								
		Fron	1:			County St								
(8554) Constitution Ave	0.10	1300	F	97%	1%	2% 0%	0%	0%	F	0.104	0.702	1400	F	2016
$\overline{}$		T. Fron	;			High St				<u> </u>				
(8554) Constitution Ave	0.19	2200	F	97%	1%	2% 0%	0%	0%	F	0.151	0.781	2300	F	2016
$\cup$		Т-	<u> </u>			SR 141 London E	lvd							
(8554) Constitution Ave	0.37	2100 From	F	97%	1%	2% 0%	0%	0%	F	0.078	0.623	2300	F	2016
0004)	0.07	т.		/0	. 70	Leckie St	0,0	2,0	•		3.020		•	_0.0
		Fron	1:			Constitution Av	e							
(8554) Leckie St	0.06	60	F	97%	1%	2% 0%	0%	0%	F	0.078	0.623	60	F	2016
$\overline{}$		Te	):			Dead End								

Table   Performent   Part   Part   Performent   Part							City of PortSillo	ulli							
Decided St	Route	Length	AADT	QA	4Tire	Bus				QC		ΩK	AAWDT	QW	Year
Crawford Provided P	City of Portsmouth		From				Dood End								
	Leckie St	0.74		F	97%	1%		0%	0%	F	0.098	0.623	570	F	2016
Fort Lane			To	n-											
Crawford Pkwy	8554 Fort Lane	0.07		F	97%	1%		0%	0%	F	0.195	0.841	1100	F	2016
Crawford Pkwy	0334)		To	١٠											
Effingham St	O													_	
Crawford Pkwy	₈₅₅₄ Crawford Pkwy	0.06	2200	F	97%	1%	2% 0%	0%	0%	F	0.111	0.859	2400	F	2016
Crawford Pkwy   0.35   2500   F   97%   1%   2%   0%   0%   0%   F   0.122   0.756   2700   F   2016			From	): 											
Crawford Pkwy 0.35 2500 F 97% 1% 2% 0% 0% 0% 0% F 0.122 0.756 2700 F 2016	8554 Crawford Pkwy	0.28	3200	F	97%	1%	2% 0%	0%	0%	F	0.133	0.78	3400	F	2016
Crawford St   0.10   4900   F   97%   1%   2%   0%   0%   0%   F   0.104   0.634   5200   F   2016			To From	2:			Court St								
Crawford St 0.10 4900 F 97% 1% 2% 0% 0% 0% F 0.104 0.634 5200 F 2016    High St   Crawford St   0.11 5400 F 97% 1% 2% 0% 0% 0% 0% F 0.094 0.672 5700 F 2016	8554) Crawford Pkwy	0.35	2500	F	97%	1%	2% 0%	0%	0%	F	0.122	0.756	2700	F	2016
Crawford St 0.10 4900 F 97% 1% 2% 0% 0% 0% F 0.104 0.634 5200 F 2016    High St   Crawford St   0.11 5400 F 97% 1% 2% 0% 0% 0% 0% F 0.094 0.672 5700 F 2016	<u> </u>		To	_			London Blvd				<u> </u>				
Crawford St	8554 Crawford St	0.10	4900 From	F	97%	1%		0%	0%	F	0.104	0.634	5200	F	2016
Crawford St   0.11   5400   F   97%   1%   2%   0%   0%   0%   F   0.094   0.672   5700   F   2016			To												
County St   Coun	Crawford St	0.11			97%	1%		0%	0%	F	0 094	0.672	5700	F	2016
F   97%   1%   2%   0%   0%   0%   0%   0 0 0 0 0 0 0 0	8554	0.11	J-100		J1 /0	1 /0		J /0	J /0		0.034	0.012	3700		2010
South St	Orange and Or	0.10	From	<u></u>	0701	401		001	00/			0.010	FF00		001
Sess  Washington St   0.57   980   F   97%   1%   2%   0%   0%   0%   0%   F   0.088   0.699   1000   F   2016	₈₅₅₄ Crawford St	0.12	5200	F	9/%	1%		υ%	υ%	Ü	0.097	0.642	5500	F	2016
Washington St	_		10	<u> </u>											
	O Marakia i Oi	6.53			070/	401		001	00′			2 222	4000	_	0040
Effingham St 0.09 17000 G 99% 0% 0% 0% 0% 0% 0% 0% 0.078 0.718 18000 G 2016    Sept	washington St	0.57	980		97%	1%			0%	F	0.088	0.699	1000	F	2016
Effingham St 0.09 17000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0.718 18000 G 2016    Soft			10	,			Crawford Pkwy	7							
