2018

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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\bigcirc	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
(220)	,,

Virginia State Route

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

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	NCL Chesapeake												
(17) George Washington Hwy	City of Portsmouth	0.15 <b>33000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.092	F	0.655	34000	G
<u> </u>	To: From:	SR 239 Victory Blv	vd											
(17) George Washington Hwy	City of Portsmouth	0.42 <b>25000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.083	F	0.592	27000	G
	To:	Derby Rd												
George Washington Hwy	City of Portsmouth		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.082	F	0.598	26000	G
	To	124-8540 Greenwood	I D.											
George Washington Hwy	City of Portsmouth		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.082	F	0.630	29000	G
17) doorge Washington Tiwy	To:	SR 141, Frederick Bl		0 70	170	1 /0	1 /0	0 70	•	0.002	•	0.000	20000	ď
	From:	SR 141 George Washingto												
17 Frederick Blvd	City of Portsmouth	0.70 <b>15000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.087	F	0.608	16000	G
$\bigcirc$	To	SR 337 Portsmouth B	llvd											
17 Frederick Blvd	City of Portsmouth		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.108	F	0.616	18000	G
	Tol													
17 Frederick Blvd	City of Portsmouth	124-8547 Deep Creek 0.53 <b>23000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.095	F	0.639	24000	G
17 Frederick Blvd	City of Portsmouth	0.55 <b>23000</b>	G 97%	0%	1 70	170	1 70	0%	Г	0.095	Г	0.039	24000	G
~~	To: From:	I-264												
(17) Frederick Blvd	City of Portsmouth	0.35 <b>36000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.078	F	0.51	37000	G
<u> </u>	Too From:	ALT SR 337 Turnpike	e Rd		<b>—</b> —									
17 Frederick Blvd	City of Portsmouth	0.51 <b>26000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.082	F	0.508	28000	G
$\bigcirc$	To	US 58 Airline Blvd	1											
17 Frederick Blvd	City of Portsmouth		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.078	F	0.576	17000	G
	To:	124-8758 High St												
	From:	124-8758, Frederick E	Blvd											
17 High St	City of Portsmouth	0.29 <b>21000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.078	F	0.64	22000	G
<u> </u>	Tec	Rodman Ave												
17 High St	City of Portsmouth		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.086	F	0.585	26000	G
	To	124-8525 Cedar Lar												
17 High St	City of Portsmouth		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.084	F	0.547	21000	G
17) Tilgit St	City of Fortamouti			0 /0	170	0 70	0 70	0 70	•	0.004	•	0.047	21000	ď
CONTRACTOR OF	To: From:	124-8528 Churchland		00/	10/	00/	00/	00/	_	0.000	_	0.550	45000	
High St	City of Portsmouth	0.21 <b>15000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.088	F	0.553	15000	G
~	To: From:	124-8532 Tyre Neck	Rd											
(17) Western Branch Blvd	City of Portsmouth	0.22 <b>17000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	18000	G
<u> </u>	To:	ECL Chesapeake												
North	From:	US 17 N, Frederick B	Blvd											
17 Ramp	City of Portsmouth (Maint: 64)	0.07 <b>NA</b>								NA			NA	
<u> </u>	To	I-264 East			]									
North	From:	US 17 N, Frederick B	Blvd											
17 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>1200</b>	G							0.112	F		1200	G
$\checkmark$	To:	I-264 West												

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

<b>.</b>						Truc	ck			K	a	Dir		٠
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South _	From:	US 17 S, Frederick Blvd	l											
(17) Ramp	City of Portsmouth (Maint: 64)	0.33 <b>NA</b>								NA			NA	
<u> </u>	To:	I-264 East												
South	From:	US 17 South												
17 Ramp	City of Portsmouth (Maint: 64)	0.14 <b>5700 G</b>								0.091	F		5700	G
<u> </u>	To:	I-264 West												
ALT	From:	ECL Chesapeake												
58 (460) Airline Blvd	City of Portsmouth	0.29 <b>12000 G</b>	96%	2%	1%	0%	2%	0%	F	0.082	F	0.529	14000	C
$\sim$	To	Greenwood Dr												
ALT 58 \ 460 Airline Blvd	City of Portsmouth	0.20 <b>12000 G</b>	96%	2%	1%	0%	2%	0%	F	0.078	F	0.580	13000	G
58 (460) Airline Blvd	City of Fortsmouth	0.20 1 <b>2000 G</b>	90 /6	2/0	1 /0	0 /6	2/0	0 /6	'	0.076	'	0.560	13000	
ALT	To: From:	Elmhurst Lane												
58 (460) Airline Blvd	City of Portsmouth	1.30 <b>10000 G</b>	96%	2%	1%	0%	2%	0%	F	0.079	F	0.571	11000	C
<del>*************************************</del>	То	SR 239 Victory Blvd												
ALT ALL SI	From:	-							_		_			_
58) (460) Airline Blvd	City of Portsmouth	0.28 <b>13000 G</b>	96%	2%	1%	0%	2%	0%	F	0.078	F	0.587	14000	(
<del></del>	Tor From:	SR 337 Portsmouth Blvd	l											
58 Airline Blvd	City of Portsmouth	1.40 <b>15000 G</b>	96%	2%	1%	0%	2%	0%	F	0.110	F	0.511	16000	(
~	To:	US 17 Frederick Blvd			_									
58 Airline Blvd	City of Portsmouth	0.19 <b>23000 G</b>	97%	1%	1%	0%	1%	0%	F	0.079	F	0.614	25000	
	Tec	IIIt. Cr												
58 London Blvd	City of Portsmouth	High St 0.72 <b>18000 G</b>	97%	1%	1%	0%	1%	0%	С	0.086	F	0.602	19000	(
58 London Blvd	Oity of 1 oftsmouth		31 /6	1 /0	1 /0	0 76	1 /0	0 /6	O	0.000	'	0.002	13000	
~~	From:	SR 141 London Blvd							_		_			
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>54000 F</b>	97%	1%	1%	0%	1%	0%	F	0.084	F	0.557	58000	F
~	To: From:	SR 164 Western Frwy												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>28000 G</b>	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	34000	G
~	To:	Elizabeth River Midtown Tu												
Clicabeth Diver Midteum Tunnel	City of Portomouth (Mainty C4)	Martin Luther King Freew		00/	00/	10/	20/	00/	С	0.000	۸	0.515	24000	_
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>28000 G</b> ECL Portsmouth	95%	0%	0%	1%	3%	0%	C	0.092	Α	0.515	34000	G
O a source Was als in order of these	Prom:	US 17 Frederick Blvd	000/	40/		00/	00/	00/	_	0.000	_	0.744	40000	_
George Washington Hwy	City of Portsmouth	0.36 <b>17000 G</b>	98%	1%	1%	0%	0%	0%	F	0.092	F	0.711	18000	(
	To: From:	SR 337 Elm Ave												
141)George Washington Hwy	City of Portsmouth	0.48 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	F	0.741	13000	C
<u> </u>	To	Portsmouth Blvd												
141 Effingham St	City of Portsmouth	0.76 <b>23000 G</b>	98%	1%	1%	0%	0%	0%	F	0.090	F	0.681	24000	C
<u> </u>	To	I-264												
141)Effingham St	City of Portsmouth	0.18 <b>28000 G</b>	98%	1%	1%	0%	0%	0%	F	0.070	F	0.587	30000	(
141) Emily ham of	Oity of Fortsmouth		30 /6	1 /0	1 /0	J /0	J /0	0 /0	'	3.070	'	0.007	50000	
	To: From:	South St						• • • •						
141 Effingham St	City of Portsmouth	0.25 <b>25000 G</b>	98%	0%	1%	0%	0%	0%	F	0.07	F	0.568	26000	G
$\sim$	To:	High St												

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

		City of Portsr	noutn												
Route	Jurisdiction	Length AADT	QA	4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	$\cap$
noute	Julisaiction	Length AADI	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	Q
	From:	High St													
141)Effingham St	City of Portsmouth	0.06 <b>19000</b>	G	98%	0%	1%	0%	0%	0%	F	0.071	F	0.641	20000	C
$\smile$	To:	London Bly													
	From:	Effingham		000/	00/		00/	00/	00/	_		_	0.04	10000	
141 London Blvd	City of Portsmouth	0.33 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.64	19000	(
<u> </u>	To: From:	Elm Ave													
141)London Blvd	City of Portsmouth	0.83 <b>24000</b>	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.692	26000	(
$\smile$	To:	M L King Free	eway												
North	From:	SR 141 N, Effins	gham St												
141)Ramp	City of Portsmouth (Maint: 64)	0.30 2700	G								0.233	F		2700	(
	To:	I-264 Wes													
outh	From:	SR 141 S, Effing	rham St												
141)Ramp	City of Portsmouth (Maint: 64)	0.14 <b>2300</b>	G								0.132	F		2300	(
141)******	To:	I-264 Wes													
	From:	ECL Suffo													
164)Western Freeway	City of Portsmouth (Maint: 64)	0.88 <b>53000</b>	F	96%	0%	0%	1%	3%	0%	С	0.111	Α	0.538	60000	
164) Western Freeway	Oity of Fortsmouth (Maint: 04)			30 70	0 70	<u> </u>	1 /0	0 /0	0 70	O	0.111	^	0.550	00000	
	To: From:	Towne Point													
164)Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>55000</b>	G	96%	0%	0%	1%	3%	0%	F	0.09	F	0.626	61000	(
<u> </u>	Toc From:	Cedar Lan	e			$\neg$ $\vdash$									
164)Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>63000</b>	F	96%	0%	0%	1%	3%	0%	F	0.09	F	0.626	60000	
	To	West Norfolk	. D.4												
164) Western Freeway	City of Portsmouth (Maint: 64)	1.81 <b>56000</b>	F	96%	0%	0%	1%	3%	0%	F	0.089	F	0.631	64000	
164) Western Freeway	To:	US 58, SR 337 Martin L			0 /6		1 /0	J /6	0 /6	'	0.003	•	0.001	04000	
				gīwy											
Vieten Dhad	City of Darksmanth	SR 337 Portsmou		000/	00/	10/	10/	00/	00/	_	0.007	_	0.500	0000	,
Victory Blvd	City of Portsmouth	0.22 <b>7700</b>	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.580	8300	(
	To: From:	US 58 Airline	Blvd												
239)Victory Blvd	City of Portsmouth	0.33 <b>21000</b>	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.528	22000	(
$\smile$	To:	I-264				$ \vdash$									
239) Victory Blvd	City of Portsmouth	0.59 <b>22000</b>	G	96%	0%	1%	1%	2%	0%	С	0.077	F	0.515	23000	(
239), 2							.,.			_					
Vi stano Blod	Toring Toring	Greenwood		000/	00/		40/	00/	00/		0.007	F	0.50	40000	
Victory Blvd	City of Portsmouth	1.08 <b>17000</b>	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	18000	(
<u> </u>	To: From:	Deep Creek I													
239)Victory Blvd	City of Portsmouth	0.44 <b>18000</b>	G	93%	0%	1%	1%	4%	0%	F	0.087	F	0.622	20000	(
$\mathcal{L}$	Toc	US 17 George Wash	ington Hy	X/V											
Victory Blvd	City of Portsmouth	0.42 <b>10000</b>	G	93%	0%	1%	1%	4%	0%	С	0.102	F	0.772	11000	(
200)	_ <del>-</del>				0,0	. ,, <b>,</b>	. , •	.,.	0,0	•	JJ	•	J		•
	To: From:	Frailey Pl		000/	00/		40/	40/	00/		0.400	_	0.776	0706	
Victory Blvd	City of Portsmouth	0.83 <b>6100</b>	G	93%	0%	1%	1%	4%	0%	F	0.102	F	0.772	6700	(
<u> </u>	To:	Afton Pkw	у												
239)Victory Blvd	City of Portsmouth	0.55 <b>6700</b>	G	93%	0%	1%	1%	4%	0%	F	0.138	F	0.865	7200	(
	Tα	SR 337 Elm	Ave												