North St	C 5/11 1 2:			·	2221						<u></u>				
Effingham St 0.20 14000 F 99% 0% 0% 0% 0% 0% C 0.078 0.722 15000 F 2016    Crawford Pkwy	₈₅₅₇ ) Effingham St	0.09	17000	G	99%	0%	0% 0%	0%	0%	F	0.078	0.718	18000	G	2016
Crawford Pkwy   Sept   Effingham St   0.09   14000   F   99%   0%   0%   0%   0%   0%   0%   0			To From	): 			North St								
Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% F 0.089 0.856 15000 F 2016    Fam. OSN. Hospital   Portsmouth Bird   Portsm	8557) Effingham St	0.20	14000	F	99%	0%	0% 0%	0%	0%	С	0.078	0.722	15000	F	2016
Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% F 0.089 0.856 15000 F 2016    Fam. OSN. Hospital   Portsmouth Bird   Portsm	<u> </u>		Tc	Y			Crawford Pkwy	7							
Emil OSN, Hospital   Portsmouth Blvd   Portsmo	8557 Effingham St	0.09	14000	F	99%	0%			0%	F	0.089	0.856	15000	F	2016
858) Elm Ave 0.76 7400 F 99% 0% 1% 0% 0% 0% 0% C 0.101 0.536 7800 F 2016  858) Elm Ave 0.03 9800 G 99% 0% 1% 0% 0% 0% F 0.101 0.536 11000 G 2016  858) Elm Ave 0.19 9700 F 99% 0% 1% 0% 0% 0% F 0.097 0.51 10000 F 2016  858) Elm Ave 0.10 11000 F 99% 0% 1% 0% 0% 0% F 0.097 0.51 10000 F 2016  858) Elm Ave 0.11 7800 F 99% 0% 1% 0% 0% 0% F 0.097 0.528 8300 F 2016  858) Elm Ave 0.38 4100 F 99% 0% 1% 0% 0% 0% F 0.087 0.528 8300 F 2016  858) Elm Ave 0.38 4100 F 99% 0% 1% 0% 0% 0% F 0.087 0.528 8300 F 2016  859) Des Moines Ave 0.59 980 F 97% 1% 1% 0% 0% 0% F 0.108 0.527 1000 F 2016  859) Des Moines Ave 0.07 5100 F 97% 1% 1% 0% 0% 0% 0% F 0.108 0.527 1000 F 2016  859) Des Moines Ave 0.05 5100 N 97% 1% 1% 0% 0% 0% 0% N 0.099 0.533 5400 N 2016  859) Cavalier Blvd 0.68 11000 F 98% 1% 1% 0% 0% 0% 0% F 0.104 0.917 3200 F 2016			To	);			Ent. OSN. Hospit	tal							
Elm Ave   0.76   7400   F   99%   0%   1%   0%   0%   0%   0%   0 0 0%   0 0 0 0			From	1:			Portsmouth Blve	đ							
South St   Standard Blvd   S	8558 Elm Ave	0.76	7400	F	99%	0%			0%	С	0.101	0.536	7800	F	2016
Second   S			To								<del></del>				
South St	Flm Ave	0.03			00%	Nº/-		Nº/-	O°/-	F	0 101	0.536	11000	G	2016
See   Elm Ave   0.19   9700   F   99%   0%   1%   0%   0%   0%   F   0.097   0.51   10000   F   2016	8558	0.00	3000		33 /6	0 /6	176 076	0 /6	0 /6	'	0.101	0.550	11000	ч	2010
State   County St   County S	<u> </u>				2221										
Solution	(8558) Elm Ave	0.19	9700	F	99%	0%	1% 0%	0%	0%	F	0.097	0.51	10000	F	2016
High St   High			To From	): 			County St								
Elm Ave 0.11 7800 F 99% 0% 1% 0% 0% 0% F 0.087 0.528 8300 F 2016    Comparison of the comparison of th	8558) Elm Ave	0.10	11000	F	99%	0%	1% 0%	0%	0%	F	0.094	0.553	12000	F	2016
Elm Ave 0.11 7800 F 99% 0% 1% 0% 0% 0% F 0.087 0.528 8300 F 2016    Comparison of the comparison of th	$\overline{}$			-			High St				<u> </u>				
Solution	8558 Elm Ave	0.11		F	99%	0%		0%	0%	F	0.087	0.528	8300	F	2016
Solution			To												
Cavalier Blvd    Cava	Flm Ave	0.38		F	99%	0%		0%	0%	F	0.135	n 825	4300	F	2016