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

Route	Jurisdictic	on	Lenath	AADT	QA	4Tire	Bus		Trι			QC	К	QK	Dir	AAWDT	QW
	From	1:	SR 239 I-264-W	7003 A TO A				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
239)Ramp	City of Portsmouth		0.11	<b>NA</b>	INDIN	OWIKI							NA			NA	
	To:		BELI	MONT AVE	NUE												
Pomp	City of Portsmouth	(Maint: 64)	0.11	Belmont Ave	G								0.091	F		6100	G
239 Ramp	City of Fortsmouth	(IVIAIIII. 04)		6100 I-264 West	G								0.091	Г		6100	G
	From	:		Cavalier Blvo	4			1									
239)Ramp	City of Portsmouth	(Maint: 64)	0.13	5900	G								0.075	F		5900	G
1	To:			I-264 East													
East	From:	i:	W	CL Portsmou	ıth												
East 264)	City of Portsmouth		0.23	32000	G	94%	0%	1%	1%	4%	0%	F	0.129	F		34000	G
	Combined Traffic Estimates for 2 Parallel	Roadways or	n this Route:	61000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	65000	G
- Fact		r I	Gr	eenwood Dr	ive												
East 264)	City of Portsmouth	(Maint: 64)	1.29	27000	G	94%	0%	1%	1%	4%	0%	F	0.246	F		31000	G
201)	Combined Traffic Estimates for 2 Parallel		n this Route:	54000	G	94%	0%	1%	1%	4%	0%	F	0.1	F	0.643	60000	G
	To	r.	SR 2	239 Victory	Blvd												
East 264)	City of Portsmouth	(Maint: 64)	1.16	28000	Α	94%	0%	1%	1%	4%	0%	С	0.132	Α		32000	Α
264)	Combined Traffic Estimates for 2 Parallel	. ,			A	94%	0%	1%	1%	4%	0%	С	0.102	Α	0.665	62000	A
	To	. Tioudways of				0470	0 70		170	770	0 70	J	0.100	,,	0.000	02000	,,
East ALT	From:			7 Portsmoutl													
264 460	City of Portsmouth		0.50	22000	G	94%	0%	1%	1%	4%	0%	F -	0.136	F		28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways or	n this Route:	51000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	60000	G
East ALT	Tor From:		US 1	7 Frederick	Blvd												
264)(460)	City of Portsmouth	(Maint: 64)	0.99	36000	G	94%	0%	1%	1%	4%	0%	F	0.099	F		38000	G
	Combined Traffic Estimates for 2 Parallel	Roadways or	n this Route:	67000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	73000	G
Foot ALT	To: From:		De	es Moines A	ve												
East ALT 264 460	City of Portsmouth	(Maint: 64)	0.67	33000	G	94%	0%	1%	1%	4%	0%	F	0.099	F		35000	G
2047 (400)	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	68000	G
	To	4	SR 1	41 Effingha	m St												
East ALT 264 460 Elizabeth River	Downtown Tunnel City of Portsmouth	(Maint: 64)	0.87	44000	G	94%	0%	1%	1%	4%	0%	_	0.093	Α		49000	G
264 460 Elizabeth River	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4% 4%	0%		0.093	A	0.502	91000	G
	To	noauways oi		VCL Norfoll		34 /0	0 /6	1 /0	1 /0	4 /0	0 /6	'	0.090	^	0.302	31000	G
East	From:	ı:		I-264 East													
Ramp	City of Portsmouth	(Maint: 64)	0.32	2700	G								0.109	F		2700	G
	To:		124-854	0 E, Greenv	vood D												
East	From	11		I-264 East													
264 Ramp	City of Portsmouth	(Maint: 64)	0.10	3300	G								0.093	F		3300	G
$\smile$	To	00	124-854	0 W, Greenv	wood D	r											

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

		Oil	y OI FOILSII	iloutii												
Route	Jurisdictio	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		Truc			QC	K	QK	Dir	AAWDT	. QV
	rd	<u> </u>					2Axle	e 3+Axle	1 Trail	2Trail		Factor		Factor		
East 264) Ramp	City of Portsmouth	(Maint: 64) 0.14	I-264 East <b>5900</b>	G								0.083	F		5900	G
264 Mailip	City of Portsmouth		-8599 Cavalie	-			1					0.063	Г		5900	G
		124														
Bamp	City of Portonouth	(Mainte C4) 0.14	I-264 East									0.005	F		2200	
Ramp	City of Portsmouth			G								0.085	г		2200	G
	100	SK 3.	37 E, Portsmo													
ast	From:	(14 : 1 : 24)	I-264 East										_		000	_
Ramp	City of Portsmouth	(Maint: 64) 0.25	140	G								0.690	F		230	C
-ast	To: Fron:	I-264	East Exit 5B t	to SR 164												
East 264 Ramp	City of Portsmouth	(Maint: 64) 0.03	NA									NA			NA	
264) 1141119	To:	·	3 17 Frederick	Rlvd								1471			14/1	
	Front				15											
ast Pamp	City of Portsmouth	(Maint: 64) 0.02	st Exit 5A Rai	mp to US	17							NA			NA	
Ramp	City of Fortsmouth	(IVIAIIII. 04) 0.02	SR 164									INA			INA	
	-															
ast	City of Doubon outle		TO DES MO		E							0.11	_		0400	_
Ramp	City of Portsmouth			G								0.11	F		3100	(
	10.	124-	8559 FROM													
ast	From:		I-264 East										_			_
Ramp	City of Portsmouth	· · · · · · · · · · · · · · · · · · ·		G								0.158	F		2200	C
<u> </u>	10:	SR	141 S, Effing	ham St												
ast	From:		I-264 East	i												
Ramp	City of Portsmouth	(Maint: 64) 0.10	NA									NA			NA	
<u> </u>	To: Brown	I-264 East 1	Exit 7C Ramp	to Pavilio	on Dr											
East Pamp	City of Portsmouth	(Maint: 64) 0.13	1500	G								0.092	F		1500	G
Ramp	City of Fortsmouth		141 N, Effing									0.032	'		1300	
	_															
ast	City of Doubon outle		Exit 7B Ramp		11 N							0.140	_		0700	_
Ramp	City of Portsmouth	(Maint: 64) 0.21		G			1					0.140	F		2700	G
			Pavilion Di													
Vest	From:		WCL Portsmo		000/	00/	10/	40/	40/	00/	_	0.400	_		0.1.000	_
264	City of Portsmouth			G	93%	0%	1%	1%	4%	0%	F _	0.122	F -		31000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>61000</b>	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.682	65000	(
lost	Ta: From:	(	Greenwood D	rive												
/est 264)	City of Portsmouth	(Maint: 64) 1.34	27000	G	93%	0%	1%	1%	4%	0%	F	0.127	F		29000	
104	Combined Traffic Estimates for 2 Parallel			G	94%	0%	1%		4%	0%	F	0.127	F	0.643	60000	
	Combined Trainic Estimates for 2 Paraller				J470	U /o	1 70	1 70	<del>+</del> /0	U /o	1	0.1	Г	0.043	00000	
Vest	To: From:	SI	R 239 Victory	Blvd												
264)	City of Portsmouth	(Maint: 64) 0.75	27000	Α	93%	0%	1%	1%	4%	0%	С	0.134	Α		30000	A
	Combined Traffic Estimates for 2 Parallel			A	94%	0%	1%		4%	0%	С	0.100	Α	0.665	62000	A

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

			Oity	oi Fortsiii	ioutii												
Route	Jurisdictio	an	Longth	AADT	ο.	4Tiro	Duo		Tru	ıck		QC	K	OK	Dir	AAWDT	$\circ$
noute	Junsaich	ווע	Lengin	AADI	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
West ALT	From	ı:	SR 33	7 Portsmout	h Blvd												
264)(460)	City of Portsmouth	(Maint: 64)	0.84	29000	G	93%	0%	1%	1%	4%	0%	F	0.118	F		32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	51000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.679	60000	G
	7-																-
West ALT	From		USI	7 Frederick	Blvd												
(264)(460)	City of Portsmouth	(Maint: 64)	0.55	32000	G	93%	0%	1%	1%	4%	0%	F	0.118	F		35000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	67000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.591	73000	G
	To	2		South St													
West ALT	From											_		_			_
(264)(460)	City of Portsmouth		1.17	31000	G	93%	0%	1%	1%	4%	0%	F	0.107	F		33000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	64000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	68000	G
	To		SR 1	41 Effingha	ım St												
West ALT	rom City of Dortomouth	(Maint: C4)				93%	00/	10/	10/	40/	00/	_	0.000	Α		42000	_
264 460 Elizabeth Rive		'	0.45	39000	G		0%	1%	1%	4%	0%	_	0.099			43000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this			G	94%	0%	1%	1%	4%	0%	F	0.099	Α	0.502	91000	G
	10	0.	V	VCL Norfol	k												
West	From	r:		I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64)	0.17	2400	G								0.087	F		2400	G
	To	0.	124-854	0 E, Greenv	wood Dr												
West	From	i:		I-264 West													
(264)Ramp	City of Portsmouth	(Maint: 64)	0.27	3000	G								0.103	F		3000	G
	То	): 	124-854	0 W, Green	wood D												
West	From	ı:		I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64)	0.20	8900	G			-					0.084	F		8900	G
	То	00	SR 2	39 Victory	Blvd												
West ALT	From	ı.		I-264 West													
264 (460) Ramp	City of Portsmouth	(Maint: 64)	0.37	4100	G								0.1	F		4100	G
204/490	To		SR 337	W, Portsmo	uth Blvd	[											
West	From	12		I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64)	0.25	11000	G								0.096	F		11000	G
264) 1 (211)	To	(Mant. 04)		N, Frederic									0.000	•		11000	G
	T																
West	City of Portsmouth	(Maint: C4)		I-264 West									0.000	F		22222	_
Ramp	City of Portsmouth	(Mairit. 64)	0.02	22000	G								0.098	Г		22000	G
West	To From	I-2	64 West E	Exit 7B Ram	p to Cou	ırt St											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.07	NA									NA			NA	
204)	Те	×		Bart St													
Most	From	1	I 264 W-		to Dom	C+		<u> </u>									
West (264) Ramp	City of Portsmouth		0.18	st 7A Ramp <b>NA</b>	io bart	31							NA			NA	
264 1141119	To To To To	(Maille 04)	0.10	Court St									11/7			INA	
	From	<u> </u>		L Chesapea		0000	0-1		051	061	051	_	0.000	_	0.5	07000	_
937 Portsmouth Blvd	City of Portsr		0.34	25000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.541	27000	G
<u> </u>	To		Ho	dges Ferry	Rd												