Portsmouth Blvd   Portsmouth	0000	5.00			00/0	J /U		0 /0	0 /0	•		0.020	.500	•	_010
Des Moines Ave 0.59 980 F 97% 1% 1% 0% 0% 0% F 0.108 0.527 1000 F 2016    Solid Free   Deep Creek Blvd   Deep Creek Blvd								4			1				
Deep Creek Blvd   Deep Creek	Des Moines Ava	n 5a			97%	1%			<b>0%</b>	F	0 108	n 527	1000	F	2016
Des Moines Ave 0.07 5100 F 97% 1% 1% 0% 0% 0% C 0.099 0.533 5400 F 2016    Solid N	8009 DC3 MOITIES AVE	0.00	300		J1 /0	1 /0			0 /6	1	0.100	0.527	1000	'	2010
Table   Tabl	O December 1	6.07	From	<u></u>	070/	401	•		00′			2.505	F 400		0010
Des Moines Ave 0.05 5100 N 97% 1% 1% 0% 0% 0% N 0.099 0.533 5400 N 2016    South St	Des Moines Ave	0.07	5100	F	9/%	1%	1% 0%	0%	0%	C	0.099	0.533	5400	F	2016
Des Moines Ave 0.05 5100 N 97% 1% 1% 0% 0% 0% N 0.099 0.533 5400 N 2016    South St			From	1:							$\Box$				
NCL Chesapeake   State   Sta	8559 Des Moines Ave	0.05			97%	1%	1% 0%	0%	0%	N	0.099	0.533	5400	Ν	2016
Cavalier Blvd 0.68 <b>11000 F</b> 98% 1% 1% 0% 0% 0% C 0.102 0.68 11000 F 2016	$\smile$		To	0:			South St								
Tazewell St; King St    Cavalier Blvd   0.83   3000   F   98%   1%   1%   0%   0%   0%   F   0.104   0.917   3200   F   2016			From	1:			NCL Chesapeak	e							
Tazewell St; King St    Cavalier Blvd   0.83   3000   F   98%   1%   1%   0%   0%   0%   F   0.104   0.917   3200   F   2016	8599) Cavalier Blvd	0.68	11000	F	98%	1%			0%	С	0.102	0.68	11000	F	2016
8599) Cavalier Blvd 0.83 <b>3000 F</b> 98% 1% 1% 0% 0% 0% F 0.104 0.917 3200 F 2016	$\bigcirc$		To				Tazewell St. King	St							
	Good Cavalier Blvd	0.83			98%	1%			0%	F	0.104	0.917	3200	F	2016
	0.555	3.00			00,0	. 70	Victory Blvd	J / U		•	<u> </u>	0.017	0_00	•	_0.0

						Oity Oi	Portsmo	utii								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
Ourth and	0.70	From	<u> </u>	000/	10/		Chesapeake		00/				0.510	FF00	_	0010
Gust Lane	0.70	5200 To	F	98%	1%	1% Vic	0% tory Blvd	0%	0%	F	0.104		0.518	5500	F	2016
		From	l		God		ington Pkw	v IIC 17								
8606) Afton Pkwy	0.28	2400	F	98%	1%	1%	0%	0%	0%	F	0.103		0.567	2600	F	2016
,		То					et Pkwy Ga									
∧	0.54	From		000/			Prospect 1		00/	_			0.550	4000	_	0010
8606 Afton Pkwy	0.51	1700	F	98%	1%	1%	0% ry Blvd 239	0%	0%	F	0.12		0.559	1800	F	2016
		From	l								1					
8755) Coast Guard Blvd	0.97	3000		91%	1%	1%	Norfolk Ro	5%	1%	F	0.140		0.967	3200	F	2016
8755 Coast Guard Blvd	0.07	То	Ė	0170	170		ain Gate	070	1 70				0.007	0200	•	2010
		From					nwood Dr									
8756) Garwood Ave	0.17	3100	G	91%	1%	1%	1%	5%	1%	С	0.113		0.788	3300	G	2016
		To				Elml	nurst Lane									
		From				US 17 F	rederick Bl	vd								
8758) High St	0.12	14000	G	98%	1%	1%	0%	0%	0%	F	0.088		0.586	15000	G	2016
$\underline{\hspace{1cm}}$		To From		-			Airline Blv	d	-							
8758) High St	0.22	11000	G	98%	1%	1%	line Blvd 0%	0%	0%	F	0.086		0.552	12000	G	2016
0/30) 51	V		<u> </u>		. 70			- 7.5	3,0	•			J.JUL	. 2000	~	_0.0
8758) High St	0.47	12000	G	98%	1%	1%	ernon Ave	0%	0%	F	0.087		0.509	13000	G	2016
0/30) 1 11911 51	UT/	000	<u> </u>	JU /0	1 /0			J /J	J /0	•			0.000	.0000	G	_010
8758) High St	0.79	16000	G	98%	1%	ML 1	King Frwy 0%	0%	0%	С	0.097		0.682	17000	G	2016
( ₈₇₅₈ ) High St	0.79	10000		90 /6	1 /0			0 /6	0 /6	U	0.097		0.002	17000	G	2010
Uliah Ct	0.20	From	<u> </u>	000/	10/		lm Ave	00/	00/				0.701	10000		2016
High St	0.32	11000	G	98%	1%	1%	0%	0%	0%	F	0.096		0.781	12000	G	2016
Uliah Ct	0.51	From	<u> </u>	000/	10/		ngham St	00/	00/		0.001		0.716		F	2016
8758 High St	0.51	4900 _{To}	F	98%	1%	1%	0% wford St	0%	0%	F	0.091		0.716	5200	Г	2016
		From														
8759 McLean St	0.92	6900	F	98%	1%	1%	nwood Dr 0%	0%	0%	F	0.085		0.557	7300	F	2016
McLean St	0.02	То	Ė	0070	170		line Blvd	0 70	0 70				0.007	7000	•	2010
		From					Creek Blvo	1			i					
8760) Lincoln St	0.83	1600	F	99%	0%	1%	0%	0%	0%	F	0.081		0.579	1700	F	2016
		To				Effi	ngham St				<u> </u>					
(8760) Lincoln St	0.66	3900 From	F	99%	0%	1%	0%	0%	0%	F	0.146		0.839	4100	F	2016
		To					irst St									
		From				Portsi	nouth Blvd									
Port Centre Pkwy	0.67	6400	F	99%	0%	1%	0%	0%	0%	С	0.144		0.93	6800	F	2016
$\overline{}$		To Er				Crawford	St Near I-	264			<b>—</b>					
8761) Court St	0.21	6400 From	F	98%	1%	1%	0%	0%	0%	F	0.107		0.553	6800	F	2016
$\overline{}$		To				Co	ounty St									
8761) Court St	0.11	5400 From	F	98%	1%	1%	0%	0%	0%	С	0.105		0.504	5700	F	2016
$\smile$		To				Ĭ-	ligh St									
8761) Court St	0.11	2700 Fran	F	98%	1%	1%	0%	0%	0%	F	0.108		0.545	2900	F	2016
$\mathcal{O}$		To	_				ndon St									
8761) Court St	0.23	940 From	F	98%	1%	1%	0%	0%	0%	F	0.15		0.812	1000	F	2016
		To					ford Pkwy									
		From				Colum	bus Avenu	e								
8762) South St	0.10	680	F	97%	1%	1%	0%	0%	0%	F	0.118		0.605	730	F	2016
$\overline{}$		To					on Parkwa	y								
Courth St	0.00		<u> </u>	079/	10/		nson Pkwy	00/	00/		0 101		0 505	1000	_	2016
8762) SOULII SI	0.09	990		31%	1%	1%	U%	U%	U%	Г	0.121		0.595	1000	Г	2016
0 11 21	2.5-	From	L	0==:			Moines Ave									66::
8762 South St	0.38	4800	F	97%	1%			0%	0%	С	0.1		0.512	5100	F	2016
South St 8762 South St	0.09	990 From 70	F	97%	1%	Swar 1% Des N 1%	nson Pkwy 0%	0%	0%	F C	0.121		0.595	1000 5100	F	

						-	Ortonio									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Portsmouth		From	1			Eln	n Ave									
South St	0.34	2700	F	97%	1%	1%	0%	0%	0%	F	0.084		0.533	2900	F	2016
		To	<u> </u>				gham St									
est	0.01	From:	<u> </u>	CRA	AWFOR	D STREET	N TO RC	OUTE 26	4 WEST		0.183			2000	0	2010
Ramp	0.21	3000 To:	G	I-264-	W FRO	M CRAWFO	ORD STR	EET N &	b BART S	<u> </u>	0.163			3000	G	2016
		From:	1				gh St									
Amherst Dr		70	F			1112	Sirot				0.193		0.5	70	F	201
		To				Fergu	ıson Dr									
		From:				William	sburg Av	e								
Bain St		120	F								0.116		0.667	130	F	201
			<u> </u>				sula Ave				_					
Baldwin Ave		160				Fulto	on Ave				0.121		0.605	170	F	201
Baldwill AVC		To:	Ė			Deep C	reek Blvc	l			0.121		0.003	170	'	201
		From:	-				her Rd									
Brookmere Lane		120	F								0.15		0.65	130	F	201
		To:				Summ	nerset Dr									