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
_	From:	Hodges Fe	rry Rd												
337)Portsmouth Blvd	City of Portsmouth	0.60 <b>2100</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.574	23000	G
$\smile$	To	Elmhurst	Lane												
337)Portsmouth Blvd	City of Portsmouth	1.17 1900		99%	0%	1%	0%	0%	0%	С	0.085	F	0.611	20000	G
	To	SR 239 Victo	oes Dlyd												
337)Portsmouth Blvd	City of Portsmouth	0.23 <b>1300</b>		99%	0%	1%	0%	0%	0%	F	0.082	F	0.617	14000	
337)	To						-,-	• , •							
ALT	From:	US 58, ALT US 46	0 Airline B												
337)(460) Portsmouth Blvd	City of Portsmouth	0.10 <b>1300</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.581	14000	(
	To	ALT SR 337 T	urnpike Rd												
ALT 337)(460) Portsmouth Blvd	City of Portsmouth	0.16 <b>1100</b>		99%	0%	1%	0%	0%	0%	F	0.083	F	0.616	12000	(
Portsmouth Blvd	City of Portsmouth	Ramp to I-		99%	076	170	0%	076	0%	Г	0.063	Г	0.010	12000	
ALT	From:	Ramp to I-264 E; Funct		Change											
337)(460) Portsmouth Blvd	City of Portsmouth	0.29 1100		99%	0%	1%	0%	0%	0%	Ν	0.083	F	0.616	12000	1
	To	Ramp From I-26	4 E 110 460	0											
9337)Portsmouth Blvd	City of Portsmouth	0.98 <b>1200</b>		96%	1%	1%	1%	1%	0%	F	0.087	F	0.542	14000	(
337)1 Ortsmouth Biva	Oity of Fortsmouth			30 70	1 /0	1 /0	1 /0	1 /0	0 70	•	0.007	•	0.542	14000	`
	From:	Deep Cree		000/	40/		40/	40/	201				0.005	0.1.0.0	
Portsmouth Blvd	City of Portsmouth	0.17 <b>750</b> 0	) G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.625	8100	(
	To: From:	ALT US 17 Fre													
937) Portsmouth Blvd	City of Portsmouth	0.79 <b>880</b> 0		96%	1%	1%	1%	1%	0%	С	0.122	F	0.763	9500	(
	To:	US 17 Eln													
337)Elm Ave	City of Portsmouth	US 17 Portsm 0.32 <b>670</b> 0		96%	1%	1%	1%	1%	0%	F	0.104	F	0.522	7300	(
337 Elli Ave	Tx.	US 17 George Washin			1 /0	1 /0	1 /0	1 /0	0 /6	'	0.104	'	0.522	7300	•
	From:	US 17 George Washing													
337)Elm Ave	City of Portsmouth	0.72 <b>540</b> 0		96%	1%	1%	1%	1%	0%	F	0.121	F	0.616	5900	(
	Τα	SR 239 Victo	ory Rlyd												
337)Elm Ave	City of Portsmouth	0.23 <b>820</b>	•	93%	1%	1%	2%	4%	0%	F	0.149	F	0.546	8900	(
337)=	any arrantament.				. , ,		_,,	.,0	0,0	•	00	•	0.0.0	0000	
Flm Ave	City of Dortomouth	Burtons Po		020/	10/	10/	2%	40/	00/	С	0.16	F	0.500	0000	(
337 Elm Ave	City of Portsmouth	0.32 <b>790</b> 0 WCL Ches		93%	1%	1%	2%	4%	0%	C	0.16	Г	0.533	8600	(
			•												
East ALT	City of Doubons who (Mainty CA)	SR 337 E, Ports									0.077	_		0700	,
337 460 Ramp	City of Portsmouth (Maint: 64)	0.57 3700									0.077	F		3700	(
		I-264 E													
West	From:	SR 337 W, Ports		1							0.000	_		1500	
Ramp	City of Portsmouth (Maint: 64)	0.17 <b>150</b> 0									0.099	F		1500	(
	"	I-264 W													
ALT	From:	SR 337 Portsn								_		_		0.105	
337)Turnpike Rd	City of Portsmouth	1.05 3200		85%	1%	1%	3%	10%	0%	F	0.085	F	0.513	3400	(
~	To:	US 17 Freder	rick Blvd												

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

					4			Trι	ıck		-00	K	014	Dir	4 4 14/DT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT 337)Turnpike Rd	City of Portsmouth	US 1	7 Frederick I 11000	Blvd <b>G</b>	85%	1%	1%	3%	10%	0%	_	0.083	_	0.623	12000	G
Turnpike Rd	City of Portsmouth			G	63%	170	1%	3%	10%	0%	Г	0.083	Г	0.623	12000	G
ALT	From:		Howard St													
Turnpike Rd	City of Portsmouth	0.54	9400	G	85%	1%	1%	3%	10%	0%	С	0.083	F	0.603	10000	G
<u> </u>	From:		Harbor Dr Cassell Ave													
337)Harbor Dr	City of Portsmouth	0.05	4600	G	96%	0%	0%	1%	3%	0%	F	0.097	F	0.552	4900	G
ALT	To: From:		County St													
Harbor Dr	City of Portsmouth	0.11	5800	G	96%	0%	0%	1%	3%	0%	F	0.086	F	0.583	6200	G
	Tot		High St													
<u>NLT</u> 137)Harbor Dr	City of Portsmouth	0.24	13000	G	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	14000	G
337) Harbor Br	To:	0.21	US 58		0070	1 70		070	1070	070	•	0.007	•	0.007	1 1000	
LT	From:	EC	L Chesapeal	ke												
460 (58) Airline Blvd	City of Portsmouth	0.29	12000	G	96%	2%	1%	0%	2%	0%	F	0.082	F	0.529	14000	G
ALT	To: From:	G	reenwood Di	r												
460 58 Airline Blvd	City of Portsmouth	0.20	12000	G	96%	2%	1%	0%	2%	0%	F	0.078	F	0.580	13000	G
<del>~~~</del>	To:	E	lmhurst Lane	•			<b>—</b> —									
ALT 160 ( 58 ) Airline Blvd	City of Portsmouth	1.30	10000	G	96%	2%	1%	0%	2%	0%	F	0.079	F	0.571	11000	G
$\sim$	та		CTORY BLV													
ALT 160 (58) Airline Blvd	City of Portsmouth	0.28	13000	G	96%	2%	1%	0%	2%	0%	F	0.078	F	0.587	14000	G
Airline Blvd	Oity of Fortsmouth				30 /6	2 /0	1 /0	0 /6	2 /0	0 /6	•	0.076	'	0.507	14000	
ALT	From:		S 58, SR 337								_		_			
Portsmouth Blvd	City of Portsmouth	0.10	13000	G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.581	14000	G
LT	To: From:	ALT SI	R 337 Turnpi	ike Rd												
Portsmouth Blvd	City of Portsmouth	0.16	11000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.616	12000	G
ALT	To: From:		I-264													
Portsmouth Blvd	City of Portsmouth	0.29	11000	N	99%	0%	1%	0%	0%	0%	Ν	0.083	F	0.616	12000	Ν
	To:		Γ 337 & I-26 337 TO RT 2													
ALT 460 (337) Ramp	City of Portsmouth (Maint:		55/ TU KT 2	204	See	VA 33	7 for dir	ectional	traffic v	olume e	estima	ates for th	nis se	ament.		
$\sim$	To:	I-264-	E FROM RT													
LT	City of Portsmouth (Maint:		Γ 337 & I-26	4	90	0 1 264	for dire	otional t	roffic w	olumo oc	timat	es for thi	c coo	mont		
60 264	Combined Traffic Estimates for 2 Parallel Roadw		51000	G	94%	0%	1%	1%	4%	0%	F	0.08	s seg F	0.679	60000	G
	Tal		7 Frederick I		0.70			. , ,	. , ,							`
ALT	City of Doutomouth (MA-i-ty		, TTOUCHER I	DIVU	0-	0 1 064	for dir-	otional :	roffic	olumo sa	tim c	oo for the	0.000	mont		
160 264	City of Portsmouth (Maint: Combined Traffic Estimates for 2 Parallel Roadw		67000	G	Se 94%	e 1-264 0%	for dire	ctional t 1%	raffic vo	olume es 0%	stimai F	es for thi 0.090	s seg F	ment. 0.591	73000	G
	Tax	•	ep Creek Bly		J4 70	U 7/0	1 70	1 70	4-70	U 70	Г	0.090	Г	0.591	13000	G

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:		ep Creek B	lvd		100										
460 (264)	City of Portsmouth (Maint	•			Se	e I-264		ectional	raffic vo	olume es	stimat	es for thi	s seg			
$\sim$ $\circ$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	64000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	68000	G
ALT	Too From:	SR 1	41 Effingha	m St												
ALT 460 (264) Elizabeth River	r Downtown Tunnel City of Portsmouth (Main	:: 64) 0.87			Se	e I-264	I for dire	ectional	raffic vo	olume es	stimat	es for thi	s sen	ıment		
460 264 Elizabeth River	Combined Traffic Estimates for 2 Parallel Roads	- ,	84000	G	94%	0%	1%	1%	10/ ₋	∩o⁄_	F	0.090	Δ	0.502	91000	G
	Tax		CL Norfol		34 /6	0 76		1 /0	4 /0	0 /6	•	0.030	^	0.502	31000	u
ALT.	From															
ALT Ramp	City of Portsmouth (Main		-W TO RT	331	So	no I-26/	L for dire	octional	raffic ve	duma a	etimat	es for thi	c con	ımant		
460 (264) Hallip	Tra		7 FROM R	т 264	36	E 1-204	r ioi dire	clional	ianic vo	nume es	suma	65 101 1111	s seg	illelit.		
ALT	From:		Portsmout													
460 264	City of Portsmouth (Main				Se	e I-264	for dire	ectional	raffic vo	olume es	stimat	es for thi	s seg	ment.		
(\$0)20.)	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	51000	G	94%	0%	1%	1%	4%	0%	F	80.0	F	0.679	60000	G
	To	US 1	7 Frederick	Blvd												
ALT	City of Portsmouth (Maint	:: 64) 0.55			Se	ا م	l for dire	ctional	raffic vo	duma as	etimat	es for thi	e e e e	ıment		
460 (264)	Combined Traffic Estimates for 2 Parallel Roads	,	67000	G	94%	0%	1%	1%	/10/	00/	E	0.090	3 30g	0.591	73000	G
	Combined Traine Estimates for 21 arailer floads				34 /6	0 76	1 /0	1 /0	4 /0	0 /6	•	0.030	'	0.551	73000	u
ALT	To: From:	De	ep Creek B	lvd												
460 (264)	City of Portsmouth (Maint	: 64) 1.17			Se	e I-264	for dire	ectional	raffic vo	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	64000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.577	68000	G
	To	SR 1	41 Effingha	m St												
ALT Elizabeth Bivor	r Downtown Tunnel City of Portsmouth (Maini				90	o 1 26/	l for dire	octional :	roffic ve	dumo or	stimat	es for thi	c coo	ımont		
460 264 Elizabeth River	,	,	0.4000	_					10/	nullie es	siiiidl F		ააცე		01000	0
-	Combined Traffic Estimates for 2 Parallel Road			G	94%	0%	1%	1%	4%	υ%	F	0.099	А	0.502	91000	G
	10.	V	VCL Norfol	K												