		From:				Chun	nley Rd									
Brunswick Rd		680	F								0.114		0.629	720	F	201
		From:					m Ave									
Cambridge Avenue		160	F			Glas	gow St				0.120		0.61	170	F	201
Cambridge Avertac		To:	Ė			No	rth St				7		0.01	170	•	201
		From					eld Pkwy				İ					
Canterbury Dr		350	F				-				0.112		0.511	370	F	201
		To				Tem	plar Dr									
		From:				Man	or Ave									
Cardinal Lane		320 _{To:}	F			Th	1 C4				0.110		0.539	340	F	201
		From:	<u></u>				wood St									
Courtney Rd		110				Hatto	n Pt Rd				0.108		0.615	120	F	201
oodinio, na		To:	Ċ			Dea	d End						0.0.0	0	•	
		From:				Bob V	White St									
Cypress Rd		490	F								0.119		0.778	520	F	201
		To:	<u> </u>			Cypr	ess Cir									
		From:				Colum	bus Ave									
Dale Dr		1200 _{To:}	F			NIl	-:11 - A				0.096		0.518	1300	F	201
		From:					ille Ave				_					
Darren Dr		1800				Ноп	ne Ave				0.090		0.624	1900	F	201
		To:				Green	wood Dr								•	
D D.:		From:	<u> </u>			Barde	ot Lane						0.074	000	0	004
Darren Dr		890 _{To:}	G			Caval	ier Blvd				0.119		0.674	890	G	201
		From	ı													
Dominion Rd		110	F			Sham	rock Dr				0.151		0.6	120	F	201
- <del>-</del>		To				Fairv	way Dr									
		From:				Richm	ond Ave									
Duke St		1100	G								0.075		0.6	1200	G	201
		To:	1			Park	er Ave									
		From:				Merrifi	ield Blvd								_	
Forrest Hills Dr		200 _{To:}	F			ъ .	and D 1				0.102		0.630	210	F	201
		From:	<u> </u>				and Rd									
Frailey PI		510				Gil	ls Rd				0.182		0.649	F 40	F	201
		יודר									ロコメン		Unas	540		/111

					City of Ports	smoutn								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth														
Gillis Rd	From	G	000/	0%	George Washin		0%	С	0.101		0.547	620	G	2016
Gillis Ru	620		99%	0%	0% 09 Aylwin		0%	U	0.101		0.547	620	G	2016
	From				Potomac									
Glasgow St	1600	F			1 Otomac	AVC			0.091		0.508	1700	F	2016
	To				Vermont	Ave								
	From	1			Bolling l	₹d								
Greenland Blvd	1400	F							0.098		0.563	1500	F	2016
	To				Portsmouth	Blvd								
	From				Columbia	St								
Halifax Ave	460	F							0.113		0.578	480	F	2016
	То	1			County									
Hawthorne Lane	From	<u> </u>			Twin Pine	s Rd			0.124		0.505	170	F	2016
nawinome Lane	160 _{то}	F			Heather	Pd			0.124		0.565	170	Г	2010
	From	1												
Independence St	270	F			Kirby S	n.			0.23		0.659	290	F	2016
	To	Ė			Appomatto	Ave								
	From	1			Elm Av				Ī					
Jefferson St	1400	F			2 710	-			0.095		0.598	1400	F	201
	То				Pearl S									
1. 11	From	<u> </u>	000/	00/	Green Str		00/				0.575	4000	_	004
Jefferson St	1000 _{то}	G	99%	0%	0% 0°		0%	С	0.11		0.575	1000	G	201
	From													
King St	200	G			Yorktown	Ave			0.148		0.82	210	G	201
King Ot	То	<u> </u>			Williamsbur	g Ave			0.140		0.02	210	ч	2011
	From				Race S				i					
Lancaster Ave	80	F			Tuico				0.125		0.546	80	F	201
	То				Griffin	St								
	From				Astor A	ve								
Magnolia St	390	F							0.094		0.513	410	F	201
	То				Killian A	ve								
	From	<u> </u>			Florence	Rd								