						City of	Portsmou	וווג								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	• · ·	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
(F154) Liberty St	0.40	9	R			De	ead End				0.22	F	0.556	NA		04/06/2018
,		To				Taz	ewell St									
		From				Mt V	ernon Ave									
(1) Bayview Blvd	0.21	390	G	99%	0%	1%	0%	0%	0%	С	0.104	F	0.643	430	G	2018
		- 10					auqua Ave									
(8516) Cedar Lane	0.42	820	G			124-8525	River Shore	e Rd			0.152	F	0.636	890	G	2018
(8516) Cedar Lane	0.12	To	Ŭ			De	ad End					•	0.000	000	ŭ	2010
		From				ECI	L Suffolk									
(8520) Towne Point Rd	0.71	9900	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.566	11000	G	2018
		To From				Twin	Pines Rd									
8520 Towne Point Rd	0.13	23000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.519	25000	G	2018
<u> </u>		To From				SR 164	Western Fv	vy								
(8520) Towne Point Rd	0.31	20000	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.521	22000	G	2018
		To	1				Chesapeake	;								
Portsmouth Blvd	0.34	5500	G	99%	0%	1%	lm Ave 0%	0%	0%	F	0.146	F	0.759	6000	G	2018
Portsmouth Blvd	0.54	3300		33 /6	0 76			0 76	0 /6	'	0.140	'	0.755	0000	u	2010
Portsmouth Blvd	0.55	4000 From	G	99%	0%	1%	ngham St 0%	0%	0%	С	0.142	F	0.808	4300	G	2018
Portsmouth Blvd	0.55	<b>4000</b>	Ť	33 /0	0 70		enter Pkwy	0 70	0 70		7	•	0.000	4000	a	2010
		From	1				n Point Rd									
(8523) Twin Pines Rd	0.90	9100	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.567	9900	G	2018
		To				Swar	nnanoa Dr									
(8523) Twin Pines Rd	0.51	3500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.561	3800	G	2018
		To From				Twir	Pines Rd									
(8523) Twin Pines Rd	0.12	3500	N	98%	1%	1%	0%	0%	0%	N	0.096	F	0.561	3800	Ν	2018
		To From				Hed	gerow Cir				$\supset \vdash$					
(8523) Hedgerow Ln	0.28	1300	G	98%	1%	1%	0%	0%	0%	F	0.129	F	0.554	1400	G	2018
		То					Shore Rd									
(8524) Churchland Blvd	0.09	13000	G	99%	1%	ECL 0	Chesapeake 0%	0%	0%	F	0.097	F	0.557	14000	G	2018
(8524) Churchland Blvd	0.09	13000 To		33 /o	1 /0		Norfolk Rd		0 /6	-	0.097	•	0.557	14000	G	2010
		From				Churc	hland Blvd									
W Norfolk Rd	0.11	3200	G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.536	3500	G	2018
		From					Neck Rd									
W Norfolk Rd	1.05	5300	G	99%	1%	0%	0%	0%	0%	С	0.094	F	0.594	5700	G	2018
	=	From		001			dar Lane	0-1	<b>6</b>	_	<u> </u>	_	0 == :			
8524 W Norfolk Rd	1.47	3800	G	99%	1%	0%	0%	0%	0%	F	0.129	F	0.754	4100	G	2018
		From		0651	4-1		Western Fv		001				0.670	0=0		0010
W Norfolk Rd	0.46	250 To	G	99%	1%	0%	0% adway St	0%	0%	F	0.136	F	0.672	270	G	2018
		From	1													
8525) Sterling Point Rd	0.38	1400	G	98%	1%	1%	dist Drive 0%	0%	0%	F	0.101	F	0.534	1500	G	2018
0020)		To	_		. , •		ligh St	- / -	- / 0	•		•		. 500		
(8525) Cedar Lane	1.18	10000	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.528	11000	G	2018
		То				West 1	Norfolk Rd						-		-	
Codarla	0.00	From	<u> </u>	000/	10/		orfolk Rd	09/	00/	F	0.106	_	0 604	15000	6	2010
(8525) Cedar Ln	0.23	14000	G	98%	1%	1%	0%	0%	0%	F	0.126	F	0.694	15000	G	2018
Codorla	0.47	From	<u> </u>	000/			estern Free		00/		0.102	Г	0.510	0500	-	2010
(8525) Cedar Ln	0.47	8700 To	G	98%	1%	1% River	0% Shore Rd	0%	0%	F	0.103	F	0.518	9500	G	2018
		From				Ceo	dar Lane									
8525) River Shore Rd	0.11	7600	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.585	8300	G	2018
$\overline{}$		To	1			Oak	thurst Rd									

						City of Ports									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Portsmouth		From				0.11	<b>7</b> .1								
River Shore Rd	0.85	3400	G	98%	1%	Oakhurst 1% 0%		0%	F	0.084	F	0.543	3700	G	2018
8525) River Snore Rd	0.03	3 <b>-100</b>	<del>~</del>	30 /6	1 /0	Hedgerow		0 /6	-	0.004	•	0.545	3700	ч	2010
		From								+					
Chautaugua Ava	0.50			97%	0%	Cul-d-Sa 1% 19		00/	F	0.099	F	0 600	1000	G	2010
Chautauqua Ave	0.58	940	G	97%	0%	1% 19	6 1%	0%	Г	0.099	Г	0.688	1000	G	2018
		From				Clevelano	l St								
S ₅₂₆ Chautauqua Ave	0.12	1600	G	97%	0%	1% 19	6 1%	0%	С	0.087	F	0.58	1700	G	2018
$\mathcal{O}$		To	-			Detroit	St								
S526) Chautauqua Ave	0.14	1100 From	G	97%	0%	1% 19		0%	F	0.095	F	0.5	1200	G	2018
3326)	• • • • • • • • • • • • • • • • • • • •													-	
		From	<u> </u>			Wesley					_				
Chaltauqua Ave	0.26	890	G	97%	0%	1% 19	6 1%	0%	F	0.078	F	0.684	970	G	201
<u> </u>		To	<u> </u>			Bayview I	Blvd								
		From	d			West Norfo	lk Rd								
Churchland Blvd	0.13	9900	G	98%	0%	1% 0%	6 0%	0%	F	0.097	F	0.502	11000	G	201
		т-								_					
Observable and Blad	0.07	From	<u> </u>	000/	00/	Tyre Neck		00/	_	2000		0.504	40000		004
Churchland Blvd	0.27	9300	G	98%	0%	1% 0%		0%	С	0.099	F	0.501	10000	G	201
		To	<u>ш</u>			High St U	S 17								
_		From				NCL Chesa	peake								
Tyre Neck Rd	0.24	9600	G	99%	0%	0% 0%	6 0%	0%	F	0.097	F	0.608	10000	G	201
<u> </u>		To				IE.al. C	t								
Tyro Nock Pd	0.10	4900 From	G	99%	0%	High S		00/	С	0.094	F	0.500	5300	G	201
Tyre Neck Rd	0.18	4900	G	99%	0%	0% 0%	6 U%	0%	C	0.094	Г	0.522	5300	G	201
<u> </u>		To From				Churchland	Blvd			_					
Tyre Neck Rd	0.09	3100	G	99%	0%	0% 0%	6 0%	0%	F	0.104	F	0.506	3400	G	201
$\mathcal{L}$		То				W Norfolk	Rd								
		From													
Hatton Pt Rd	0.56	2500	G	99%	0%	Cedar La		Λο/	F	0.1	F	0.628	2700	G	201
Hatton Pt Hd	0.56	2000 To		99%	076	0% 0%		0%	F		Г	0.020	2700	G	201
						Goff S									
		From				High S									
Western Branch Blvd	0.58	4600	G	97%	1%	1% 0%	6 0%	0%	F	0.094	F	0.578	5000	G	201
$\smile$		To				High S	t								
Hartford St	1.00	2800 From	G	97%	1%	1% 0%		0%	С	0.093	F	0.529	3100	G	201
Hartford St	1.00	<b>2000</b> To	<u> </u>	01 /0	1 /0	Mt Vernon		0 70			•	0.020	0100	ď	201
<u> </u>		From				Victory B					_			_	
Elmhurst Ln	1.41	3600	G	97%	1%	1% 0%	6 0%	0%	F	0.085	F	0.547	3900	G	201
<u> </u>		To	-			Garwood									
8537) Elmhurst Ln		From					Ave								
5557) =	0.18	3500		97%	1%			0%	F	0.094	F	0.658	3800		201
	0.18	3500	G	97%	1%	1% 0%	% 0%	0%	F	0.094	F	0.658	3800	G	201
		To From	G			1% 0% Airline B	% 0%								
Elmhurst Ln	0.18	3500 From 6900		97% 97%	1%	1% 0%	% 0%	0%	F C	0.094	F F	0.658 0.506	3800 7500	G G	
Elmhurst Ln		6900 To	G G			1% 09  Airline B  1% 09	% 0% lvd % 0%								
	0.71	From 6900	G G	97%	1%	1% 0%  Airline B  1% 0%  Cherokee	% 0%  lvd % 0%  Rd	0%	С	0.095	F	0.506	7500	G	201
		6900 To	G G			1% 09  Airline B 1% 09  Cherokee 1% 09	% 0%   vd   % 0%   Rd   % 0%								201
9537 Elmhurst Ln	0.71	6900  To From 6700	G G G	97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth	% 0%    vd    % 0%    Rd    % 0%    Blvd	0%	C F	0.095	F F	0.506 0.561	7500 7300	G G	201
Elmhurst Ln	0.71	From 6900	G G	97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09	% 0%    vd    % 0%    Rd    % 0%    Blvd	0%	С	0.095	F	0.506	7500	G	201
Elmhurst Ln	0.71	6900  To From 6700	G G G	97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth	/6 0%  vd   /6 0%  Rd   /6 0%  Blvd   /6 0%	0%	C F	0.095	F F	0.506 0.561	7500 7300	G G	201
Elmhurst Ln	0.71	6900  To From 6700	G G G	97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth 1% 09  Shore D	/6 0%    Note	0%	C F	0.095	F F	0.506 0.561	7500 7300	G G	201
Elmhurst Ln  6537) Elmhurst Ln	0.71 0.31 0.89	6900  To From From 5300  To From From From From From From From Fro	G G G	97% 97% 97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth 1% 09  Shore E  Hodges Fer	/6 0% lvd /6 0% Rd /6 0% Blvd /6 0% or	0% 0% 0%	C F	0.095 0.097 0.096	F F	0.506 0.561 0.52	7500 7300 5700	G G G	201 201 201
Elmhurst Ln  Sharp Elmhurst Ln  Charples Rd	0.71	6900  From From From From 5300  To T	G G G	97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth 1% 09  Shore E Hodges Fer 1% 09	/6 0%    Note	0%	C F	0.095	F F	0.506 0.561	7500 7300	G G	201 201 201
Elmhurst Ln  Sharp Elmhurst Ln	0.71 0.31 0.89	6900 To From 5300 To Samuel To	G G G G	97% 97% 97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth 1% 09  Shore E  Hodges Fer 1% 09  City Park	% 0%   0%   0%   0%   0%   0%   0%   0%	0% 0% 0%	C F	0.095 0.097 0.096	F F	0.506 0.561 0.52	7500 7300 5700	G G G	201 201 201
Elmhurst Ln  S537 Elmhurst Ln  G538 Cherokee Rd	0.71 0.31 0.89	6900  To From 5300  To From 3800  To From 5	G G G G	97% 97% 97%	1%	Airline B 1% 09 Cherokee 1% 09 Portsmouth 1% 09 Shore D Hodges Fer 1% 09 City Park Constitution	/6 0%  Rd /6 0%  Rd /6 0%  Blvd /6 0%  Or  ry Rd /6 0%  Ave	0%	C F F	0.095 0.097 0.096 0.095	F F F	0.506 0.561 0.52 0.508	7500 7300 5700 4200	G G G	201 201 201 201
Elmhurst Ln  S537 Elmhurst Ln  G538 Cherokee Rd	0.71 0.31 0.89	6900 To From 5300 To Samuel To	G G G G	97% 97% 97%	1%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth 1% 09  Shore E  Hodges Fer 1% 09  City Park	/6 0%  Rd /6 0%  Rd /6 0%  Blvd /6 0%  Or  ry Rd /6 0%  Ave	0% 0% 0%	C F	0.095 0.097 0.096	F F	0.506 0.561 0.52	7500 7300 5700	G G G	201 201 201 201
Elmhurst Ln  S537 Elmhurst Ln  G538 Cherokee Rd	0.71 0.31 0.89	5300 To From 1500	G G G G G	97% 97% 97%	1%	Airline B 1% 09 Cherokee 1% 09 Portsmouth 1% 09 Shore E Hodges Fer 1% 09 City Park Constitution	/6 0%    Note	0%	C F F	0.095 0.097 0.096 0.095	F F F	0.506 0.561 0.52 0.508	7500 7300 5700 4200	G G G	201a 201a 201a 201a
Elmhurst Ln  3537 Elmhurst Ln  3538 Cherokee Rd  3539 County St	0.71 0.31 0.89 0.67	5300 To From 1500	G G G G G	97% 97% 97% 97%	1% 1% 1% 1% 0%	Airline B 1% 09 Cherokee 1% 09 Portsmouth 1% 09 Shore E Hodges Fer 1% 09 City Park Constitution 1% 29 Peninsula	/6 0%  Ivd /6 0%  Rd /6 0%  Blvd /6 0%  Or  ry Rd /6 0%  Ave  A Ave /6 0%  Ave	0% 0% 0%	C F F F	0.095 0.097 0.096 0.095	F F F	0.506 0.561 0.52 0.508	7500 7300 5700 4200	G G G	201 201 201 201 201
Elmhurst Ln  B537 Elmhurst Ln  Cherokee Rd  County St	0.71 0.31 0.89	5300 To From 1500	G G G G G	97% 97% 97%	1%	Airline B 1% 09 Cherokee 1% 09 Portsmouth 1% 09 Shore E Hodges Fer 1% 09 City Park Constitution	/6 0%  Ivd /6 0%  Rd /6 0%  Blvd /6 0%  Or  ry Rd /6 0%  Ave  A Ave /6 0%  Ave	0%	C F F	0.095 0.097 0.096 0.095	F F F	0.506 0.561 0.52 0.508	7500 7300 5700 4200	G G G	201 201 201 201 201
Elmhurst Ln  S537 Elmhurst Ln  S538 Cherokee Rd  County St  County St	0.71 0.31 0.89 0.67 0.40	5300 To From 1500 To From 2200 To From 2200	G G G G G G	97% 97% 97% 97% 97%	1% 1% 1% 1% 0%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth 1% 09  Shore I  Hodges Fer 1% 09  City Park  Constitution 1% 29  Peninsula 1% 29  Elm Av	/6 0%  Rd /6 0%  Blvd /6 0%  Blvd /6 0%  Orr  ry Rd /6 0%  Ave /6 0%  Ave /6 0%  Ave /6 0%	0% 0% 0% 0%	C F F F C	0.095 0.097 0.096 0.095 0.091	F F F	0.506 0.561 0.52 0.508 0.616 0.564	7500 7300 5700 4200 1600 2400	G G G G	2018 2018 2018 2018 2018
Elmhurst Ln  ES37 Elmhurst Ln  ES38 Cherokee Rd  ES39 County St	0.71 0.31 0.89 0.67	5300 To From 1500 2200	G G G G G	97% 97% 97% 97%	1% 1% 1% 1% 0%	1% 09  Airline B 1% 09  Cherokee 1% 09  Portsmouth 1% 09  Shore E  Hodges Fer 1% 09  City Park  Constitution 1% 29  Peninsula 1% 29	/6 0%  Rd /6 0%  Blvd /6 0%  Blvd /6 0%  Orr  ry Rd /6 0%  Ave /6 0%  Ave /6 0%  Ave /6 0%	0% 0% 0%	C F F F	0.095 0.097 0.096 0.095	F F F	0.506 0.561 0.52 0.508	7500 7300 5700 4200	G G G	2018 2018 2018 2018 2018 2018 2018 2018

County St   0.34   2500   G   94%   4%   2%   0%   0%   0%   C   0.114   F   0.716   2700   G   201							City of Portsm	outh								
First-plane	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
County St	City of Portsmouth															
Country St	O 0	0.04		<u> </u>	0.40/	40/			00/			_	0.740	0700	_	0010
Country St   0.16   2300   G   34%   24%   24%   24%   24%   34%   24%   34%   24%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%   34%	8539 County St	0.34	2500	G	94%	4%	2% 0%	0%	0%	C	0.114	F	0./16	2/00	G	2018
Carefuel St	<u> </u>		To				Court St									
Clearford S   Statement   Clearford S   St	8539 County St	0.16	2300	G	94%	4%	2% 0%	0%	0%	F	0.099	F	0.744	2500	G	2018
Postpanion   Pos			To	:			Crawford St									
March   Hodges Ferry Rd			From					D 227								
Logan St	Hodgos Forny Pd	0.20			00%	<b>N</b> 9/			Λο/		0.001	_	0.55	7200	G	2010
Modges Ferry Rd	110dges 1 erry 11d	0.20	0000		33 70	0 70	070 070	0 70	0 70	'	0.001	'	0.55	7000	ч	2010
Chemister Rd			To From				Logan St									
Hodges Ferny Rd	8540) Hodges Ferry Rd	0.26	5800	G	99%	0%	0% 0%	0%	0%	F	0.088	F	0.506	6300	G	2018
Hodges Ferny Rd	$\mathcal{L}$		To				Charakaa Pd	1								
See   Greenwood Dr   0.57   16000   G   99%   0%   0%   0%   0%   0%   0%   F   0.082   F   0.594   18000   G   201	Hodgos Forny Pd	0.76	From		00%	<b>N</b> 9/			Λο/		0.097	_	0.517	6000	G	2010
Sept   Greenwood Dr   0.57   16000   G   99%   0%   0%   0%   0%   0%   0%   0	1 louges I elly Hu	0.70	0300	G	33 /o	0 /6	076 076	0 /6	0 /6	O	0.007	'	0.517	0900	G	2010
Seed   Greenwood Dr	<u> </u>		To From				Airline Blvd									
1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.364   1.36	Greenwood Dr	0.57	16000	G	99%	0%	0% 0%	0%	0%	F	0.082	F	0.594	18000	G	2018
Seed   Greenwood Dr   0.80   14000   G   97%   1%   2%   0%   0%   0%   F   0.087   F   0.55   16000   G   201			т.				* * * * * * * * * * * * * * * * * * * *									
Cavaller Bhd   Cava	O	0.00	From	<u> </u>	070/	40/		00/	00/		0.007		٥.	40000		0040
Seab   Greenwood Dr	Greenwood Dr	0.80	14000	G	97%	1%	2% 0%	0%	0%	F	0.087	F	0.55	16000	G	2018
Seab   Greenwood Dr	<u> </u>		To				Cavalier Blvo	i								
Victory Blvd   Set   S	Greenwood Dr	0.63	10000	G	97%	1%			0%	F	0.085	F	0.541	11000	G	2018
Section   Company   Comp	0340)															
Independence St			From													
Seed   Greenwood Dr   0.36   4300   G   97%   1%   2%   0%   0%   0%   F   0.111   F   0.523   4700   G   201	₈₅₄₀ ) Greenwood Dr	1.05	4300	G	97%	1%	2% 0%	0%	0%	С	0.1	F	0.534	4700	G	2018
Seed   Greenwood Dr   0.36   4300   G   97%   1%   2%   0%   0%   0%   F   0.111   F   0.523   4700   G   201	$\bigcirc$		To				Independence	St								
Seed   Greenwood Dr   0.50   3200   G   97%   1%   2%   0%   0%   0%   0%   0%   0%   0	Greenwood Dr	0.36			97%	1%			0%	F	0 111	F	0 523	4700	G	2018
See   Greenwood Dr   0.50   3200   G   97%   1%   2%   0%   0%   0%   F   0.099   F   0.532   3500   G   201	3540) Greenwood Di	0.50	4300	u	31 /6	1 /0	2/6 0/6	0 /6	0 /6	'	0.111	'	0.525	4700	ч	2010
George Washington Hwy			To From				Deep Creek Bl	vd								
Company   Comp	Greenwood Dr	0.50	3200	G	97%	1%	2% 0%	0%	0%	F	0.099	F	0.532	3500	G	2018
Seed   Ramp   0.19   3300   G			To				George Washington	n Hwy								
Seed   Ramp   0.19   3300   G	Fact		From			1	24 9540 E. Craamy	and Da								
Seed   Park Ave   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.5	$\sim$	0.10					124-6340 E, GIECHW	700u Di			0.005	_		2200	C	2010
Traing   124-8540 E, Greenwood Dr	8540) Hamp	0.19	3300 _{To}				1.064.337				0.003	'		3300	G	2010
NA			-	1			1-204 West									
Nest   124-8540   Greenwood Dr	East					1	24-8540 E, Greenw	ood Dr								
Note   124-8540 Greenwood Dr	Ramp	0.24	NA								NA			NA		
Name	$\bigcirc$		To				I-264 East									
Name	Most		From	:			124 9540 Graanwa	od Dr								
Nest   1248540 W, Greenwood Dr   1248540 W		0.10					124-6340 Greenwe	ou Di			NΙΛ			NΙΛ		
Nest   124-8540   N, Greenwood Dr   124-854	8540) hamp	0.10					****				- INA			INA		
Samp   Color   Color			10	1			1-264 East									
To	<b>V</b> est		From			1	24-8540 W, Greenv	vood Dr								
Second Fairway   Since   Sin	8540) Ramp	0.21	2000	G							0.112	F		2000	G	2018
Second Fairway   Seco			To	:			I-264 West									
Second Fairway   Seco			From				Chandlas Hassas	. D.,								
Hodges Ferry Rd   US 58 Airline Blvd   US 58 Airl	Coood Fairway	0.30		_	000/	10/			00/		0.107	_	0.714	610	C	2010
City Park Ave   0.79   1900   G   98%   1%   1%   0%   0%   0%   F   0.1   F   0.577   2100   G   201	Silead Fairway	0.30	200		96%	170			0%	U	0.107	Г	0.714	610	G	2016
Second   S			10				Hodges Ferry I	₹d								
SR 337 Portsmouth Blvd   SR 337 Portsmouth B			From				US 58 Airline B	lvd								
SR 337 Portsmouth Blvd   SR 337 Portsmouth B	8543) City Park Ave	0.79	1900	G	98%	1%	1% 0%	0%	0%	F	0.1	F	0.577	2100	G	2018
Gity Park Ave 0.58 4500 G 98% 1% 1% 0% 0% 0% F 0.103 F 0.530 4900 G 201    Colifford St			То				SD 227 D	D1 1								
Clifford St	City Davis Assa	0.50		<u> </u>	000/	10/			00/		0 100		0.500	4000		0010
Clifford St   0.53   7300   G   98%   1%   1%   0%   0%   0%   0%   C   0.102   F   0.56   7900   G   2010	Oity Park Ave	0.58	4500		98%	1%		0%	0%	<u> </u>	0.103	F	0.530	4900	G	2018
Clifford St	<u> </u>		To	1							_					
Powhatan Ave   Powh	Olitta and Ot	0.50		<u> </u>	0001	401			001			_	0.50	7000	_	001
Powhatan Ave	3543) Cilliora St	0.53	7300	<u> </u>	98%	1%			υ%	Ü	0.102	۲	0.56	7900	G	2018
Powhatan Ave 0.26 5800 G 98% 1% 1% 1% 0% 0% 0% F 0.099 F 0.568 6300 G 201  To King St  Powhatan Ave  10.79 6000 G 98% 1% 1% 1% 0% 0% 0% F 0.096 F 0.583 6600 G 201  To Rodman Ave  SR 337 Portsmouth Blvd  From: SR 337 Portsmouth Blvd  10.58 7400 G 99% 0% 0% 0% 0% 0% F 0.086 F 0.516 8000 G 201	<u> </u>		To	1				e								
Second   From   SR 337 Portsmouth Blvd   From   SR 397 Portsmouth Blvd   From   From   SR 307 Portsmouth Blvd   From   SR 307 Portsmouth	O David in the	0.00		<u> </u>	0000	461		001	001			_	0.500	0000	_	
From:   Powhatan Ave   Powhatan Av	₃₅₄₃₎ Powhatan Ave	0.26	5800	G	98%	1%		0%	0%	F	0.099	F	0.568	6300	G	2018
SR 337 Portsmouth Blvd   SR 337 Portsmouth B	$\overline{}$		To								_					
Rodman Ave   SR 337 Portsmouth Blvd   SR 337	O 111 -			<u> </u>								_			_	
SR 337 Portsmouth Blvd   SR 337 Portsmouth B	₈₅₄₃ King St	0.79	6000	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.583	6600	G	2018
Rodman Ave 0.58 <b>7400 G</b> 99% 0% 0% 0% 0% 0% F 0.086 F 0.516 8000 G 201	$\overline{}$		То				Rodman Ave									
Rodman Ave 0.58 <b>7400 G</b> 99% 0% 0% 0% 0% 0% F 0.086 F 0.516 8000 G 201			From	-			SR 337 Portsmouth	n Blvd								
	Rodman Ave	በ 58		G	99%	Nº/ ₂			Ω%-	F	0.086	F	0.516	8000	G	2019
Caronne Ave	5544) 1100111011 7.40	0.00	7-300 To	<u> </u>	00 /0	0 70			0 /0	- 1		•	0.010	0000	J	2010
			10				Caroline Ave	;								