Mayflower Rd	620	F							0.216		0.649	660	F	201
	То	1			Hodges Fer	ry Rd								
	From				Lugar (	lt						0.4.0	_	004
McClean Sts	570	F			Vickers	Ct			0.102		0.632	610	F	201
	From	1												
Meander Rd	<b>220</b>	F			Broad S	St			0.126		0.633	230	F	201
Meander Hu	<b>220</b> To	Ė			Chautaugua	Ave			0.120		0.000	250	'	2011
	From	1			Wycliff				l					
Morro Blvd	230	F			vv yeiiii .	Xu			0.106		0.556	240	F	201
	To				Saxon F	ld.							· ·	
	From	1			Afton Pk	wy								
Nicholson St	590	F							0.089		0.552	630	F	201
	To				Harris F	ld								
	From													
Nottingham Rd	200	F							0.121		0.623	210	F	2016
	То	1			Yorkshire	Rd								
	From				Marshall	Ave								
Oak St	1100	F							0.094		0.564	1100	F	2016
	То	1			Wilcox A	ve								
0115 5:	From				Kenny L	nne							_	
Old Farm Rd	190	F			n	D.I.			0.134		0.571	200	F	2016
	То	1			Redbarn	Kd								

					City of P	ortsmou	uth								
Route	Length AADT	QA	4Tire	Bus	2Axle 3	Trud 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Portsmouth															
D 4	From	<u> </u>			Jack	son St							40	_	0010
Progress Ave	10	F				G.				0.194			10	F	2016
		l				roe St									
Diver Chara Del	From	<u> </u>			Hedge	row Lane						0.500	0000	_	0010
River Shore Rd	2100 _{то}	F			Divor	mill Cir				0.092		0.538	2300	F	2016
	From														
Robin Rd	190	F			Bob V	White St				0.124		0.632	200	F	2016
Hobiii Ha	То	Ė			Portsme	outh Blvd				0.124		0.002	200	'	2010
	From					ndale Rd									
Smithfield Rd	540	F			Beech	idaie Ku				0.112		0.705	570	F	2016
	То				Deep C	reek Blvd								•	
	From					mer St				ĺ					
Staunton Ave	130	F			1 all					0.116		0.618	140	F	2016
	To				Jeffer	son St .									
	From				Eisenho	wer Circle	2								
Stratford St	1900	F								0.103		0.551	2100	F	2016
	To				Truma	ın Circle									
	From				Augus	stine Cir									
Sugar Creek Cir	300	F								0.096		0.677	320	F	2016
	То				Gate	way Dr									
	From				Green	wood Dr									
Tazewell St	560	F								0.117		0.687	590	F	2016
	То				Freed	om Ave									
	From				Bridg	ges Ave									
Verne Ave	20	F								0.167		0.75	20	F	2016
	To				Garn	er Ave									
	From				Merrif	ield Blvd									
Weyanoke Dr	120	F								0.126		0.514	130	F	2016
	То				Burrl	and Rd				J					
	From				River	Edge Dr									
Whaley Rd	30	F								0.184		0.571	40	F	2016
	To				Edv	vin Rd									
	From	<u> </u>			We	st Rd							.=	_	
Willett Dr	4200	_ <u>F</u> _				~ .				0.097		0.784	4500	F	201
	То	<u> </u>			Sycar	nore Rd									
Winehoster Dr	From	<u> </u>	000/	00/		ine Ave	00/	00/		0.000		0.605	1100	0	004
Winchester Dr	1100 _{то}	G	98%	0%	1%	0%	0%	0%	С	0.098		0.635	1100	G	2016
	-					sta Ave				_					
Woodrow St	From	<u> </u>			Mount V	ernon Av	e			0.077		0.500	E00	C	201
WOODIOW St	500 _{то}	G			P.	ad St				0.077		0.539	500	G	2016
		<u> </u>								_					
Wright Rd	280	F			Cape	elle Rd				0.129		0.675	300	F	201
wingin nu	<b>∠0U</b>				Norf	olk Rd				0.129		0.075	300	ı.	2011
					INOIT	UIL IVU									