						, -	Ortanio									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
8544) Caroline Ave	0.19	360	G	99%	0%	0%	lman Ave 0%	0%	0%	F	0.124	F	0.533	400	G	2018
<u> </u>		To:				US 58	Airline Blv	ď								
S ₅₄₄ Caroline Ave	1.05	2200	G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.557	2400	G	2018
<u> </u>		To				Shen	andoah St									
_		From				US 58	Airline Blv	ď								
Rodman Ave	0.61	6800	G								0.091	F	0.544	7400	G	2018
$\overline{}$		To				ŀ	ligh St									
$\sim$		From:				Mo	Lean St									
8546 Elliott Ave	1.60	2400	G								0.106	F	0.508	2600	G	2018
<u> </u>		To				Frederic	k Blvd US	17								
$\sim$		From:					Chesapeak									
8547) Deep Creek Blvd	0.21	5300	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.618	5800	G	2018
$\overline{}$		To: From:					litary Rd									
Doon Crook Blud	0.01		<u> </u>	000/	10/		tory Blvd	00/	00/	F		_	0.567	7100	_	2010
Deep Creek Blvd	0.91	6600	G	98%	1%	1%	0%	0%	0%	Г	0.088	F	0.567	7100	G	2018
		From:					nwood Dr									
Deep Creek Blvd	0.27	7500	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.554	8200	G	2018
<u> </u>		To				Wr	ight Ave									
Deep Creek Blvd	0.46	7500 From:	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.577	8100	G	2018
		To				ъ.	4 DI 1				_					
Doop Crook Blvd	0.16	8500 From:	G	98%	1%	1%	nouth Blvd 0%	0%	0%	F	0.079	F	0.542	9300	G	2018
Deep Creek Blvd	0.16	6500	<u> </u>	90%	1 70	1 70	0%	0%	0%	Г	0.079	Г	0.542	9300	G	2010
^		From:					erick Blvd									
Deep Creek Blvd	0.78	6100	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.535	6600	G	2018
<u> </u>		To				Des N	Moines Ave	!								
_		From:				Mt V	ernon Ave									
8548) Wesley St	0.21	450	G	89%	1%	2%	3%	4%	0%	F	0.113	F	0.523	490	G	2018
		To				Chaut	auqua Ave				<u> </u>					
Wesley St	0.12	530 From:	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.632	580	G	2018
,		To:					ee Ave				1					
		From:					ligh St									
Mt Vernon Ave	0.14	3200	G	97%	1%	2%	1%	1%	0%	F	0.094	F	0.599	3500	G	2018
Mt Vernon Ave	0.14	3200		01 70	1 /0			1 70	0 70		0.00+	•	0.000	0000	u	2010
		From:	<u> </u>	.=./			don Blvd				<u> </u>	_	. =			
Mt Vernon Ave	1.21	2600	G	97%	1%	2%	1%	1%	0%	С	0.09	F	0.524	2800	G	2018
<u> </u>		To				Bay	View Blvd									
		From:				Mt V	ernon Ave									
8550 Cleveland St	0.21	2000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.552	2200	G	2018
$\overline{}$		To:				Chaut	auqua Ave				$\neg$ —					
S550 Cleveland St	0.16	3900	G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.519	4300	G	2018
		To				SR 168 N	ML King Fr	wy								
		From:				Effi	ngham St									
8552 London St	0.49	6000	G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.568	6500	G	2018
5552) =5115511 51		To:					wford St								-	
		From														
8553 Peninsula Ave	0.10	500	G	96%	0%	1%	ounty St 1%	1%	0%	F	0.116	F	0.553	540	G	2018
Peninsula Ave	0.10	300		30 70	0 70	1 70	1 /0	1 /0	0 70	'	0.110		0.555	340	ч	2010
<u> </u>		From	<u> </u>				ligh St				_				_	
Peninsula Ave	0.16	2500	G	96%	0%	1%	1%	1%	0%	F	0.105	F	0.552	2700	G	2018
$\smile$		To				<u>S</u> R 141	London Bl	vd								
Peninsula Ave	0.33	2300	G	96%	0%	1%	1%	1%	0%	F	0.090	F	0.583	2500	G	2018
		To					eckie St									
		From:			_		ounty St			•						_
Constitution Ave	0.10	1300	G	97%	1%	2%	0%	0%	0%	F	0.094	F	0.574	1400	G	2018
Constitution Ave	0.10	.500		0.70	. 70			3,0	3 /3	•		•	J.J. T		<u>~</u>	_510
		From:	<u> </u>	0==:	4-1		High St	061	051				0.55.	0000		
8554 Constitution Ave	0.19	2200	G	97%	1%	2%	0%	0%	0%	F	0.094	F	0.574	2300	G	2018
<u> </u>		To				SR 141	London Bl	vd								

Second Constitution Ave   0.37   2100   G   97%   1%   2%   0%   0%   0%   0%   F   0.094   F   0.574   2300   G   2018							City of	Portsmo	outh								
Second Constitution Ave   0.37   2100   G   97%   1%   2½   0%   0%   0%   0%   0%   0%   0%   0	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Constitution Ave 0.37 2100	City of Portsmouth																
Cerebia St   0.06   60   G   97%   1%   2%   0%   0%   0%   0%   F   0.138   F   0.654   60   G   2018	Constitution Avo	0.27			Ω79/	10/				Nº/		0.004	_	0.574	2200	G	2019
Consideration   Consideratio	(8554) Constitution Ave	0.37	Z 100		9770	1 70			076	0%	Г	0.094	Г	0.574	2300	G	2016
Decklock St			From						'e								
Crawford Pkwy	(8554) Leckie St	0.06	60	G	97%	1%	2%	0%	0%	0%	F	0.138	F	0.654	60	G	2018
Crawford Pkwy	<u> </u>		To	-			De	ead End				<u> </u>					
Fort Lane    Common   Common	(8554) Leckie St	0.74		G	97%	1%			0%	0%	F	0.108	F	0.58	560	G	2018
Fort Lane    0.07   1100   G   97%   1%   2%   9%   0%   0%   F   0.203   F   0.848   1200   G   2018	$\cup$		To	:			Fo	ort Lane									
Crawford Pkwy   0.08   2200   G   97%   1%   2%   0%   0%   0%   0%   F   0.132   F   0.757   2400   G   2018	Cont. Long	0.07		<u> </u>	070/	10/			00/	00/		0.000	_	0.040	1000	_	0010
Crawford Pkwy	(8554) FOR Lane	0.07	To		97%	176				0%	Г	0.203	Г	0.848	1200	G	2018
Crawford Pkwy   0.06   2200   G   97%   1%   2%   0%   0%   0%   F   0.132   F   0.757   2400   G   2018			From	E					у								
Crawford Pikwy   0.28   3200   G   97%   1%   2%   0%   0%   0%   F   0.13   F   0.784   3400   G   2018	8554) Crawford Pkwy	0.06	2200	G	97%	1%	2%	0%	0%	0%	F	0.132	F	0.757	2400	G	2018
Crawford Pikwy   0.28   3200   G   97%   1%   2%   0%   0%   0%   F   0.13   F   0.784   3400   G   2018	$\bigcirc$		To				Effi	ngham St				<u> </u>					
Crawford Pkwy	R554) Crawford Pkwy	0.28		G	97%	1%			0%	0%	F	0.13	F	0.784	3400	G	2018
Crawford Pkwy	,		To	_				t Ct				_					
Crawford St   0.10   4900   G   97%   1%   2%   0%   0%   0%   F   0.113   F   0.665   5300   G   2018	Crawford Pkwy	0.35		G	97%	1%			0%	0%	F	0.1	F	0.516	2700	G	2018
Crawford St   0.10   4900   G   97%   1%   2%   0%   0%   0%   F   0.113   F   0.665   5300   G   2018	6554) 6.4	0.00			0.70	. , ,			0,0			<u> </u>	•	0.0.0	_, 00	<u> </u>	_0.0
Sept   Crawford St   0.11   5400   G   97%   1%   2%   0%   0%   0%   F   0.1   F   0.699   5800   G   2018	Crawford St	0.10	4000		079/	10/			00/	09/		0.112		0.665	5200	G	2019
Crawford St	8554) Grawiold St	0.10	4500	_ u	JI /0	1 /0			U /0	U /0	1.	0.113	1.	0.000	5500	G	2010
Section   Country St	Orange of Ot	0.11	From	<u> </u>	070/	40/			00/	00/				0.000	F000		0010
Crawford St	(8554) Crawford St	0.11	5400	G	9/%	1%	2%	0%	0%	υ%		0.1	F	0.699	5800	G	2018
Wythe St	<u> </u>		From									_					
Sost   Washington St   0.57   980   G   97%   1%   2%   0%   0%   0%   0%   F   0.115   F   0.592   1100   G   2018	(8554) Crawford St	0.12	5200	G	97%	1%			0%	0%	С	0.099	F	0.655	5600	G	2018
Second Description St   Seco	<u> </u>		To	1			W	ythe St									
Crawford Pkwy       Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy       Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy       Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy     Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawford Pkwy   Crawfo	<u> </u>																
Sept   Effingham St   0.09   15000   G   99%   0%   0%   0%   0%   0%   0%   0	(8555) Washington St	0.57	980	G	97%	1%				0%	F	0.115	F	0.592	1100	G	2018
			10						у								
South St   St   St   St   St   St   St   St	C F#5	0.00		<u> </u>	000/	00/			00/	00/			_	0.707	10000	^	0040
September   Sept	(8557) Effingham St	0.09	15000	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.767	16000	G	2018
Second   S	<u> </u>		To From	:													
Second   S	(8557) Effingham St	0.20	14000	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.816	15000	G	2018
Second   S			From				Craw	ford Pkw	y								
Second   Ports	(8557) Effingham St	0.09	14000	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.896	15000	G	2018
8558 Elm Ave 0.76 7400 G 99% 0% 1% 0% 0% 0% 0 0 0 0.114 F 0.624 8000 G 2018  8558 Elm Ave 0.03 7400 N 99% 0% 1% 0% 0% 0% 0% N 0.114 F 0.624 8000 N 2018  8558 Elm Ave 0.19 9700 G 99% 0% 1% 0% 0% 0% 0% F 0.114 F 0.543 11000 G 2018  8559 Elm Ave 0.10 11000 G 99% 0% 1% 0% 0% 0% F 0.109 F 0.517 12000 G 2018  8558 Elm Ave 0.11 7800 G 99% 0% 1% 0% 0% 0% F 0.109 F 0.517 12000 G 2018  8559 Elm Ave 0.38 4100 G 99% 0% 1% 0% 0% 0% 0% F 0.114 F 0.519 8500 G 2018  8559 Des Moines Ave 0.59 980 G 97% 1% 1% 0% 0% 0% 0% F 0.105 F 0.595 1100 G 2018  8559 Des Moines Ave 0.07 5000 G 97% 1% 1% 0% 0% 0% 0% F 0.100 F 0.520 5400 N 2018  8559 Des Moines Ave 0.05 5000 N 97% 1% 1% 0% 0% 0% 0% N 0.100 F 0.520 5400 N 2018	$\bigcirc$		To	c			Ent. O	SN. Hospi	tal								
Solution   Solution			From	c			Portsi	mouth Blv	d								
858) Elm Ave 0.03 7400 N 99% 0% 1% 0% 0% 0% N 0.114 F 0.624 8000 N 2018    South St	(8558) Elm Ave	0.76	7400	G	99%	0%	1%	0%	0%	0%	С	0.114	F	0.624	8000	G	2018
South St	<u> </u>		To					I-264				-					
South St	8558 Elm Ave	0.03	7400	N	99%	0%	1%	0%	0%	0%	N	0.114	F	0.624	8000	Ν	2018
8558 Elm Ave 0.19 9700 G 99% 0% 1% 0% 0% 0% F 0.114 F 0.543 11000 G 2018    County St	$\overline{}$		То	-			2.	outh St				<u> </u>					
County St   Coun	8558 Elm Ave	0.19			99%	0%			0%	0%	F	0.114	F	0.543	11000	G	2018
8558 Elm Ave 0.10 11000 G 99% 0% 1% 0% 0% 0% F 0.109 F 0.517 12000 G 2018  8558 Elm Ave 0.11 7800 G 99% 0% 1% 0% 0% 0% F 0.114 F 0.519 8500 G 2018  8558 Elm Ave 0.38 4100 G 99% 0% 1% 0% 0% 0% F 0.137 F 0.833 4400 G 2018  8559 Des Moines Ave 0.59 980 G 97% 1% 1% 0% 0% 0% 0% F 0.105 F 0.595 1100 G 2018  8559 Des Moines Ave 0.07 5000 G 97% 1% 1% 0% 0% 0% 0% C 0.100 F 0.520 5400 G 2018			To														
High St	8558 Elm Ave	0.10	11000	G	99%	0%			0%	0%	F	0.109	F	0.517	12000	G	2018
Solution   Solution		5.10		.—	-0/0					3,0	•		-		500	<u> </u>	
Solution   Solution	Elm Ave	N 11	7800		000/	Nº/			Nº/	00/	F	0.114	F	0.510	8500	G	2010
Second Proof   Seco	(8558) LIIII AVE	0.11	1000	<u> </u>	JJ 70	U-76			U-/o	U 7/0	Г	U.114 ——	r	0.519	0000	G	2010
Columbia   Columbia					0051				000	051				0.655	4.00		06:5
Portsmouth Blvd   Portsmouth	(8558) Elm Ave	0.38			99%	υ%			υ%	0%	F	0.137	F	0.833	4400	G	2018
Des Moines Ave   0.59   980   G   97%   1%   1%   0%   0%   0%   F   0.105   F   0.595   1100   G   2018				1													
Deep Creek Blvd   Deep Creek	O Dan Malana Aus	0.50		<u> </u>	070/	40/				00/			_	0.505	4400	_	0040
Des Moines Ave 0.07 5000 G 97% 1% 1% 0% 0% 0% C 0.100 F 0.520 5400 G 2018    State	(8559) Des Moines Ave	0.59	980	G	9/%	1%	1%	U%	U%	U%	F	0.105	F	0.595	1100	G	2018
(8559) Des Moines Ave 0.05 <b>5000 N</b> 97% 1% 1% 0% 0% 0% N 0.100 F 0.520 5400 N 2018			From														
(8559) Des Moines Ave 0.05 <b>5000 N</b> 97% 1% 1% 0% 0% 0% N 0.100 F 0.520 5400 N 2018	(8559) Des Moines Ave	0.07	5000	G	97%	1%	1%	0%	0%	0%	С	0.100	F	0.520	5400	G	2018
(8559) Des Moines Ave 0.05 <b>5000 N</b> 97% 1% 1% 0% 0% 0% N 0.100 F 0.520 5400 N 2018			To From					I-264				$\Box$					
	(8559) Des Moines Ave	0.05		N	97%	1%			0%	0%	N	0.100	F	0.520	5400	Ν	2018
	$\bigcirc$			:			S	outh St									

Cavalier Bivd   0.68   1000							City of	Portsmo	uth								
Cavalier Bivd   0.68   10000	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Cavalier Blvd   0.68   10000   G   98%   1%   1%   0%   0%   0%   0%   0   077   0.667   11000   G   2018	City of Portsmouth																
Cavaller Blvd   0.83   3000   G   98%   1%   1%   5%   0%   0%   F   0.097   F   0.89   3200   G   2018	(8599) Cavalier Blvd	0.68	10000	G	98%	1%				0%	С	0.097	F	0.667	11000	G	2018
Court St	(8599) Cavalier Blvd	0.83	3000 From	G	98%	1%	1%	0%		0%	F	0.097	F	0.89	3200	G	2018
Guest Lane 0.70 5200 G 98% 17% 19% 0% 0% 0% F 0.086 F 0.578 5700 G 2018      Construct Plant   Street Plant   S			From														
Afton Pkwy   0.28   2400   G   98%   1%   1%   0%   0%   0%   F   0.116   F   0.703   2600   G   2018	(8601) Gust Lane	0.70		G	98%	1%	1%	0%		0%	F	0.086	F	0.578	5700	G	2018
Affion Prkwy			From			Geo		•	w US 17								
Prospect New Year   Pros	8606) Afton Pkwy	0.28	2400	G	98%					0%	F	0.116	F	0.703	2600	G	2018
Afton Pkwy  0.51 1600	,		То				Prospec	et Pkwy G	ap								
Victors   Blood   299   Vict	O											<b>_</b>					
Coast Guard Blwd	(8606) Afton Pkwy	0.51	1600	G	98%	1%				0%	F	0.141	F	0.742	1800	G	2018
Coast Guard Blvd	<u> </u>		То				Victor	y Blvd 239	9								
Main Gare   Main	0 10 15	0.07		<u> </u>	000/	40/				201			_	0.005	0000	_	0010
Garwood Ave   0.17   3100   G   98%   1%   1%   0%   0%   0%   F   0.113   F   0.788   3300   G   2018	(8755) Coast Guard Blvd	0.97	3000 To	G	98%	1%			0%	0%	F	0.147	F	0.885	3200	G	2018
Company   Court St   Company   Court St   Co	_		10														
First   String   St	Convood Ava	0.17		<u> </u>	000/	10/				00/	Г	0.110	г	0.700	2200	C	2010
	(8756) Garwood Ave	0.17	3100 To	<u> </u>	98%	1%			0%	0%	Г	0.113	г	0.788	3300	G	2018
High St   12000   G   98%   1%   1%   0%   0%   0%   F   0.087   F   0.599   13000   G   2018			E.	l													
Second	Lligh St	0.12		<u></u>	000/	10/				09/		0.097	_	0.500	12000	G	2019
Alfine Blvd   10000   G   98%   1%   1%   0%   0%   F   0.082   F   0.547   11000   G   2018	8758) FIIGH St	0.12	12000 To		90%	I 70				0%	Г	0.067	Г	0.599	13000	G	2010
Mt Vermon Ave			From						vu								
High St   0.47   12000   G   98%   1%   1%   0%   0%   0%   F   0.085   F   0.570   13000   G   2018	8758) High St	0.22	10000	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.547	11000	G	2018
Figh St   0.47   12000   G   98%   1%   1%   0%   0%   0%   F   0.085   F   0.570   13000   G   2018	$\bigcirc$		To				Mt V	ernon Ave	;			$\neg$ —					
MIL King Fray   State   Miles   Mile	8758) High St	0.47	12000	G	98%	1%				0%	F	0.085	F	0.570	13000	G	2018
Figh St   1000   G   98%   1%   1%   0%   0%   0%   C   0.101   F   0.663   11000   G   2018			To				ML.	King Frwy									
First St	8758 High St	0.79	10000	G	98%	1%			0%	0%	С	0.101	F	0.663	11000	G	2018
Second   S			To				E	lm Ava									
State   Stat	High St	0.32		G	98%	1%			0%	0%	F	0.098	F	0.640	6100	G	2018
High St	(8758) · ···g··· σ ·	0.02	Т. С.			. , ,				0 / 0	•		•	0.0.0	0.00	<u>.</u>	
Crawford St	High St	0.51	From		08%	1%		•	Nº/-	Λ°/-	F	0.087	F	0.511	5200	G	2018
No.	8758) Tilgit St	0.51	4000 To		90 /6	1 /0			0 /6	0 /6		0.087	'	0.511	3200	G	2010
ST69   McLean St   0.92   6800   G   98%   1%   1%   0%   0%   0%   0%   F   0.087   F   0.574   7400   G   2018			From														
Airline Blvd    Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blvd   Deep Creek Blv	McLean St	0.92		<u></u>	98%	1%				0%	F	0.087	F	0 574	7400	G	2018
Second	8759 WOLCON OT	0.02	То	<u> </u>	0070	1 /0			0 70	070	•	0.007	•	0.07 4	7 400	u	2010
Second St   Seco			From						A								
ST60   Lincoln St   0.66   3800   G   99%   0%   1%   0%   0%   0%   F   0.162   F   0.959   4200   G   2018	R760 Lincoln St	0.83		G	99%	0%				0%	F	0.094	F	0.705	1700	G	2018
8761) Court St  0.66  8800  G  99%  0%  1%  0%  0%  0%  0%  F  0.162  F  0.959  4200  G  2018  First St   Portsmouth Blvd  Crawford St Near I-264  8761) Court St  0.21  6300  G  98%  1%  1%  0%  0%  0%  0%  0%  0%  0%  0	0,000	3.00				- / •			- / -	- / •			-	200			_5.5
First St   First St   First St   From:   Portsmouth Blvd   Port Centre Pkwy   0.67   6400   G   99%   0%   1%   0%   0%   0%   0%   C   0.121   F   0.914   7000   G   2018	OZOO Lincoln St	0.66			90%	0%		•	0%	0%	F	0 162	F	n asa	4200	G	2018
Port Centre Pkwy   0.67   6400   G   99%   0%   1%   0%   0%   0%   0%   C   0.121   F   0.914   7000   G   2018	(8/80) LINGOIN GE	0.00	To		JJ /0	J /0			J /0	J /0	-	0.102	•	0.000	-T_UU	u	2010
Port Centre Pkwy   0.67   6400   G   99%   0%   1%   0%   0%   0%   0%   C   0.121   F   0.914   7000   G   2018			From	I					4			<del>-                                    </del>					
Court St   Court St   Crawford St Near I-264     Crawford St Near I-264     Court St   Crawford St Near I-264     Court St   Court St   County St   County St   County St   Court St   Co	Port Centre Pkwv	0.67		G	99%	0%				0%	С	0.121	F	0.914	7000	G	2018
8761) Court St  0.21 6300 G 98% 1% 1% 0% 0% 0% F 0.096 F 0.674 6900 G 2018    State   Court St   Co	0,01)	0.07		_	-0/0	5,0				3,0			•		, 550	_	
Court St	Court St	0.21	From		000/	10/				09/		0.006		0.674	6000	G	2019
8761) Court St 0.11 5400 G 98% 1% 1% 0% 0% 0% C 0.102 F 0.599 5800 G 2018    State   S	8/61 Oourt St	0.21	0300		JU /0	1 /0			U /0	U /0	1	0.090	'	0.074	0300	u	2010
Tight St   1970   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198	On the Ct	0.11	From	<u> </u>	000/	40/			00/	00′				0.500	F000		0010
8761) Court St 0.11 2700 G 98% 1% 1% 0% 0% 0% F 0.101 F 0.528 2900 G 2018  London St  Court St 0.23 940 G 98% 1% 1% 0% 0% 0% F 0.118 F 0.791 1000 G 2018	(8761) Court St	0.11	5400	G	98%	1%	1%	υ%	υ%	υ%	Ü	0.102	۲	0.599	5800	G	2018
Table 1			To From														
(8761) Court St 0.23 <b>940 G</b> 98% 1% 1% 0% 0% 0% F 0.118 F 0.791 1000 G 2018	(8761) Court St	0.11	2700	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.528	2900	G	2018
(8761) Court St 0.23 <b>940 G</b> 98% 1% 1% 0% 0% 0% F 0.118 F 0.791 1000 G 2018			To From				Lo	ndon St									
To: Crawford Pkwy	(8761) Court St	0.23	940		98%	1%	1%	0%	0%	0%	F	0.118	F	0.791	1000	G	2018
	$\overline{}$		To				Craw	ford Pkwy	7								

Route	Length	AADT	QA	4Tire	Bus			ail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Portsmouth		From:				G 1 1				1					
South St	0.10	660	G	97%	1%	Columbus 1%	Avenue 0%	6 0%	F	0.127	F	0.970	720	G	2018
762) 300111 31	0.10	To:		31 /6	1 /0	Swanson I		0 0/0	- 1	0.127	'	0.970	120	G	2010
		From:				Swanson									
South St	0.09	970	G	97%	1%	1% (	0%	6 0%	F	0.122	F	0.934	1100	G	2018
		To:				Des Moir	nes Ave								
South St	0.38	4700	G	97%	1%		0%	6 0%	С	0.098	F	0.557	5100	G	2018
9		To				Elm A	\ vo								
South St	0.34	2700 From:	G	97%	1%		0% 0%	6 0%	F	0.075	F	0.521	3000	G	2018
762) 334 31	0.0	To:	Ť	0.70	. , 0	Effingh		0 0,0	•		•	0.02	0000	<u>.</u>	_0.,
Vest		From:	_			Bart				i					
9024)Ramp	0.21	3100	G			Dart	St .			0.183	F		3100	G	2018
1024)	-	To:				I-264 V	West			$\overline{}$					-
		From:				High									
Amherst Dr		70	G			Ingii	. Di			0.137	F	0.615	70	G	2018
		To:				Ferguso	on Dr_								
		From:				Williamsb									
Bain St		120	G							0.127	F	0.556	130	G	201
		To:				Peninsul	a Ave								
		From:				Fulton		,							
Baldwin Ave		160	G			i unon				0.132	F	0.511	170	G	201
		To:	_			Deep Cre	ek Blvd								
		From:				Heathe	r Rd								
Brookmere Lane		120	G							0.123	F	0.512	130	G	201
		To:				Summer	set Dr								
		From				Chumle	ev Rd								
Brunswick Rd		680	G				<u> </u>			0.113	F	0.629	740	G	201
		To-				Tatem	Ave								
		From:				Glasgo	w St								
Cambridge Avenue		150	G							0.127	F	0.542	170	G	201
		To:	:			North	St St								
		From:				Midfield	Pkwy								
Canterbury Dr		350	G							0.131	F	0.612	380	G	201
		To:				Templa	ar Dr								
		From:				Manor	Ave								
Cardinal Lane		320	G							0.112	F	0.571	350	G	201
		To:				Thornwo	ood St								
		From:				Hatton	Pt Rd								
										0.148	F	0.594	120	G	201
Courtney Rd		110	G												
Courtney Rd		110	G			Dead									
,		To:	:				End								
Courtney Rd  Cypress Rd		From: <b>490</b>	G			Dead Bob Wh	End nite St			0.127	F	0.674	530	G	201
<u>,                                      </u>		To:	G			Dead	End nite St					0.674	530	G	201
Cypress Rd		From: 490 From:	G			Dead Bob Wh	End nite St s Cir			0.127	F				
,		490 To: From: 1200	G			Dead Bob Wh Cypres Columbi	End nite St s Cir ss Ave					0.674	530	G G	
Cypress Rd		From 490  From 1200	G			Dead Bob Wł	End nite St s Cir ss Ave			0.127	F				
Cypress Rd  Dale Dr		From 490 To: 1200 To: From 170	G			Dead Bob Wh Cypres Columbi	End nite St s Cir s Ave e Ave			0.127	F	0.562	1300	G	201
Cypress Rd		490 To: From: 1200 To: From: 1800	G			Dead  Bob Wh  Cypres  Columbt  Nashvill  Horne	End nite St s Cir ss Ave e Ave Ave			0.127	F				201
Cypress Rd  Dale Dr		From 490 To: 1200 To: From 170	G			Dead  Bob Wh  Cypres  Columbt  Nashvill  Horne	End nite St s Cir us Ave e Ave Ave			0.127	F	0.562	1300	G	201
Cypress Rd  Dale Dr  Darren Dr		From 1200 To: From 1800 To: Fr	G G G			Dead  Bob Wh  Cypres  Columbt  Nashvill  Horne	End nite St s Cir us Ave e Ave Ave			0.127 0.096 0.098	F F	0.562	1300	G G	201
Cypress Rd  Dale Dr		From 1200 To: From 1800 To:	G			Dead Bob Wh Cypres Columbt Nashvill Horne Greenwo Bardot	End nite St s Cir ss Ave e Ave Ave ood Dr Lane			0.127	F	0.562	1300	G	201
Cypress Rd  Dale Dr  Darren Dr		From: 490 To: From: 1200 To: From: 1800 To: From: 1800 To: From: 1800 To:	G G G			Dead  Bob Wh  Cypres  Columbu  Nashvill  Horne  Greenwo  Bardot  Cavalier	End nite St s Cir s Ave e Ave Ave ood Dr Lane			0.127 0.096 0.098	F F	0.562	1300	G G	201
Cypress Rd  Dale Dr  Darren Dr		1200 To: 1800 To: 1800 To: 890	G G G			Dead Bob Wh Cypres Columbt Nashvill Horne Greenwo Bardot	End nite St s Cir s Ave e Ave Ave ood Dr Lane			0.127 0.096 0.098	F F	0.562	1300	G G	2018 2018 2018 2018

Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Portsmouth	From	1			Richr	mond Ave									
Duke St	870	G								0.091	F	0.588	920	G	2018
	To	1				ker Ave									
Forrest Hills Dr	200	G			Merri	ifield Blvd				0.119	F	0.539	220	G	2018
Fortest Hills Di	<b>200</b>	<u> </u>			Burr	rland Rd				0.119	Г	0.559	220	G	2010
	From					ills Rd									
Frailey PI	500	G								0.194	F	0.744	540	G	2018
	To	:			Fi	iske St									
	From				George Wa					<u> </u>				_	
Gillis Rd	<b>620</b>	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.547	620	G	2018
	From					lwin Rd									
Glasgow St	1600	G			Poto	mac Ave				0.088	F	0.568	1700	G	2018
	To				Vern	nont Ave									
	From	-			Bol	lling Rd									
Greenland Blvd	1400	G								0.103	F	0.613	1500	G	2018
	To	1			Portsn	nouth Blvd	<u> </u>								
I I - P.C A	From	<u> </u>			Colu	umbia St					_	0.544	400	0	0040
Halifax Ave	450	G				ounty St				0.115	F	0.511	490	G	2018
	From	:				Pines Rd									
Hawthorne Lane	160	G			1 WIII	Pilles Ru				0.123	F	0.529	180	G	2018
	To				Неа	ather Rd									
	From				Ki	irby St									
Independence St	260	G								0.204	F	0.515	290	G	2018
	To				Appon	nattox Ave	)								
laffarra en Ct	From	<u> </u>			Eb	m Ave				0.000	_	0.55	1.400	_	0010
Jefferson St	1300 _{та}	G			D _i	earl St				0.093	F	0.55	1400	G	2018
	From				Gree	en Street									
Jefferson St	1000 _{To}	G	99%	0%	0%	0%	0%	0%	С	0.11	F	0.575	1000	G	2018
	From					n Street									
King St	160	G			Yorkt	town Ave				0.198	F	0.906	170	G	2018
King Ot	To				Willian	nsburg Ave	e					0.500	170	G	2010
	From					ace St									
Lancaster Ave	80	G								0.259	F	0.533	80	G	2018
	To	:			Gr	riffin St									
	From	:			Ast	tor Ave									
Magnolia St	380 _{та}	G			****	l: 4				0.110	F	0.529	410	G	2018
	From	l				lian Ave									
Mayflower Rd	620	G			Flor	rence Rd				0.179	F	0.704	680	G	2018
Maynowerria	To				Hodge	es Ferry Rd	l				•	0.704	000	ŭ	2010
	From					ıgar Ct									
McClean Sts	570	G				,8				0.093	F	0.620	620	G	2018
	To				Vic	ckers Ct									
	From				Br	road St								_	
Meander Rd	<b>220</b>	G			C:					0.127	F	0.521	240	G	2018
		1				auqua Ave	:								
Morro Blvd	From <b>230</b>	G			Wy	cliff Rd				0.121	F	0.676	250	G	2018
WIGHTO DIVU	<b>230</b>				Sa	xon Rd				0.121	'	0.070	200	u	2010
	From					on Pkwy									
Nicholson St	580	G			71110	j				0.09	F	0.660	630	G	2018
	To	:			Ha	ırris Rd									

					City of Portsmou	เท							
Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth	From:				C1 F-:								
Nottingham Rd	200	G			Snead Fairway			0.128	F	0.594	210	G	2018
Nottingnam Ha	To				Yorkshire Rd			0.120	•	0.554	210	G	2010
	From:				Marshall Ave								
Oak St	1000	G			Maishan Ave			0.110	F	0.592	1100	G	2018
oun or	To:				Wilcox Ave				•	0.002		<u>.</u>	
	From				Kenny Lane								
Old Farm Rd	180	G			Tremily Zune			0.117	F	0.65	200	G	2018
	To:				Redbarn Rd								
	From:				Jackson St								
Progress Ave	10	G						0.346	F	0.632	10	G	2018
	To:				Monroe St								
	From:				Hedgerow Lane								
River Shore Rd	2100	G			rieugerow Lune			0.099	F	0.61	2300	G	2018
	To:				Rivermill Cir								
	From:				Bob White St			i					
Robin Rd	190	G			Doo wille of			0.159	F	0.598	200	G	201
	To:				Portsmouth Blvd				•	0.000	_00	<b>O</b> .	_0.
	From:							<u> </u>					
Smithfield Rd	530	G			Beechdale Rd			0.106	F	0.703	570	G	201
Similiniela Ha	750 To:				Deep Creek Blvd			0.100	•	0.703	370	ч	201
	From:							_					
Charrente a Arra		_			Palmer St				_	0.514	1.10	_	001
Staunton Ave	130	G			I-65 Ct			0.125	F	0.514	140	G	201
					Jefferson St .								
0, 1, 10,	From				Eisenhower Circle				_	0.000	0400	_	004
Stratford St	2000 _{то}	G			m 0: 1			0.109	F	0.633	2100	G	201
					Truman Circle								
	From:				Augustine Cir			<b>.</b>	_			_	
Sugar Creek Cir	300	G						0.128	F	0.613	330	G	201
	10:				Gateway Dr								
	From:				Greenwood Dr								
Tazewell St	560	G						0.108	F	0.601	610	G	201
	To:				Freedom Ave								
	From:				Bridges Ave								
Verne Ave	20	G						0.158	F	0.7	20	G	201
	To:				Garner Ave								
	From:				Merrifield Blvd								
Weyanoke Dr	120	G						0.131	F	0.591	130	G	201
	To:				Burrland Rd								
	From:				River Edge Dr								
Whaley Rd	30	G						0.315	F	0.529	40	G	201
	To:				Edwin Rd								
	From:				West Rd								
Willett Dr	4300	G						0.107	F	0.823	4600	G	201
	To				Sycamore Rd								
	From:				Caroline Ave								
Winchester Dr	1100	G	98%	0%	1% 0%	0% 0%	С	0.098	F	0.635	1100	G	201
	To:				Augusta Ave								
	From				Mount Vernon Ave			l					
Woodrow St	500	G			1410unt 4 cinon Ave	•		0.077	F	0.539	500	G	201
**OOGIOW OL	To				Broad St			0.077	•	0.000	500	u	201
	From:							 					
Wright Rd	280	G			Capelle Rd			0.105	F	0.552	300	G	201
wiigiit nu	28U	G			Nort-11- D.1			0.103	Г	0.552	300	a	2010
	10.				Norfolk Rd								